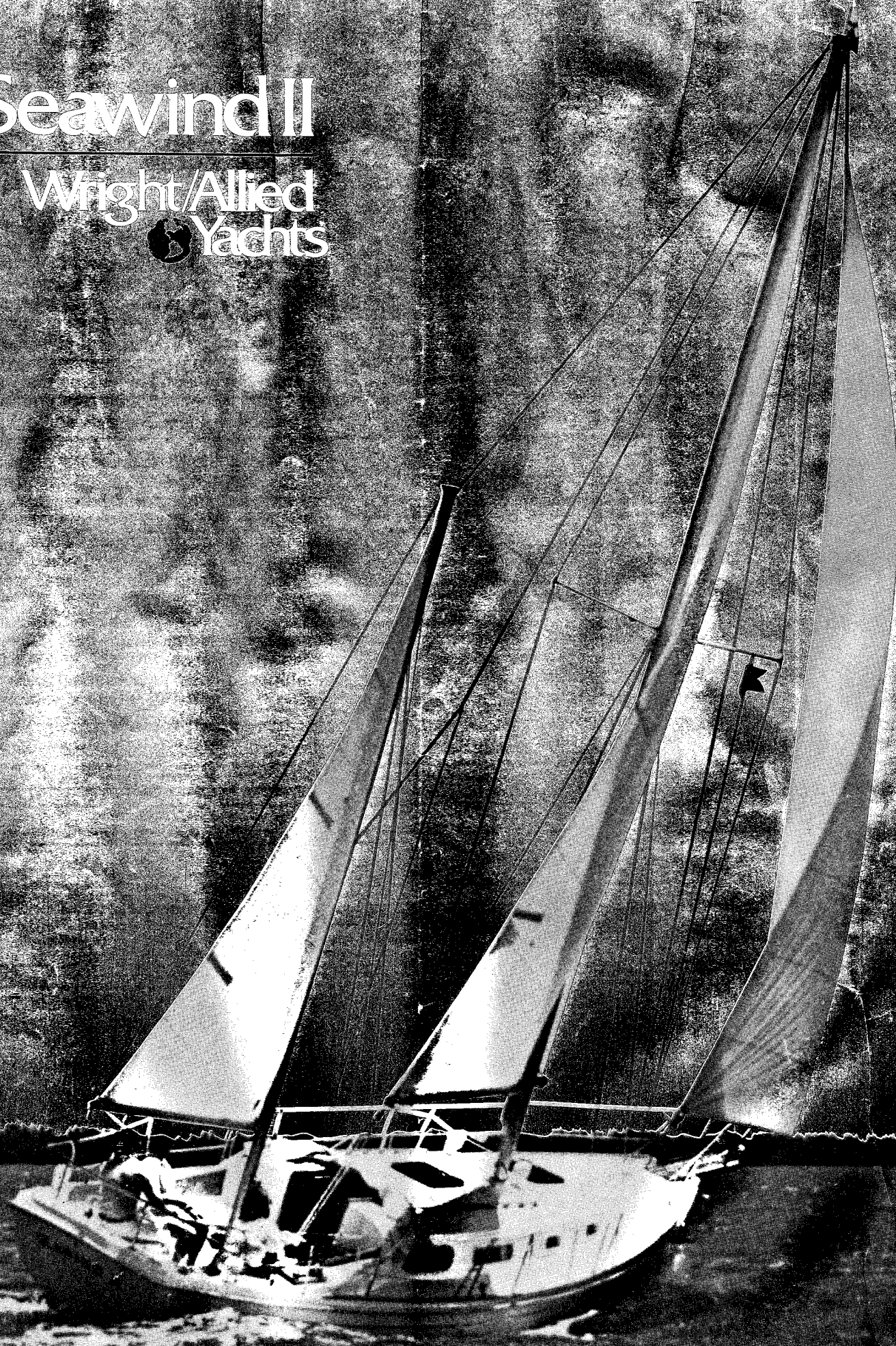
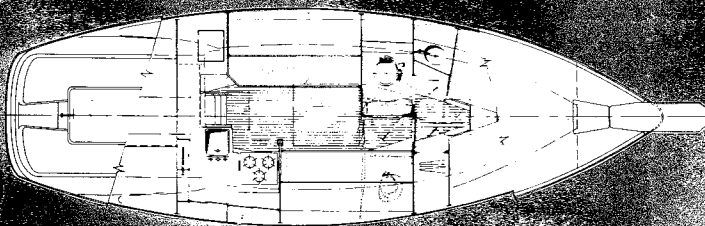
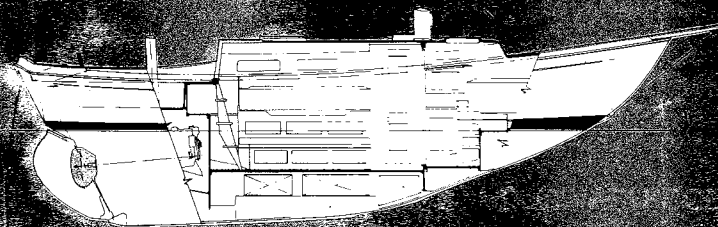
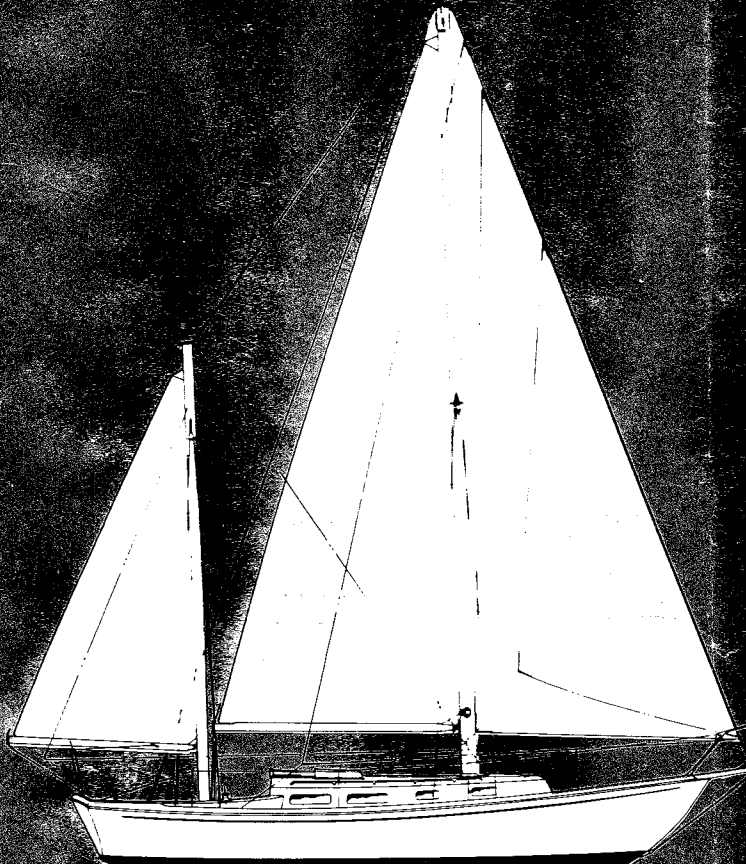


Seawind II

Wright/Allied
Yachts



Seawind II



The SEAWIND II is the 32-foot heir of Allied Boat's Seawind. A record-setting Seawind—*The Apogee*—was the first yacht with a fiberglass hull to circumnavigate the world. Seawind circumnavigators suggested improvements for SEAWIND II, and the result is the product of the best in naval architectural science and the invaluable experience of thousands of successful ocean-going miles.

The strong, seamless fiberglass hull has a long, straight keel, and a protected rudder. It is easily brought into makeshift island slipways or can be careened on a sandy shoal. The keel design and medium displacement of the SEAWIND II provide directional stability while still retaining windward ability and maneuverability. This maneuverability allows for more direct courses, cutting distance and time between landfalls. For comfort and dependability, there is a rack and pinion wheel steerer.

The bow pulpit is a standard safety feature, as are the three-inch bulwarks, important for handling tackle. The auxiliary engine is a Palmer P-60 gasoline engine. Rich detailing accents the feeling of space and freedom below deck, with sufficient storage for the crew along with an abundance of counter space. The cabin has 6'2" headroom, with teak black line cabin sole. The main berths are 78" long, as are the pilot berths.

Brawny and beautiful, the SEAWIND II combines the best of traditional and modern design, getting the yachtsman where he wants to go in safety and comfort.

SPECIFICATIONS:

L.O.A.	31'7"
L.W.L.	25'6"
Beam	10'5"
Draft	4'6"
Sail Area	555 sq. ft.
Hull	Fiberglass
Spars	Anodized Aluminum
Ballast	5,800 lbs.
Displacement	14,900 lbs.
Headroom	6'2"
Berths	6
Auxiliary Engine	Palmer P-60 standard Gas Engine
H.P.	27

CONSTRUCTION: Hull construction is hand lay-up fiberglass, employing full length layers of woven roving and mat. Each layer is cut specifically for its location in the mold before lay-up. Hull color is molded in gel-coat. Internal ballast is first quality cast lead, glassed into hull cavity and sealed over with layers of mat and woven roving. The rudder is layed up around a 1½" bronze rudder shaft. Rudder shaft is seated in 32 lb. bronze heel casting in trailing edge of keel. Bronze thru-hull fittings are used on all underwater thru-hulls. Hull has recessed cove stripe.

Deck, cockpit and cabin are reinforced hand lay-up fiberglass with end cut balsa core sandwich construction in all walking areas, affording additional stiffness and insulation. Non-skid pattern is molded into deck, cockpit and cabin top, deck features molded toe rail, two dorade vents with cowl vents, storm cover over main hatch. The 9' cockpit has large sail lockers port and starboard, raised helmsman seat, bridge deck, coaming all around and large winch islands. Engine vents are located port and starboard aft of the cockpit.

DECK FITTINGS AND GEAR: Stainless steel stemhead fitting with duckbill bowsprit, aluminum rub rail, 10½" marinium bow cleat, 8' genoa tracks with cars port and starboard mounted on rail, oiled teak exterior, interior and companionway handrails, forward hatch, 4 large fixed ports, 4 small fixed ports, aluminum main sheet traveler with car and stops mounted on bridge deck, 24" stainless steel stanchions and single vinyl covered lifelines, (2) 8" marinium stern cleats and chocks.

MECHANICAL AND ELECTRICAL: Palmer P-60 gasoline Engine and 50 amp alternator, instrument panel with tachometer, oil pressure, ammeter and fuel gauge, cockpit mounted gusher bilge pump, cockpit mounted engine controls, tiller steering, two bladed bronze prop, 90 amp 12V battery with safety shut off switch, switch panel with circuit breakers, (10) 12V cabin lights conveniently located, running lights, bow light, stern light, color coded wiring with wiring diagram, amphenol connectors on all disconnects.

TANKAGE: 40 gal. corten fuel tank with deck fill, 60 gal. stainless steel water tank.

INTERIOR APPOINTMENTS. Teak sole throughout, all wooden bulkheads with attractive wood grain laminate used throughout, one piece molded headliner throughout, all interior trim of natural teak, companionway ladder of solid teak, engine access door behind companionway ladder, teak hatch boards, sliding hatch over companionway.

GALLEY AREA: 2 burner alcohol stove, 6 cubic ft. capacity top-loading ice box with teak shelves, four large cabinets with sliding doors behind stove, large deep stainless steel sink, hand operated ice box water pump, storage areas below sink, formica counter tops throughout galley area, cutting board cover over sink.

MAIN CABIN: Available as dinette layout or transom berth layout with formica top table floor or bulkhead mounted, naugahyde covered 4" cushions standard throughout, top-loading storage under all berths, 2 large storage ports in back rests of berths, shelves over berths.

HEAD AREA: Head has 2 separate entrances with solid cherry doors, standard marine toilet, storage compartment behind head. Vanity area includes oval stainless steel sink, two large cabinets behind vanity with sliding doors, mirror on head door, formica counter tops.

FORWARD COMPARTMENT: Large hanging locker door closes off forward compartment. Forward compartment has "V" berth arrangement with chain locker behind forward bulkhead, full length shelves over berths (port and starboard). Teak plywood sheathing on hull sides.

2 spuds
SAILING GEAR: 2 #40 Lewmar or Barient jib sheet winches with handle and marinium jib sheet cleats, #8 Lewmar or Barient main halyard winch, stainless steel main halyard with shackle, #8 Lewmar or Barient jib halyard winch and halyard cleat on mast, stainless steel jib halyard with braided dacron tail and snap shackle, stainless steel mizzen halyard with braided dacron tail and shackle, main and mizzen sheets with blocks and cam cleats, main boom downhaul, main and mizzen topping lifts with shackles, genoa gear, flag halyards on main and mizzen mastheads and main mast spreader.