

OCTOBER 2009

BOAT

USA

World Debut

BURGER'S EXQUISITE
151FT SYCARA IV

**EXCLUSIVE
US LAUNCHES:**

BROOKLIN
BOAT YARD'S
90FT BEQUIA

RYBOVICH'S 78FT
PERSISTENCE

HODGDON YACHTS/
BILL TRIPP'S
65FT AVAILABLE

**// BRAND NEW
TO THE CHARTER
MARKET:**

214FT TRIDENT
197FT SLIPSTREAM



FORT LAUDERDALE BOAT SHOW PREVIEW & MAP

INTERNATIONAL



AVAILABLE

KNOWING THAT AS A RULE I FAVOR TRADITIONAL DESIGNS, AND CAN WAX RHAPSODIC ABOUT SHEER LINES AND KNUCKLE BOWS, *BOAT INTERNATIONAL USA*'S EDITORS DECIDED TO TEST THE EXTENT TO WHICH I CAN REMAIN CATHOLIC ABOUT THE AESTHETICS OF SAILING YACHTS AND ASKED ME TO GO FOR A SAIL ON BILL TRIPP'S NEW 65FT SLOOP *AVAILABLE*, JUST LAUNCHED AT HODGDON YACHTS OF EAST BOOTHBAY, MAINE.

STORY: ALESSANDRO VITELLI | PHOTOS: BILLY BLACK



I have had the good fortune of sailing on another Tripp-designed yacht in the past, so to some extent I was mentally prepared for this assignment. As a result, *Available* did not present too many surprises; she is uncompromisingly modern in profile—one might say aggressively so—but since her looks and her performance are so inextricably symbiotic, in the end the logic of her design becomes attractive. In a sense, she turns around that old convention that there was never a pretty boat that didn't sail well; *Available* sails very well indeed, and that gives her a beauty of her own.

Known for their flawless work with various forms of composite construction, Hodgdon Yachts pulled out all the stops to create a performance cruising yacht, or, as they prefer to call her, a café racer. Her hull is an innovative combination of carbon/Kevlar/cedar, immensely rigid and remarkably light. Using the cedar as her inner skin provides sound insulation as well as a beautiful finish. Underwater foils consist of a

lifting keel (stainless steel blade and lead bulb) and carbon spade rudder. On top she sports a three-spreader carbon fiber rig from Hall Spars and molded 3DL sails from North.

In between is where the fun is: on deck she is all efficiency, with halyards and other control lines led aft under the deck to powered Harken winches located on either side of the companionway. Jib and main sheets are also easily tended, again courtesy of electric winches. Harken also supplied the hydraulics for the vang, backstay, outhaul, sprit pole, keel lift, and halyard tension cylinders; of note this rig is the first time Harken cylinders have been installed on a Hall Spar. The cockpit area is, to put it mildly, vast; a combination of ample seating, a varnished teak table featuring a strikingly patterned grain, and a stern deck of generous proportions all contribute to the overall comfort. The view forward from the twin steering wheels is superb. There is, to my thinking, an awkward spot just at the forward end of the deckhouse, where a combination of straight house sides, a curving deck, and intrusive lower diagonal shrouds make the transition to the foredeck somewhat inconvenient, particularly when the boat is heeled over.

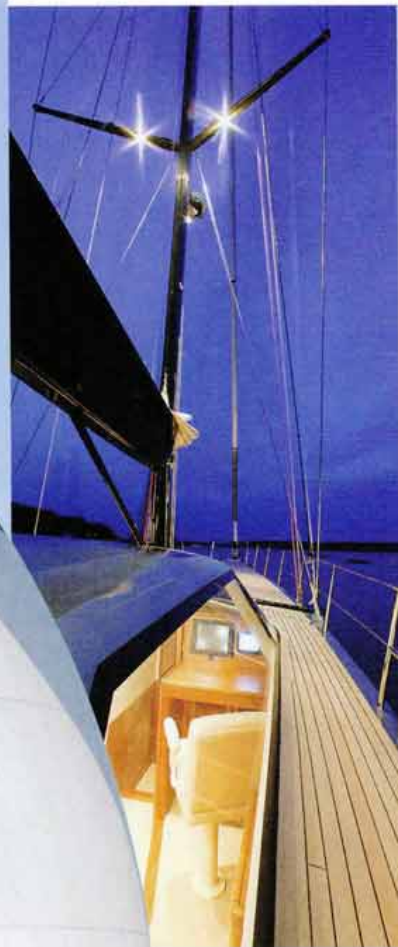
The beauty of it is that all that performance stuff comes at no sacrifice to the comforts we would want and expect in a proper cruising yacht. The sloping deckhouse sides allow unimpeded light below, as well as providing an unobstructed view all around when relaxing or dining at the portside table. The galley is also flooded with daylight—surely a boon to a hard-working cook. An interior steering station is to starboard with a throttle, autopilot control, navigation screens, and great sightlines, allowing one to motor along on a foggy or rainy day or even beat the heat of a scorching breezeless day.



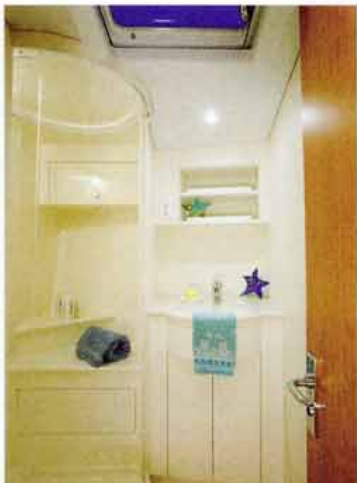
“TRIPP AND HODGDON CALL THIS PERFORMANCE CRUISER A ‘CAFÉ RACER’, BUT I’LL BET THAT IN A REAL BREEZE SHE’S LIKE A DOUBLE SHOT OF ESPRESSO.”



available



The sloping deckhouse sides allow unimpeded light below, as well as providing an unobstructed view all around.



SPECS

LOA: 64ft 9in (19.74m)

LWL: 60ft (18.29m)

Beam: 15ft 9in (4.81m)

Displacement (1/2 load): 25.7 tons

Draft: 7ft 10in (2.38m) (Keel raised)/
12ft 4in (3.77m) (Keel lowered)

Fuel capacity: 264 gallons

Water capacity: 225 gallons

Upwind sail area: 2,132sqft

Downwind sail area: 4,951sqft

Spars: Hall Spars carbon fiber mast, wing shaped boom, Harken batt-car system

Hydraulics: Harken/Navtec

Winches: Harken

Sails: North Sails 3DL

Electrical: 24 vDC electrical

Service bus 600 amp hour capacity

120-240 vAC electrical distribution system

Generator: Mastervolt 12kW

Propulsion: Volvo D3 110 turbo diesel with
2.48 reduction, Gori 3-blade folding propeller

Construction:

Carbon/Kevlar/cedar

Naval architecture: Tripp Design

Exterior styling: Tripp Design

Interior design:

Hodgdon Yachts/Tripp Design

Builder/Year: Hodgdon Yachts/2009

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Adding to the feeling of openness is the interior finish—a combination of white surfaces and varnished cherry trim and accents. The owner's stateroom is forward, with a centerline queen-sized berth, ample stowage, and en suite head compartment. Guests enjoy two staterooms aft, one with twin berths and the other with a queen-sized berth; each with its own en suite head. The main engine, generator, and other mechanicals are located under the raised deckhouse; while there is no engine room as such, removable panels around the mechanical components provide sufficient access for all necessary maintenance chores.

So sailing off we went, enjoying classic Down East Maine conditions: light to medium breeze, gentle seas. *Available* did not disappoint. With her keel lowered to its maximum draft she knifed up to windward without any fuss at all, tracking well and asking for only the merest touch on the wheel. Off the wind, we set a Code 3 headsail, and she settled down to an easy reach. We reached our destination all too soon and in relaxed fashion, thanks to the efficiency of her sail handling systems.

Deadeyes and lanyards be damned, I want to go back and sail her in a real breeze. She's that kind of boat, one that makes you wish for more. Mr. Tripp and Hodgdon Yachts are obviously in top form. And if they want to call her a café racer, I'll bet that in that real breeze she'd be like a double shot of espresso. |

Form and comfort meet aboard *Available*, where the open interior layout marries with a vast cockpit area.

