

## COMANCHE

LOD 39.8', LWL 29.1', Beam 11', Draft 4.7' (centerboard up), Displacement 21,000 lbs

Designer: Wirth M. Munroe

Built 1956 by Warren Bailey.



*Comanche* was designed and built in Miami for Jack Price, a 1952 Olympic Medalist in the Star class. *Comanche's* designer Wirth Munroe, and also his father Ralph Munroe, were advocates of shoal-draft centerboard boats. They were very active in promoting yacht racing in Southern Florida, and members of the CCA.

*Comanche* was raced intensively for the first twelve years with numerous victories in the Southern Ocean Racing Conference (SORC), Chicago-Mackinac Race, and many other ocean-racing events. In 1968 she was sold to the father-in-law of her present owner. Since then she has been used almost exclusively for cruising in the Florida Keys, the Bahamas and along the East Coast north to Chesapeake Bay.

*Comanche's* hull was built with 1 3/8" by 1 5/8" Alaskan cedar strip planks, glued and edge-fastened with bronze screws. Two layers of 10-ounce fiberglass cloth were laminated with polyester resin over the exterior surface of the hull. The deck, cabin top, and bilge were covered with a single layer of fiberglass. The bulkheads are Brynzeel

mahogany plywood. The original wood mast was replaced with an extended Cal-40 aluminum mast, by the first owner.

After 47 years, the fiberglass cloth was removed below the waterline. It is remarkable that after those forty-seven years the strip planking appeared to be as good as the day it was installed. Since the bronze screws holding the planks to the frames had deteriorated, these were replaced with stainless screws. After sanding, the hull was covered with 24-ounce biaxial fiberglass using vinylester resin.

At the same time, a new rudder was fabricated with a plate of stainless steel welded to the rudder post. This was faired and covered with fiberglass to resemble the original profile. The bronze plate centerboard has been pinned up and is no longer used now that she is used solely for cruising. In 1985, the bowsprit, toerails and cockpit coaming were replaced with new teak and new fiberglass covered plywood decks were installed.

The original Gray Marine gasoline engine has been replaced by a Perkins 4-108 diesel. Some modern conveniences have been installed, such as a pressure fresh-water system, wheel steering, roller-furling headsail, and an updated electrical panel. Except for the new equipment, *Comanche* remains as she was designed fifty years ago. She carries 50 gallons of fuel and approximately 100 gallons of potable water.



*Comanche's* distinctive red hull and Indian figurehead above her clipper bow have made her easily identifiable to those that know of her. The bowsprit has been extended to hold a 35 pound plow anchor.



The large awning protects against sun and rain. The dodger is shown folded forward.



After 47 years the fiberglass below the waterline was removed, exposing the Alaskan cedar strip planking and lead ballast below the Greenheart keel. New stainless screws were installed and plugged as shown, and biaxial fiberglass was laminated with vinyl ester resin.



The long cockpit seats serve as a cool place to sleep on tropic nights. The binnacle is mounted toward the forward end of the cockpit, to be clear of the jib sheet winches, close to the companionway, and to get some shelter from the dodger.



An outboard engine davit has made it much easier to lift the 15 HP engine to the carrying bracket on the aft pulpit rail. The davit can be removed and stowed when not cruising.



The salon table drops down to serve as a wide double sleeping berth when needed



Forward "V" berth with drop-down chart tray under the forward deck. The anchor rode can be seen through the Indian-head cutout in the forepeak hatch. Storage lockers are located under the bunks.



The plaques on the port main bulkhead are a reminder of *Comanche's* active career as an ocean racer. An equal number are on the starboard side.



Galley area showing the ice box below the stainless counter top and the forward end of the gimbaled two-burner stove top.



*Comanche's* starboard quarter-berth. An identical berth is on the port side. Inboard seat cushions on each side of the companionway step offer a place to sit out of the weather.