KATRINA

LOA 38', LWL 28', Beam 11', Draft 4', Displacement 18,000 pounds
Designer: Morgan Yacht Corp.
Built: 1970 by Morgan Yacht Corp and J. N. Newman

photo by Ross Santy

Katrina was completed by her owners from the fiberglass hull and deck moldings of the Morgan 38 keel-centerboarder. This type of hull was popularized in the 1950's by *Finisterre* and subsequently by the Block Island 40, Bermuda 40, and many similar boats. Advantages of this hull form include shoal draft, easy motions in a seaway, and good directional stability. Disadvantages are the extra wetted surface of the long keel, reduced ultimate stability in a capsize, and difficult maneuvering under power.

Many custom modifications were made during the original construction and subsequently. First used for family cruising and racing in New England and Nova Scotia, *Katrina* was outfitted for a cruise to Norway in 1981 and cruised in Northern Europe for five summers before returning home via the southern route to the West Indies. Now in her fourth decade with the same owners, *Katrina* has been modified and updated to suit their changing requirements.

The original sloop rig was supplemented with a small staysail and running backstays for the trans-Atlantic cruise. Later roller furling was installed on both the jib and mainsail so that all handling of these sails can be done from the cockpit. The photo shows the davits, cockpit canopy and boarding ladder, which have been fabricated from composites. Six solar panels on the canopy and cabin top provide most of the electrical power for the primary winches, windlass, and refrigerator.

The accommodations include pilot berths and extension bunks in the main cabin with a gimbaled table on the centerline. This traditional open arrangement is particularly good offshore.

A lifetime of cruising leads to a variety of experiences and constant learning. In many cases we change boats every few years to satisfy our changing requirements. *Katrina* is an example of versatility and longevity. She has given her owners many years of pleasure.

View of main cabin looking forward. Water tanks holding a total of 100 gallons are located under the main cabin sole and under the forward section of the port extension berth. Diesel tanks with 50 gallons are under the forward section of the starboard extension berth and aft of the galley. The stainless stanchion supports the aft end of the cabin table and also feeds the control lines for the centerboard. A large locker under the double berth in the forward cabin is used for sails. A 75 pound storm anchor is stowed under the sole forward of the mast.

The Luke galley stove is gimbaled with a protective rail and strap for the cook. Dual footpumps under the trash locker are used for fresh and salt water, in addition to the pressure fresh-water system.

Sliding fiberglass panels are fastened to the overhead under the Dorade vents with three positions: open, screened, and closed.

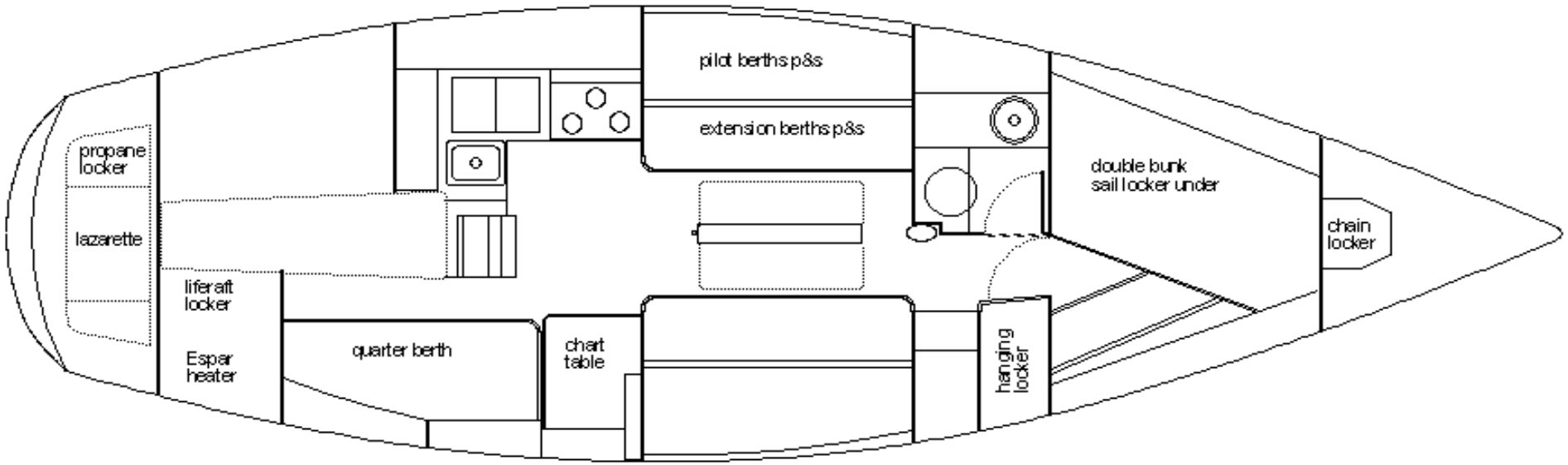
The Perkins 4-108 is accessible by removing the companion ladder, with further access by removing the panels on each side. Sound absorbing foam is from Soundown. The engine-driven compressor and an independent 12-volt refrigeration system are from Sea Frost, with both evaporation coils in the same eutectic holding block in the ice box. A double-acting Whale bilge pump is under the raised sole aft. An Edson pump is mounted under the cabin sole and a third manual bilge pump can be operated in the cockpit.

When the Hood Stowaway mast was installed the partners unit was constructed of fiberglass with a tapered inner wall, and a Spartite polymer collar was cast to fit the taper. Self-bonding tape is used to cover the partners. Blocks and lines are fastened to the stainless `Colloseum' fitting surrounding the mast. Technora line is used for the jib and mainsail halyards which are stowed in canvas bags.

The rigid canopy over the cockpit is a fiberglass sandwich with Core-Cell core, laminated in two panels with a tongue-and-groove joint along the centerline. The supports are carbon tubes which are mounted in strong fiberglass sockets bonded to the cabin trunk and coaming. Windsurfer mast clips keep the tubes in place. Four solar modules on the canopy and two forward of the dodger provide 150-200 watts in favorable conditions. The centerboard is controlled by the reel winch on the port side of the companionway, with two Dacron lines leading in opposite directions off the winch to raise and lower the centerboard.

The reverse gear is activated by a removable winch handle on the port side of the pedestal, linked directly to the vertical control shaft on the engine via two flexible couplings. The chrome lever on the port side of the binnacle is used to engage and activate the autopilot. The small cockpit table is fastened to the binnacle guard by fiberglass half-collars which spring into place as shown below.

The boarding ladder is made of fiberglass over foam core with carbon reinforcement of the steps. A bronze cabinet hook holds the two sections closed together over the lifelines, or when used for boarding. In the open position used for swimming a telescoping fifth step drops down.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