MERIDIAN

LOA 45', LWL 39.8', Beam 12.5', Draft 5.8', Displacement 26,000 lbs
Designer: C. W. Paine
Built 1990 by Concordia Yacht Builders.

Meridian was launched in 1990, and was at the time the first boat of her type drawn by Chuck Paine. She has since been much copied in various sizes, and her design led to Paine's creation of a whole line of bluewater cruisers called his Bermuda Series. She was designed as a rugged, high performance offshore and coastwise cruising yacht for a young family and occasional friends; conceived with safe ocean voyaging in mind, and therefore narrower than it might have been for coastwise sailing alone. There is a very low VCG, good range of positive stability, and the boat has substantial back-up capacity in various systems as well as very complete self-steering capability (autopilot & wind vane).

The photo above shows the moderate beam aft which makes for a very easy helm even when hard-pressed on a windy reach. Split hydraulic backstays share a common reservoir for automatic load equalization. Gimbaled radar mount stays level. Note the bubble hatch over the nav station that provides all-around visibility from inside. The very effective slab reefing system pictured here, which automatically gathered the reefed sail, has since been replaced by an even easier-to-use continuous-reefing LeisureFurl in-boom system. The step on the "back porch" holds dinghy gasoline in a well-vented box, outside the boat. The box behind the name on the transom opens up and aft to deploy the liferaft.

Although *Meridian* is not raced, she meets or exceeds ORC Category 0 safety and construction standards for trans-ocean racing. The shape of the hull aims at the highest possible average speeds (not burst or surfing speeds) over a day's run that are consistent with shorthanded crew and previously noted considerations of ruggedness, which also include such things as being able to haul on a crude railway in a remote location that lacks a Travelift.

Meridian has a winged keel, but one that is of lower aspect ratio and with somewhat shorter, stubbier, stronger wings than might be indicated for pure performance considerations. There is a very long LWL, but the stern shape is not so powerful as to significantly change the helm balance when heeling. Both wetted surface and prismatic coefficient are a little higher than might be suited to racing in very light air (not a consideration), with concomitant advantages in windier conditions with an autopilot at the helm.

The living spaces in the boat were designed with an overriding "function is beauty" attitude and a classic cruising boat aesthetic. The space devoted to the wet locker, forepeak, and navigation area are examples of the former; the simple white interior walls with varnished mahogany trim, among other things, are examples of the latter.

After some 50,000 miles and 15 seasons of cruising in Europe, Caribbean, and throughout much of the eastern USA & Canadian Maritimes, *Meridian* has fully met or exceeded early expectations, and continues to serve her owners well.

Four inch toe-rail 'bulwarks' offer security on the foredeck, yet green water flows quickly under them. Note the very heavy-duty bow rollers, with fully captive fair leads for rodes at any angle in a storm. The white delrin with a large hole above the anchor holds a pole/bowsprit for the asymmetric chute.

Rugged bow rollers are 6-inch diameter with tubular framing that provides a smooth and captive fair lead in any conditions at any angle; rodes cannot “jump the rollers.” Dock cleats are large and located outboard, with center hole providing closed “chock effect,” without the usual chafing caused by separated cleats and chocks. The heavy-duty bow rail (and the lifelines) is 30” high, and is strong enough to support a sprit pole for the asymmetric spinnaker (see large Delrin hole over the anchor).

The forepeak is forward of a 3-latch watertight door. Two pipe and fabric bins hold spinnakers and other gear, while two anchor rode lockers are forward. Chain bin is deep vertically, to allow jam proof stacking under windlass. Spare Danforth anchor hangs behind chain pile. Fabric divider keeps rope rode all the way forward.

This vanity sink in the forward cabin slides inboard/outboard over a second Lavac toilet, which serves as a "chamber pot" as well as providing redundancy for the primary head aft. A double bunk to port and a large bureau to starboard create lots of stowage as well as a spacious cabin. All locker doors are strong & well-ventilated basket weave in mahogany frames.

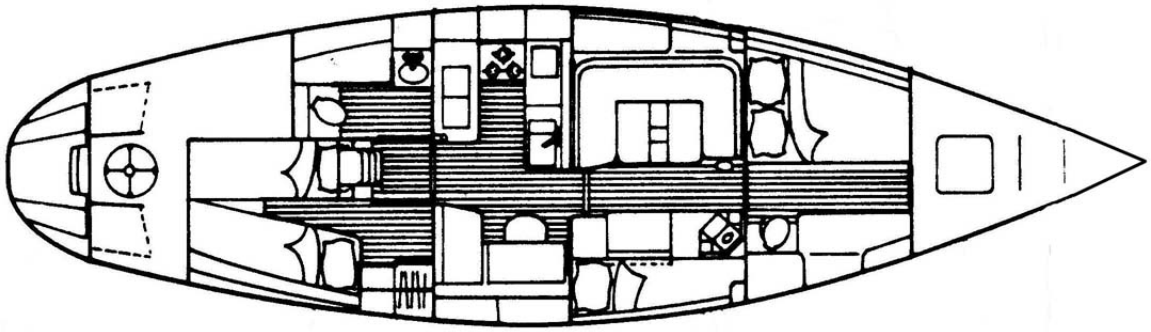
The table in the main cabin goes down to convert the dinette into a double berth (or to allow easier access to the outboard berth at sea). Tie rod to mast anchors deck loads from turning blocks above deck. Note massive tie rod to port chainplate & multiple grab rails.

The navstation includes a laptop with raster charts. This slides out over the paper chart table, which is 6 inches deep. Custom electrical panel is at right, with radar scope out-of-view to the left of the nav chair. Brackets for handheld electronics as spares are at left. Multiple grab rails are fastened under the pilot house windows.

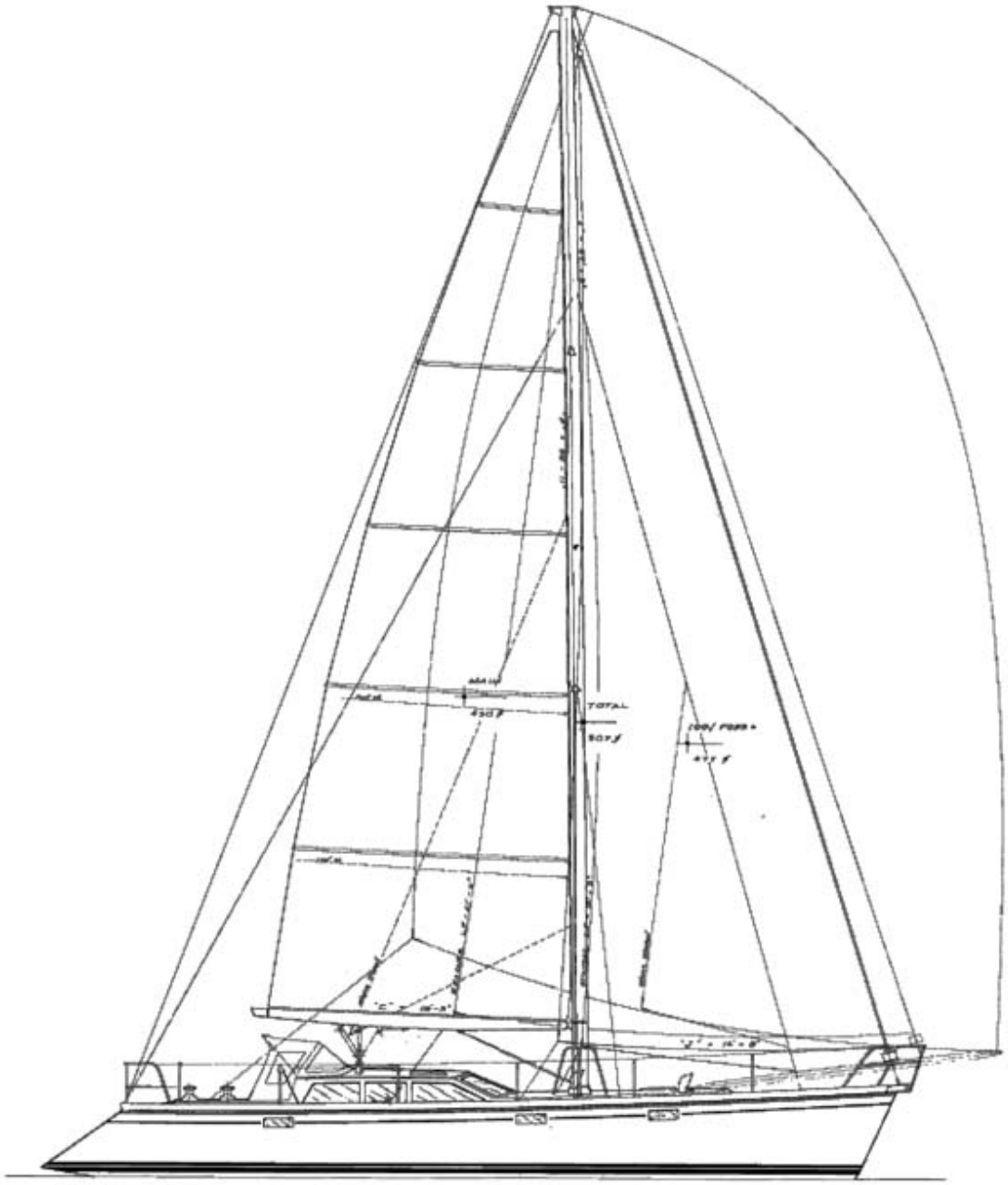
The galley is up in the pilot house for good visibility while cooking or cleaning up. Reefer & freezer box is very well-insulated with lock-down lids. Sliding doors to dish locker behind stove are white Lexan for easy cleaning. Lid to dry locker is reversible; stainless on one side to act as trivet for hot pans.

A substantial wet locker is outboard in the head, located immediately to port at the base of the companionway. Both the head and the landing below the companionway have draining teak grates on the sole; water from soggy crew members stays in this area and out of the pilothouse.

The large chute pictured is used downwind. An asymmetric also can be flown off bowsprit pole for reaching.



The galley and nav station are “up” in the pilot house, in an area of great light and visibility while working offshore. Seating and sleeping areas are amidships & forward. Watertight doors and bulkheads divide the hull into four separate zones. Note the very large stowage spaces in the forepeak and port seat locker/lazarette. Outboard of the main head is a very large wet locker. Aft cabin sea berths become a queen-sized double at anchor.



The boat is a cutter-rigged sloop (deploys one headsail at a time). The inner forestay can be fixed with roller-furling staysail in one configuration, or left ashore in lieu of a deployable stay (with hanked staysail) for local cruising. A third forestay is always detachable/deployable for the storm jib.