

SEQUEL

LOA 38.7', LWL 35', Beam 10.8', Draft 3.4' (7.5' boards down)

Displacement 26,000 lbs

Designer: C.C. Van Zandt

Built 1982 by C.C. Van Zandt.



On the beach in Benjamin River, Maine, showing the original underbody/skeg-rudder configuration

Sequel was conceived to be a shoal-draft "gunkholer" that could cross oceans. She has taken her designer/builders/owners over 90,000 miles in safety and comfort, including four Atlantic crossings and a circumnavigation.

To have good reserve stability with shoal draft it was necessary to have a narrow beam, generous ballast, and a moderate displacement/length ratio. 8,000 lbs. of lead is secured in the bilge, heavy plating is used in the lower part of the hull, and stowage of heavy items is kept low. Steel was chosen for the hull as it is an easy, fast, inexpensive way to build a custom boat and can take a great deal of punishment.

Asymmetrical bilge boards provide efficient lift. Only the leeward bilge board is used, in the vertical position when going to windward, raised half way when reaching and fully raised when beam reaching. This reduces wetted surface. A large skeg protects the "transom-hung" rudder and increases the steering moment. Tiller steering simplifies the connection to the Aries Wind Vane self steering, which is used almost exclusively under sail. *Sequel* has good directional stability when sailing off the wind in heavy conditions.

The cutter rig has worked extremely well for ocean sailing. The mainsail has three slab reefs. The Yankee and large staysail are on Pro-Furl furlers. The segmented padding on the luffs of the headsails maintains their shape when rolled to any depth. This permits the use of a very deep reefed staysail as a storm jib. A storm trysail is permanently stowed on a separate track on the mast. It has been used (in anger) on numerous occasions. When going to windward in very heavy conditions the combination of the storm trysail and a very deep reefed staysail allow *Sequel* to make progress without pounding.

When heaving to the board is usually fully raised. This reduces the lateral resistance and allows the hull to slide sideways. The storm trysail, with its center of effort aft of the mast, provides the weather-cocking effect needed to keep the bow about 45° to the seas. One advantage of *Sequel's* unusual design is that the hull slides sideways in breaking seas, without the tripping effect of a deep keel.



Sequel has twin asymmetrical bilge boards.



In slings after the underwater modifications were completed in 1997. The entire "keelet" and fixed skeg serve as a fuel tank, interconnected by the lower box girder. The 18" Max-Prop is well protected.



View looking aft shows the galley to starboard. To port is a double berth, with drawers for tools underneath. The engine is under the companion ladder.



Alongside the companionway is a Lexan viewing port, protected by a gasketed hatch.



Aft of the galley is a work area with SSB radio and large drawers for stowage.



The galley.



Opposite the galley is a dinette, which doubles as the chart table.



Forward of the galley is a settee with book shelves outboard



This photo shows Sequel departing for her circumnavigation. The dinghy stows in two halves on the foredeck. Both the staysail and yankee are set on Pro-Furl furlers. Twin headsails are used downwind, with a second yankee set from a wire-luff furler just aft of the forestay.



After her circumnavigation the windlass and chain locker were moved aft to starboard of the mast, to achieve a more favorable moment of inertia in pitch. The chain is supported by high-density polyethylene pads and guided by three special sheaves.



Looking astern in mid-Atlantic The Aries wind vane does the steering offshore, except in light air when a tiller autopilot is used. Near the port quarter is the water-powered generator, which can be converted to a wind turbine in harbor.