

WHITE CAPS

LOA 42.3', Beam 14.4', Draft 3.8'
Displacement 29000 lb (fully loaded)
Owners: Harvey and Judy White
Designer: Sabre Design Team
Built 2006 by Sabre Yachts, South Casco, Maine



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The owners of *White Caps* wanted a design that would have "Down East" eye appeal, could take them at 20 knots or more on distance runs, yet proceed quietly and comfortably at 8-10 knots. Another important requirement, after too many past Waterway trips in a larger power boat, was for a boat that could be trucked to Florida from their homeport in New England. They eventually found the design at Sabre.

Sabre, located in Casco Maine, has a reputation, sail or power, for solid craftsmanship and true pride in the finished product. The company knew the owners would require a major exterior change, by building a boat without a bridge to reduce the overall height for trucking. The Whites also made substantial design changes in the interior, to better suit their needs and preferences.

White Caps is powered by twin Yanmar 480 HP electronic engines. They are quiet and efficient. The top speed, fully loaded, is 30.5 knots; a comfortable cruising speed in smooth seas is about 25 knots, consuming approximately 1.2 gallons/mile. At 10 knots *White Caps* consumes 0.6 gallons/mile. Tank capacities

are 450 gallons fuel, 160 gallons water, and 60 gallons holding tank. Battery capacity is 1020 amp-hours at 12 volts.

The interior is designed for extended cruising, with comfortable accommodations for four. The large main cabin is in the deckhouse. Below decks, just forward of the companion ladder, the galley is to port and the `extra' cabin to starboard. The head is forward of the galley, and the owners' stateroom is in the bow. There are three air-conditioned zones.

If they were building again the Whites would consider engine-driven holding plates for the freezer and refrigerator. (The 110 Volt Sub-Zero refrigerator and freezer draw a lot of inverter power from the 12V batteries.) Or alternatively they would install larger alternators. The exposed props are a special concern, with respect to damage from grounding and exposure to lobster pots. A skeg would alleviate these concerns, but the designers felt that this would not be practical from the performance standpoint. The bottom line is that the owners of *White Caps* love the boat.



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White Caps has wide decks and high rails, an important safety requirement for the owners. The cockpit is large and the three lazarette compartments are generous. The aft door has a solid /screen combination.



Ground tackle includes a Spade anchor and Lewmar windlass with up/down foot controls. Deep lockers are on both sides of the windlass. Fresh and salt water washdown receptacles are set flush in the deck outboard.



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Good ventilation is provided by two Dorade vents on the forward cabin top, four large hatches (one facing aft!), several small hatches, opening ports (large and small), and large opening windows in the main cabin.



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The main cabin includes Stidd seats at the helm and chart table, for comfort and visibility. Aft on the port side is an L-shaped seat and an elegant table with a removable leaf. The seat converts to a double berth.



Looking down into the spacious engine room through the counter-balanced hatch at the forward end of the main cabin sole.



View of the starboard engine looking aft. The Onan genset is mounted on the aft bulkhead.



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The instruments at the helm include a RayMarine E120 plotter, autopilot, repeaters, and engine displays. Controls for the bow thruster and trim tabs are on the starboard side. The side door includes a sliding screen which rolls up on the aft side. Inboard of the helm are electrical panels for 12-volt and 110-volt systems, protected by hinged doors.



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Aft of the helm station are TV (Sea Tel), bookcases, liquor and wine locker. This area is highlighted by a handsome dolphin-accented lamp in the corner.



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Opposite the helm is a chart table, more typical of a sailboat, and a second Raymarine E120 monitor.



The "U" shaped galley includes a propane stove with oven. The 110-volt Sub-Zero refrigerator is below the counter on the left.



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Opposite the galley is the `extra' cabin with a handsome bulkhead-mounted table. The setee can be converted to a sliding transom berth, with storage outboard and under the berth. The Sub-Zero freezer is on the left.



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The owners' stateroom is forward with a double berth.