

THE COLUMBIA
8.7 WIDEBODY
SUPERCRUISER.
A NEW ERA IN
CRUISING DESIGN
IN 29 FEET.

C  COLUMBIA

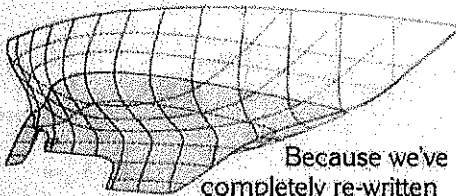
OUR FIRST RULE: FORGET ALL THE RULES.

For a long time, your choice of a cruising sailboat has been limited by a set of unwritten rules. Rules that go something like this:

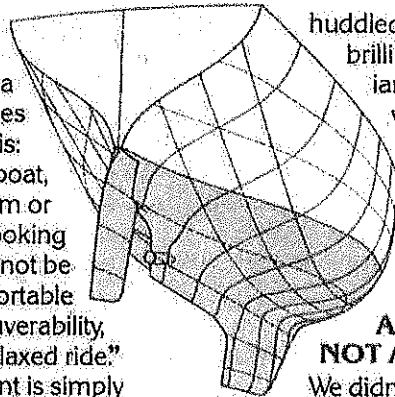
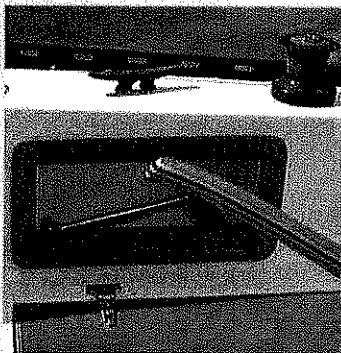
"If you want a fast boat, you can't have elbow room or storage space. If you're looking for power, then you must not be concerned about a comfortable layout. If you want maneuverability, you can't have an easy, relaxed ride."

And so on. The point is simply this. If you wanted one good sailing characteristic, you had to compromise with another.

Until now.



Because we've completely re-written the design rulebook with the Columbia 8.7 Widebody Supercruiser, 29 feet of everything that you want in a cruiser. It was inspired two years ago when we



huddled with Alan Payne, the brilliant 12-meter Australian designer. Together, we drew up a list of all the sailing, handling and comfort features today's cruising family wants.

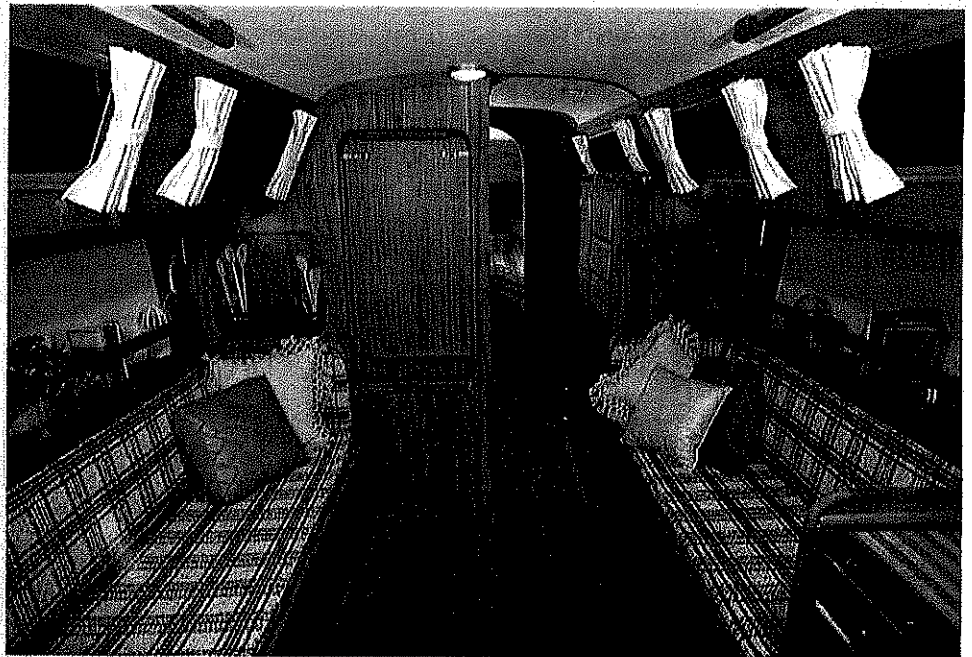
A BLEND, NOT A COMPROMISE.

We didn't take any short cuts or fall short by compromising when we designed the 8.7. We blended all the most desirable design features together, all of them. And it's the first time any boat has offered all of them.

You'll track straight, maneuver tightly under power, and get great speed downwind. Because she has a long fin keel, a long waterline, a fine entry, a unique "skeg-on-skeg" stern section, a tall rig, and a rudder that's well aft and down deep.

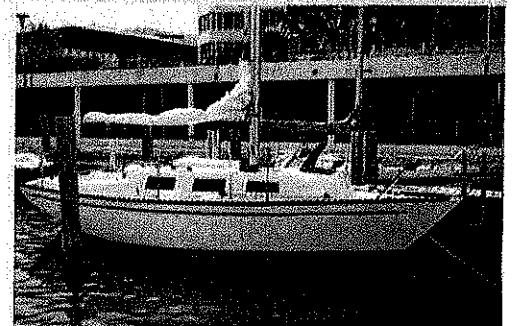
You'll point high, command an effortless helm, and get great speed upwind. Because of her balanced ends, inboard chainplates, narrow sheeting angles, a low wetted surface, U-shaped sections forward, and V-shaped sections aft.

Hard bilges amidships, a flat bottom, and a very wide water plane combine to give you unparalleled stiffness, stability and safety.



ONLY OUR "WIDEBODY" OFFERS SO MUCH BELOW-DECK LIVING SPACE FOR COMFORTABLE CRUISING.

Step through the roomy cockpit and go below. You'll genuinely be surprised at the wealth of teak and the abundance of living area. Hard chines and a wide low sole make it possible.



ALAN PAYNE TALKS ABOUT THE 8.7.



Alan Payne

ing the time and money that one spends on designing a racing yacht—combining it with a whole lot of actual testing—we might come up with a boat that looked different from anything that had been seen before.”

“The general thought was that if we took a clean sheet of paper and wrote on it all of the desirable qualities and then started on the design with the idea of spend-

“Even in a racing yacht, it is the package of good qualities rather than any single good quality which counts.”

“The ‘super-cruiser’ design is intended to be a balance of good handling qualities, safety and ability in rough weather, and speed. We wanted a boat that would be used for the kind of cruising most people do.”

“There were problems because the average flat-bottom, firm-bilge boat has all sorts of nasty handling characteristics. Now we had to design them out. We had the most terrible time for a while, but in the end, the answer came through.”

“The final satisfactory result was achieved by combining a wide beam, a

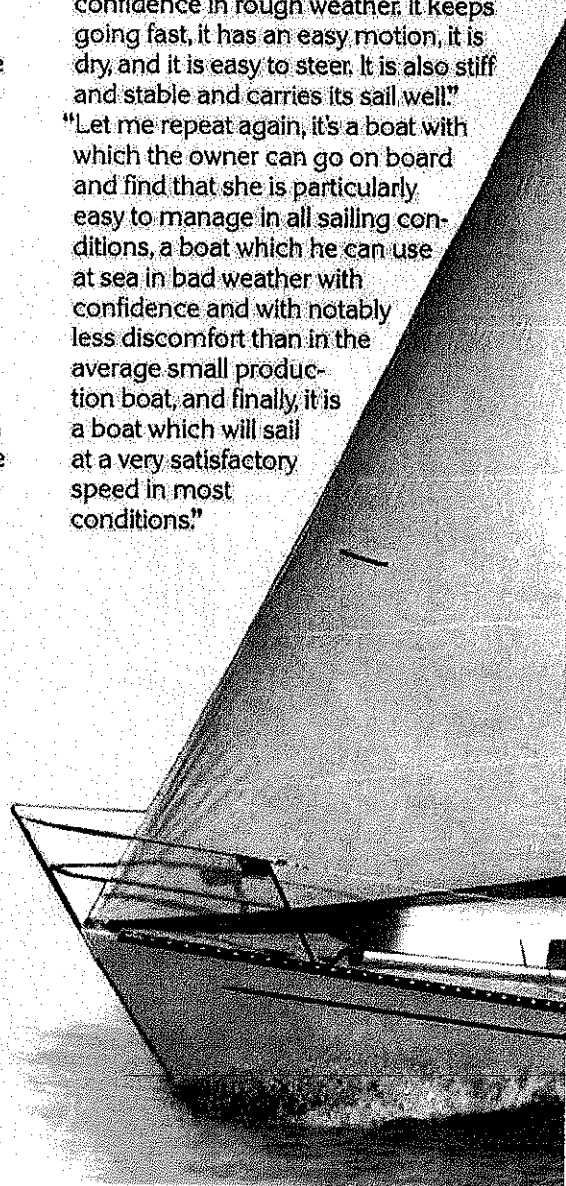
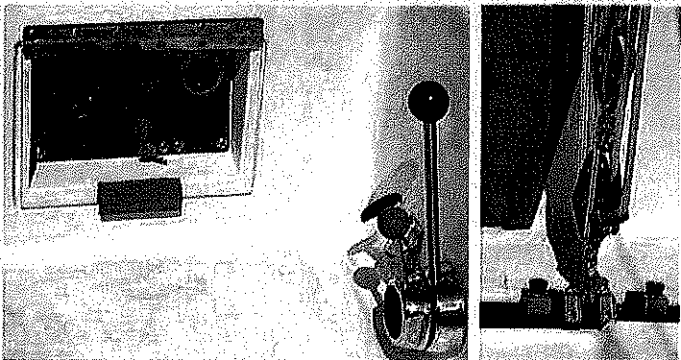
flat-bottomed shape amidships with firm bilges, and bow and stern shapes which are different to the shapes adopted nowadays in rather thoughtless imitation of shapes which have been developed to fit the geometry of a racing rule.”

“The bow shape has been chosen principally for its effect on steering. The U-shape reduces weather helm when the yacht is heeled and makes the boat

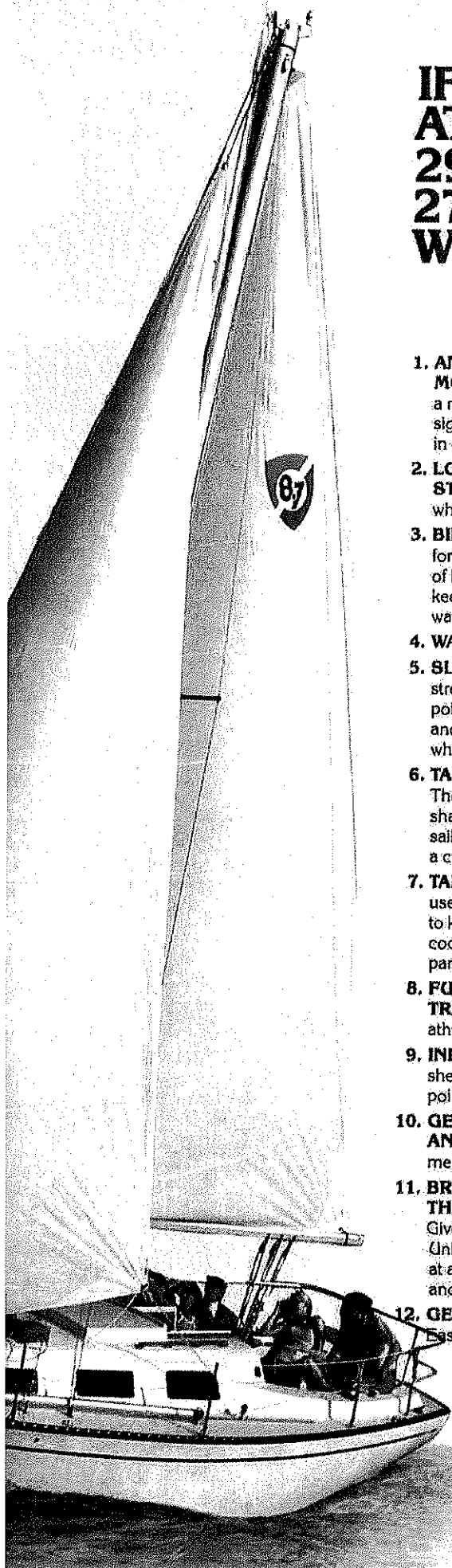
much easier to steer in a following sea. On top of the veed stern there is a fairly wide spreading out transom in the style of the early American yachts like the schooner ‘America’. This stern confers useful deck space and acts as a very good pitch damping device when the yacht is heeled over.”

“The net result of the combination of bow, midships and stern shapes is a boat which imparts tremendous confidence in rough weather. It keeps going fast, it has an easy motion, it is dry, and it is easy to steer. It is also stiff and stable and carries its sail well.”

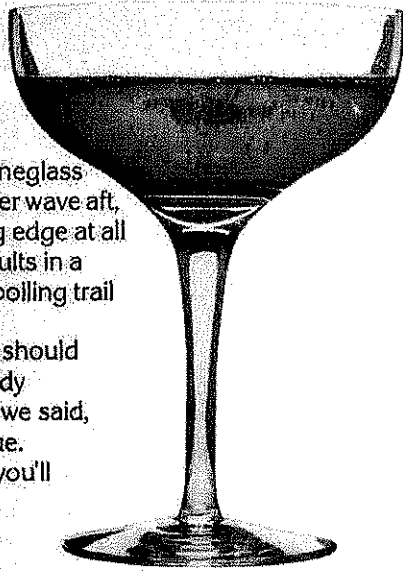
“Let me repeat again, it’s a boat with which the owner can go on board and find that she is particularly easy to manage in all sailing conditions, a boat which he can use at sea in bad weather with confidence and with notably less discomfort than in the average small production boat, and finally, it is a boat which will sail at a very satisfactory speed in most conditions.”



IF YOU LOOK AT ANY OTHER 29 FOOTER, TAKE THIS 27 POINT CHECKLIST WITH YOU.



- 1. AN ANCHOR LOCKER FLUSH MOUNTED ON THE BOW.** This keeps a messy anchor and anchor line out of sight, out from under foot, close at hand in emergencies.
- 2. LONGITUDINAL TOPSIDE STRINGERS.** For strength, and rigidity when blasting to weather.
- 3. BILGE SUMP.** Cavity under cabin sole for collection of bilge water and inspection of keel bolts, wiring and plumbing. It also keeps an unexpected increase in bilge water from splashing around in the cabin.
- 4. WARM, NATURAL TEAK INTERIOR.**
- 5. SLOTTED TOE RAIL.** This increases strength of hull/deck joint, provides infinite points of attachment for running rigging and a safe lip for feet to slide up against when deck is pitching and slippery.
- 6. TACK HORNS (on stem fitting):** These reduce time spent fiddling with shackles and pins when changing headsails, allows absolute minimum time for a crew member to be out on the bow.
- 7. TALL BRIDGE DECK.** Serves as a useful cockpit seat, also provides a dam to keep spray from splashing into the cockpit and spilling down through companionway into the cabin.
- 8. FULL WIDTH ROLLER BEARING TRAVELLER.** Provides infinite points of athwartships adjustment for main sheet.
- 9. INBOARD CHAINPLATES.** Close sheeting angle for headsails, for a higher pointing ability when beating upwind.
- 10. GENOA FAIRLEAD T-TRACKS AND CAR.** Effortless, infinite adjustment of headsail fairleads.
- 11. BRONZE SEACOCKS ON ALL THROUGHHULL FITTINGS.** Gives you instant operation of valve. Unlike plumber's gatevalves, you can tell at a glance whether it's open or closed, and it'll never twist off or freeze.
- 12. GEL COATED INNER HULL.** Easy to clean, "finished" appearance.
- 13. BULKHEAD MOUNTED DROPLEAF TABLE.** Folds up and out of way to open up cabin during day. With starboard leaf down, two people can dine comfortably to port without inhibiting passage forward.
- 14. CIRCUIT BREAKERS.** Unlike fuses, these independent circuits shut down when over-loaded or shorted. There is no chance for overheated wiring or a total system shortout.
- 15. BATTERY CONDITION METER.** You can determine the strength of your battery(ies) and which needs a chargeup just by simply throwing a switch.
- 16. OPTIONAL TEAK SOLE.** Handsome complement to teak interior, and gives you superior footing underway.
- 17. DOUBLE RAIL STAINLESS STEEL PULPITS.** Stronger than single rails.
- 18. 360° ENGINE ACCESSIBILITY.** This is very important when hand starting engine, checking filters, bleeding injectors, changing oil, etc.
- 19. ENGINE DRIP PAN.** Keeps fuel/oil spills from fouling the bilge and attacking bilge pump impellor.
- 20. OPENING PORTS (OPTIONAL).**
- 21. ELECTRICAL BONDING.** This ties all electrically charged systems and dissimilar metals to one sacrificial zinc plate, to reduce galvanic corrosion (electrolysis).
- 22. PROTECTED, NON-STRUT PROP.** This keeps prop and shaft protected from submerged objects, eliminates chance of shaft whip putting shaft out of alignment.
- 23. ATOMIC 4, VOLVO, OR YANMAR.** Quite simply, the best small gas or diesel sailboat auxiliaries on the market.
- 24. LEWMAR WINCHES.** Again, the best brand available.
- 25. TILLER ON TRANSOM.** Keeps it from banging people's knees—can sweep from side to side above knee height.
- 26. 10" DEEP SINK.** Much deeper than most, it provides a handy protected storage place for open bottles, jars, etc.
- 27. TRASH BIN.** A convenient hamper right next to the sink.



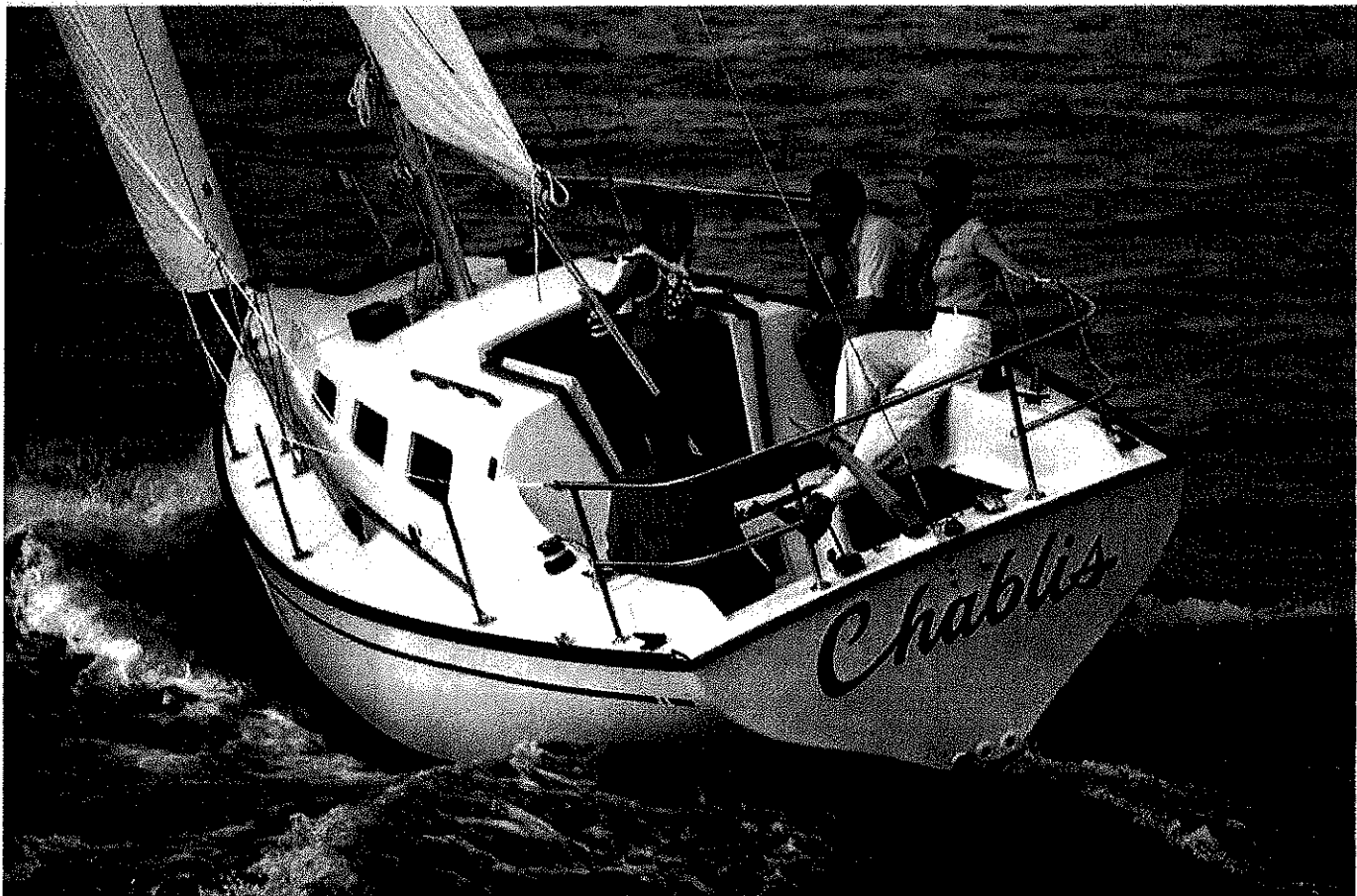
TINY BUBBLES.

The 8.7 has a traditional Wineglass transom that pulls the quarter wave aft, and makes for a fine trailing edge at all angles of heel. And that results in a light, bubbling wake, not a boiling trail of foam.

There's a lot more you should know about the 8.7 Widebody Supercruiser. Because, like we said, it sounds too good to be true.

But it is. And we think you'll agree.

The Wineglass Transom
The proud mark of all Widebody Supercruisers.



COLUMBIA'S 8.7-METER, 29 FOOT WIDEBODY SUPERCRUISER.

THE SPECS.

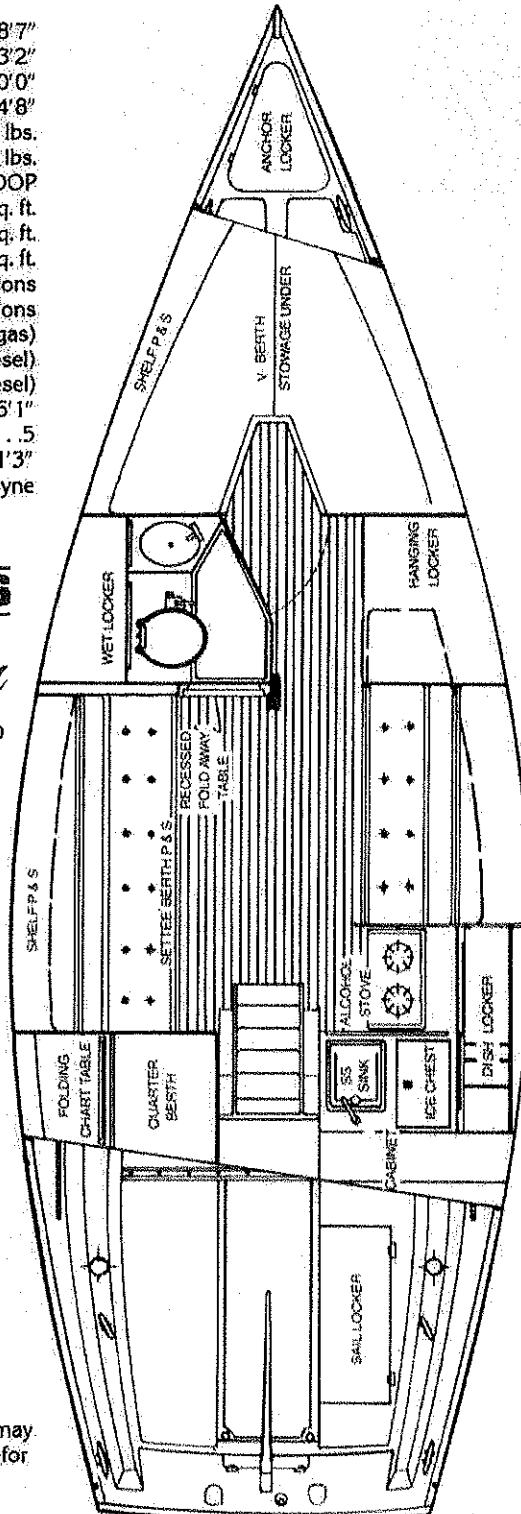
LOA	28'7"
LWL	23'2"
Beam	10'0"
Draft	4'8"
Displacement	8500 lbs.
Ballast	3500 lbs.
Rig	SLOOP
Sail Area (Total)	424 sq. ft.
100% Foretriangle	238 sq. ft.
Main	186 sq. ft.
Fuel	20 Gallons
Water	30 Gallons
Power (Std.)	Atomic 4, 30 hp (gas)
(Opt.)	Volvo MD-7A 13 hp (diesel)
(Opt.)	Yanmar 2QM15, 15 hp (diesel)
Maximum Cabin Headroom	6'1"
Sleeping Capacity	5
Vertical Clearance	41'3"
Designer	Alan Payne



HUGHES

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Some of the photographs in this brochure may depict optional equipment. Ask your dealer for a specific listing of options.