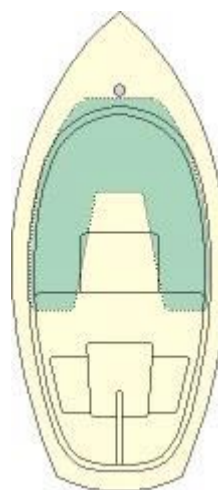


Sun Cat

Some of the best sails are daysails, and the right daysailer will get you on the water with a minimum of hassle—that six-letter word that keeps too many sailors ashore on fine summer days. The Clark Mills—designed Sun Cat's traditional gaff rig and classic lines, complete with aesthetically pleasing teak trim, stainless-steel rubrail, and elliptical ports, can belie the boat's trailer-to-sail-her ease (more on this in a second). The gaff rig spreads a respectable 150 square feet of sail, giving the 17-foot, 4-inch boat a good turn of speed, the 1,500-pound displacement and 7-foot, 3-inch beam mean she's steady and stable, and the shoal draft (14 inches, board up; 4 feet, 5 inches, board down) and kickup aluminum rudder let gunkholers do their thing. The rig, equipped with the builder's Mastendr system, shines when it's time to hit the road; a hinge built into the mast 2 feet above the deck allows the boom, gaff, mast, and sail to be laid aft into the boom gallows in a single bundle for trailering. The operation is easy and quick, and the spars don't extend past the rudder. Thanks to the Mastendr's interlocking mechanism, raising the mast and connecting the headstay is a one-person job. The Sun Cat has two 6-foot, 6-inch berths for overnighting, a teak-and-holly cabin sole, and enough mahogany and ash trim to brighten your day.



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