ROUGHWATER 37

The commercial heritage is obvious, but the Monk touch with exterior and interior styling puts emphasis on pleasure cruising.

By John Wooldridge

Seatrials.

The new design names in either sedan or flybridge versions, has definite modern rake to the cabin and window line, and incorporates a modestly flared bow and a substantial spray strake to keep the decks dry. In a seaway, increased dimensions overall allow better storage capabilities for equipment and supplies, as well as for improved dimensions for the crew, such as 6 ft., 6-in. headroom in the main cabin and 6 ft., 4-in. headroom in the pilothouse.

The bow entry is into the center of the boat, which quickly develops into lifting sections, indicating a need to concentrate on the beam as a compromise. Overall, the boat is round and without chine, but there is a full length keel sweeping gradually down from the forefoot and becoming horizontal several feet before the keel cutaway for a 24-in. diameter bronze prop.

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Ventilation and lighting in the main salon are excellent, as is the overall balance of light and dark surfaces. Joinerwork on teak furniture and fixtures is precise.

Heads of marine mahogany plywood are then bonded to the hull, and only then is the hull removed from the mold.

The superstructure, consisting of the deck, cabin top, and pilothouse, is a one-piece structure attached to the hull by an overlapped joint with a 3-in. flange. The hull-to-deck joint is bedded in marine sealant, throughbolted with two stainless steel screws every 8 inches, and the outside seam is covered by a substantial teak rubrail which wraps completely around the boat at the gunwale. Oddly enough, no provision is made to fiberglass the interior seam to prevent leaks should the sealant fail. On the other hand, it is easier to make repairs when the throughbolts are readily accessible.

Deck curing of the superstructure is a sandwich of blocks of marine mahogany plywood encased in layers of fiberglass. Seen during construction, the decks resemble a large checkerboard of 4-in. squares, which provide a very stiff, though somewhat heavy structure. The flybridge is a separate shell attached to the pilothouse roof, which is cast in the same manner as the decks.

Layout of the deck is an interesting compromise of elements which allows good living space below without sacrificing safety or functionally topside. Side decks are wide enough to walk without stepping on your own feet; the cabin trunk is not so long as to rob you of working space for the ground tackle; the aft cockpit is spacious enough for general lounging or fishing.
There are several noteworthy cockpit features, including storage boxes on both sides of the pilothouse door, one of which houses the overboard-vented butane tank. A flat, diamond-shape non-slip pattern covers the cockpit floor. Two large hatches open to expose abundant storage, as well as access to hydraulic steering gear, exhaust pipe and water tanks. An opening transom door allows you to step onto the teak swim platform after folding back a section of the teak handrail. The solidly mounted handrail wraps around the cockpit completely, but also opens on both sides where guests may likely step aboard. Be wary of the cabin top extension when boarding from the sides.

Side decks and forward decks have the same diamond non-skid for safety, in addition to the 24-in. high safety rail on stainless steel stanchions. Well placed teak handrails for a secure grip and a large bow pulpit complete the safety package. The forward deck is slightly crowned for water runoff.

A comfortable two-person bench seat occupies the center of the bridge deck, with room left over for folding chairs. The upper helm station mirrors the lower station in instrumentation and function. I found the destroyer wheel a bit small when standing at the helm, but this is a problem easily solved by installing a larger diameter wheel. A stainless steel grab rail encloses the bridge deck, the forward section of which is thoughtfully mounted above the venturi.

The interior layout of the Roughwater...
ROUGHWATER 37

Designer: Ed Monk, Jr.
Builder: Roughwater Boats Inc.
13442 Ball Way
Manila del Rey, CA 90291
Telephone: (213) 833-9298

DESIGN INFORMATION

Length, overall: 39 ft. 11 in.
Beam: 11 ft. 7 in.
Draft: 4 ft.
Deadrise, transom: 13 deg.
Freeboard, stem: 6 ft. 2 in.
Freeboard, transom: 4 ft. 4 in.
Dry weight, approximate: 14,200 lb.
Water capacity (2 tanks): 100 gal.
Sleeping accommodations: 6 adults

PROPULSION

Engine: Perkins 4006-85, 4006-87 diesel engine
Gearbox: GM 275, 275 reduction
Propeller: 15 x 15, diameter by 20 in., pitch 29

Fuel Capacity: 230 gal. in 2 tanks

EQUIPMENT INFORMATION

Steering system: Wawger hydraulic
Engine controls: More Single Lever
Engine Instruments: Perkins
Auxiliary generator: 27 kw

PRICE

Base Price: $78,700 (FOB Marina del Rey, CA)

Includes:
- Perkins ST 354M, turbolcharged diesel engines
- 2 station engine instrumentation
- 2 station steering and controls
- Engine room insulation
- Electrolysis binding system
- 110 V AC fridge freezer
- Screw cutter, strut and fittings
- Bronze screws

DESIGN COMPARISONS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Albin 36</th>
<th>Roughwater 37</th>
<th>Down East 40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length, overall</td>
<td>35 ft. 9 in.</td>
<td>39 ft. 5 in.</td>
<td>39 ft. 8 in.</td>
</tr>
<tr>
<td>Beam</td>
<td>13 ft. 2 in.</td>
<td>14 ft. 7 in.</td>
<td>13 ft. 8 in.</td>
</tr>
<tr>
<td>Draft</td>
<td>3 ft. 6 in.</td>
<td>4 ft. 1 in.</td>
<td>4 ft. 1 in.</td>
</tr>
<tr>
<td>Deadrise</td>
<td>13 deg.</td>
<td>12 deg.</td>
<td>12 deg.</td>
</tr>
<tr>
<td>Dry weight</td>
<td>14,300 lb.</td>
<td>14,300 lb.</td>
<td>17,500 lb.</td>
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<tr>
<td>Engines (1) standard</td>
<td>Single diesel</td>
<td>Turbo diesel</td>
<td>Single diesel</td>
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<tr>
<td>Installed power</td>
<td>120 hp.</td>
<td>220 hp.</td>
<td>130 hp.</td>
</tr>
<tr>
<td>Power loading</td>
<td>154 lb/ft</td>
<td>210 lb/ft</td>
<td>138 lb/ft</td>
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</tbody>
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DEALER INSTALLED OPTIONS

- Automatic pilot
- Stainless steel windshield
- Tinted safety glass windows
- 5500 AC generator
- Heavy-duty manual bilge pump
- Cold and hot water arrangements
- Electric water heater
- Three-burner stove and oven
- Stainless steel sink
- Starboard side windows
- Two windshields

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Use of this engine and all equipment is well
anchored in case of heavy weather. Although it seems a bit archaic, you
must dipstick the two 115-gal. tanks to determine fuel levels—bear in
mind that this practice is rampant among yachtmen who do not trust their fuel gauges. Engine room insula-
tion is 1/2-in. styrofoam sandwiched between the sole and tiles of cement
asbestos board. The stuffing box and the shaft coupling are very acces-
sible, and there is sufficient room for the engine and
engines themselves. That is, the option is open to you with the actual size of the engine
room space and increase in purchase and operating costs. Every hull fit-
ting has a seacock with a backing block, and all hull fittings are banded for the elimination of stray electrical
currents.

Two steps down from the pilot-
house is the main salon containing a large U-shaped galley and dinette to port that slides on a raised deck to allow
diners a clear view through the large picture windows on both sides of the
cabin. To starboard, a well planned galley with all the necessary appli-
canes is backed by two hanging
lockers, just part of the enormous
amount of storage available in

""
the main salon. Joinwork of the sliding doors, the dovetailed mahogany and teak drawers, and the built-in furniture is precise.

Overhead, Formica panels running athwartships create a dead air space for insulation and for wiring, areas easily reached by removing the teak cover strips. There seems to be a well-balanced use of oiled teak and white Formica throughout the interior. An enclosed water closet is located on the port side just aft of the forward cabin, housing a hand-held shower with teak grating, a Par manual MSD and a stainless steel sink with pressure water fixtures. A lowered teak door closes off the forward cabin for privacy. Ventilation and lighting are provided by an overhead hatch and two opening ports, as well as by three 12-volt fixtures. Storage under the benches is sufficient, remembering that lighter and bulkier items should be stored forward, and there are also bookshelves and a hanging locker for additional specialty items.

From the moment we left the dock in Marina del Rey, CA, for our Sea Trial, it was clear that the Roughwater 37 was a well mannered boat with well thought out handling situations. The torque of the single Perkins and the bits of the 24-in. blade did not cause the stern to veer sideways—it rather quickly converted to sternway. In a channel roughly one and a half times as wide as the length of the test boat, we backed the 37 out of the slip, turned smartly and proceeded to steam into the main harbor channel with no problems. Minor steering corrections were necessary as we proceeded out of the del Rey harbor to no wake speeds, but the long deep keel kept our corrections to a minimum.

The open ocean presented 3-ft. to 4-ft. waves steeper up partially by 15-knot breezes, but the day was sunny and warm, just right for a photo session or a bit of relaxed piloting from the flybridge. We put our bow to the wind and our throttle to the wall. As the tachometer climbed from 1500 to 1900 rpm, a rooster tail appeared in our wake as the water passing under the hull wed cleanly aft. Indicating that we were planing at approximately 10 knots, the ship peaked out at 2300 rpm, right around 13 knots, although this installation is rated for 2400 rpm. This situation will undoubtedly change with a proper breaking in period and normal adjustments. From the bridge, the turbocharged Perkins was pleasantly quiet.

At top speed, I began a series of lock-to-lock, hard over turns and was pleasantly surprised by the stability of the hull form. The bridge was the same nearly level platform in tight turns and waves that it was running into the wind, exhibiting no inden- cies to heel over dangerously. The fine entry parted ways easily, while the modest deadrise amidships and aft flared the waves on impact sufficiently to negate the bone-jarring crunches associated with flat hull forms during planing. Our test boat did have one han-
ding bug—a notchy feel to the hydraulic steering system, evidently caused by the present steering cylinders. Chances are good that this will disappear after the air bubbles are purged completely from the hydraulic lines.

We throttled back to 2250 rpm, a typical cruising speed, for the return trip and had an opportunity to test the Roughwater 37's handling characteristics of the wind. Running with the wind and waves on our port side stern quarter, the combination of long keel and ample rudder provided by the designers served to exaggerate the control necessary to prevent excessive tail wagging or sliding which might otherwise lead to a broach. I took an opportunity to hand over the helm and go below for a chat with one of the crew in the main salon. Despite the use of a hard surface headliner and the normal complement of wooden bulkheads, furniture and cabin sole, the noise level below was comfortable enough to convince me that extended periods below would not be uncomfortable.

With a retail price of $78,000 for a cruiser-ready boat, the Roughwater 37 must be considered something of a bargain among boats of this size and class. I've listed a number of options in the data box which can be installed by the dealership during commissioning to make your Roughwater 37 a fully-fledged cruiser. It's a safe bet that the Roughwater 37 will carry over the tradition of 36-ft. and 41-ft. cruisers built by the same company which have logged thousands of miles of reliable operation.

DESIGNER'S COMMENTS
By Edwin Monk

Designing the Roughwater 37 for Hal Paris was a particularly pleasant experience for several reasons, but primarily because of the parameters set forth. Hal merely requested that the new boat be an update of his Roughwater 37 conceptually. He didn't try to squeeze the amenities of a 45-footer into 37 feet as is so often the case. This usually brings the building costs up to nearly that of the 45-footer and results in poor performance and economy.

The larger dimensions of the new 37-footer were used to increase roominess throughout the design, and added beam and freeboard carries a flying bridge gracefully. The interior remained the same, generally, but the head was shifted forward to increase privacy between areas and open up the salon. Of course, gallery and dinette are larger, with more deck space between.

The 35-ft. hull proved itself well, but was a fiberglass version of a wood design. The new boat keeps the same bottom configuration, but takes advantage of the shape capabilities of fiberglass, as well as roominess, balance and seakeeping, including a wide spray knocked forward.

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