

# BayRaider Specification



Length overall:	6.01m
Length waterline:	5.48m
Beam:	2.06m
Sail Area:	17m <sup>2</sup>
Optional Asym Spinnaker:	13m <sup>2</sup>
Boat weight:	See below
Total weight including trailer:	500-550kg
Draught board up/down:	0.25m /1.41m
Air Draught under full rig:	8.45m
Air Draught mainsail lowered:	5.8m
Ballast ratio (tank full):	45%

The BayRaider is designed in accordance with the Recreational Craft Directive and carries CE certification for category C (wind speeds up to force 6, significant wave height 2m). The craft is built to uncompromising standards and has many inbuilt safety features that are not found on other boats.

## Hull and Structure

The boat is available in three different hull materials to cover varied personal preferences and budgets. The main differences are listed below together with some commentary to aid selection. However, potential customers should discuss their preference with Swallowboats before making a final decision.

GRP Boat	GRE Hull	Epoxy Ply Boat:
Hull and interior constructed from Glass fibre reinforced plastic, using vinyl ester resins where applicable. Boat weight complete with rig, ready to sail: 430kg	Hull constructed from Glass Fibre Reinforced Epoxy. Vacuum bagged Divinycell polymer foam core in selected areas. Interior same as GRP boat. Boat weight complete with rig, ready to sail: 370kg	Hull and interior constructed from Lloyds approved marine plywood and West System Epoxy Resin. Bottom Reinforced with 440g/m <sup>2</sup> biaxial glass on both sides. Panels taped with same. Boat weight complete with rig, ready to sail: 365kg
Cost effective, durable and Aesthetically identical to GRE boat.	Lighter, tougher and virtually osmosis free.	Lightest variant, easier to repair, durable and available in any colour.

### **Safety Features:**

300kg of Water Ballast stored in chamber under the floor.

Over 1000kg of sealed buoyancy in multiple separate air chambers for added safety in case of hull damage.

Self Draining cockpit through outboard well

Self righting boat from 90 degree knock down with ballast tank full

Built in Asymmetric Capsize Buoyancy, (unique in any production boat) that automatically aids recovery of fully inverted boat.

Hollow sealed spars to aid recovery of fully inverted boat.

Built in step in rudder for easier re boarding

Ketch rig for quick and safe instant reefing (drop the mainsail).

Superior performance to windward

### **Interior**

Two long side benches port and starboard running the full length of the cockpit. The central portions of these contain storage lockers. The rest are buoyancy chambers accessible through inspection hatches.

GRP moulded floor on all models with space for stowing 9'4" oars.

Various options exist for mounting chartplotter, compass, echosounder wind instruments etc. Dedicated space in centreboard case slot for fishfinder transducer for optimum sonar performance. Please speak to us about options.

Water chamber filled with bung and emptied through twin Andersen/Elvestrom self bailers, accessible through three inspection hatches in the floor.

Outboard well at aft end of cockpit to take 2-4HP short shaft engine.

### **Rig and fittings:**

Dacron sails with two sets of reef points in main, roller furling luff wire on jib, and luff sleeves on main and mizzen. Cream sails standard, tan as an option.

Top mast and mizzen from carbon/glass tapered tubes. Lightweight, head-clearing sprit booms on main sail and mizzen.

Standing rigging from 4mm stainless shrouds, talurit spliced, ending in traditional triple thru-bolted stainless chainplates and mast head stainless band

Main mast on stainless tabernacle for easy launch, recovery and trailering.

Mast tie down point on aft deck mizzen support for quick and easy trailering.

Roller furling supplied as standard.

Jib on self tacking club boom supplied as optional extra.

Running rigging from mixture of dyneema (jib halyard), braid on braid and traditional style hempline ropes to suit application.

Asymmetric spinnaker available as optional extra, launched and recovered through a deck shute and flown from the retractable bowsprit.

Standard fittings are a mixture of Barton and RWO, depending on application.

### **Foils and Steering**

Shaped Rudder and Centreboard blades for maximum performance. Centreboard lead weighted for extra stability, with external hinge for leak proof, maintenance free performance. Low profile centreboard case for minimal cockpit intrusion.

Rudder blade swings through 180 degrees, allowing easy trailering and hassle free mooring. Massive strength custom made stainless steel rudder head/tiller, with lifting laminated tiller for stand up steering or creating more space in the cockpit.

## **Mooring, Anchoring and Trailing**

Stainless fairleads on all four quarters, with 6" stainless mooring cleats. Towing eye on the bow for trailer winching and alternative mooring. Steel keel band for increased durability.

## **Auxiliary Power**

Outboard well for 2-4hp short shaft outboard engine. Fairing flaps on hull to quickly seal off the opening.

One pair of oarlocks as standard, with a second pair optional to allow rowing in tandem.

## **Colours**

The epoxy ply boat is available in a full range of colours.

The GRP and GRE boats come as standard in White. A small extra charge is made for one of the following optional colours:

Black, Slate Grey, Deep Blue, British Racing Green.

A two colour hull scheme (for example cream below the waterline) is also available as an option that is strongly recommended on aesthetic grounds.

The Interior and Deck always in Cream

## **Availability Delivery and Payment terms**

Please check with us for information on waiting lists. We usually encourage customers to collect from us so that we can run through the rigging and answer any questions. We can arrange delivery at extra cost.

Our payment terms are 30% to confirm your order. The balance due on delivery.

## **Options**

The list of options is always under review, but the following aims to give a brief overview. Please feel free to call or email us to discuss further.

- Tan sails: There is a small extra cost for these (cream is standard). Personal choice.
- Swinging Cradle Trailer: Galvanised multi roller trailer that makes launch and recovery very easy. Supplied with winch, lighting board and jockey wheel. Customers should ensure they have a number plate made up when they come to collect. Spare wheel, mounting bracket and barrel lock also available as options.
- Mast options. The basic mast is timber, rectangular section. Next step up is timber, but rounded for improved aesthetics (same weight). Top of the range is a carbon mast with cream paint finish to protect epoxy. Advantages of the carbon are reduced weight for more stability and easier stepping and striking. Also no maintenance.
- Rubbing Strip. Strip of wood on outside of hull around 6" below the gunwale. Improves appearance and provides anchor point for mooring cover.
- Two colour paint scheme. We suggest a different colour (typically cream) from the waterline down. Really sets the boat off.
- Asymmetric options. The spinnaker is flown from a retractable bowsprit launched under the foredeck. If the tube only option is chosen the spinnaker can be retro fitted at a later date. The asymmetric is an excellent light wind sail that really adds to performance. Helps eat up the miles on a long cruise but difficult to handle alone in anything of a breeze. There is a fair amount of extra string involved so it is not for everyone.

- Spray hood. Very popular option. Provides shelter for several adults and keeps reluctant sailors warm on long beats to windward. Combines well with optional picnic table/sleeping arrangements to provide shelter over. Available in a range of colours – please see link on our website: “colour choices”
- Covers and camping tent. Details are being finalised. The full cover is intended for boats being left outside with the masts down.
- Tek Dek seating. Tek Dek is a plastic teak substitute that requires only an occasional scrub to keep it looking good. Some people prefer the look of real wood, so we have developed our own computer cut seat panels in mahogany plywood. These cost less, look great but do require occasional treatment if they are to remain looking good (as with all the exposed wood work).
- Antifouling. If your boat is to spend the summer on a mooring this is a good idea.
- Compass. Standard Silva 70P compass. If you are ever caught out in fog you will know the importance of this item.
- Two rowing positions: If intending to compete in a sail and oar event (Raid) then these are a must. Otherwise not essential and can be retrofitted.
- High Carbon Topmast. The standard topmast is 40% carbon, this option is 75%. The extra stiffness and reduced weight helps in stronger wind conditions.
- Picnic table/sleeping arrangements. Details are still being finalised but concept is a picnic table that can be lowered to double as a sleeping platform. Two people can then sleep side by side at seat level with their feet under the foredeck. The whole lot folds up and stores in the side locker.
- GPS, Chartplotter, Fishfinder. Please speak to us about these options together with fitting the battery to power them.
- Oars. We can supply any you like but offer Collars oars or cheaper Plastimo oars for those intending to do only a minimum of rowing.
- Harken Deck gear throughout. The king of yacht equipment manufacturers, all their blocks are ball raced and work smoothly under load. They also look great and weigh little.
- Boom and sail bag. If you are intending to do a lot of trailering or mooring, this bag keeps the mainsail tidy and prevents it from blowing around. It is possible to rig the boom on a topping lift and store the sail yacht fashion in this bag, keeping it from underfoot when camping on board. Available in the same range of colours as the spray hood.
- Rod Holders. Cast stainless rod holders mounted in the aft deck
- Engraved name board. Your choice of name, mounted on a wooden board on the transom.