

## SLOCUM 37.

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### Specifications.

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L.O.A. 36'9".  
Beam 11'8"  
Draft 6'.  
Ballast 11,000 Lbs.  
Displacement 27,000 Lbs.  
Sail area 852 Sq. ft.  
Min headroom 6'5".  
Water capacity 200 gls.  
Fuel capacity 145 gls.  
Designer Stan C. Huntingford.

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### The design in general.

Renowned yacht designer Stan Huntingford, designed the Slocum 37 to meet the following requirements:

First: SEAWORTHYNESS.

The "Slocum 37" is a safe, seakindly, responsive, powerfull proven hull. It handles with ease and gives the feeling of confidence and seaworthyness.

Second: SIMPLICITY:

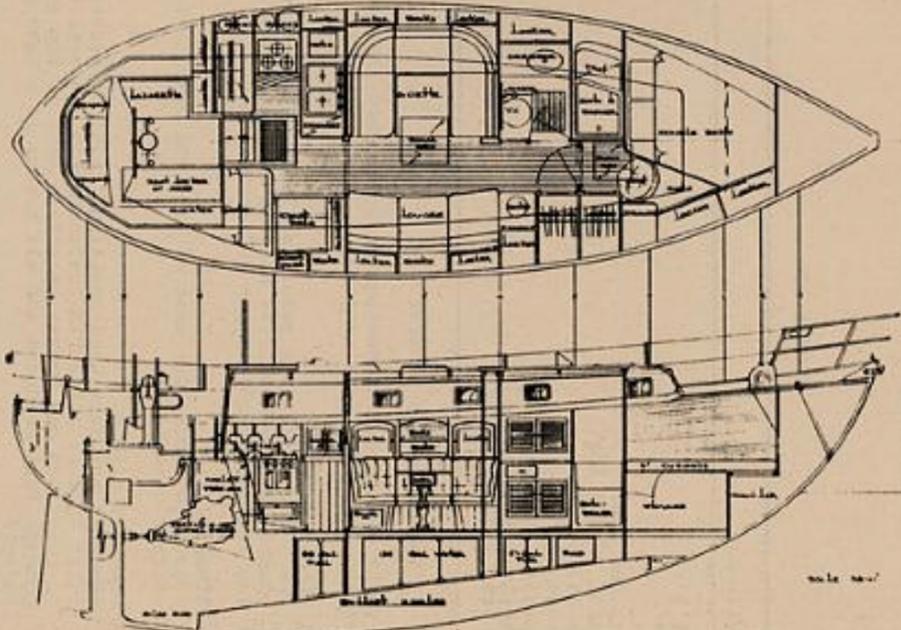
Uncluttered decks for ease of handling under all weather conditions.

Third; BEAUTY-ELEGANCE.

Remember the days when beautiful sailing yachts were built full of old world craftsmanship whatever happened to them? Did our modern materials make it too easy provide full headroom and six berths in a twenty-six footer?

However a sailing craft can once again be beautiful , and the "Slocum 37" is living proof of it.

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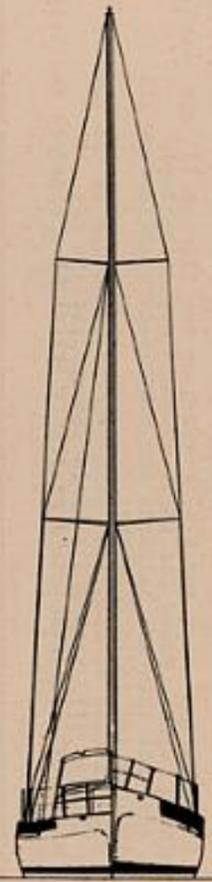
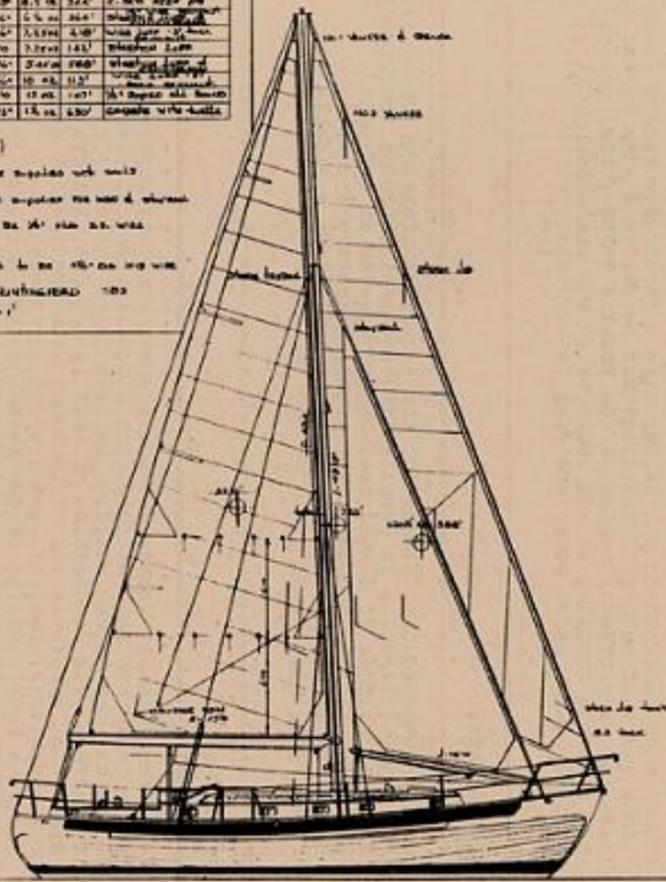
scale 1/4"

SLOCUM 37

SHEET NO. 17

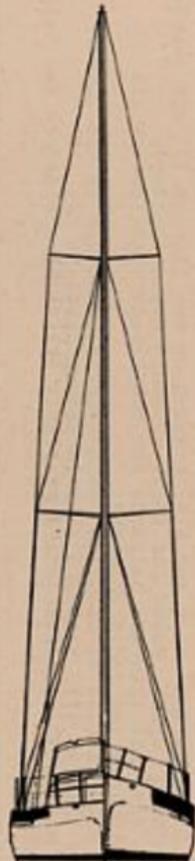
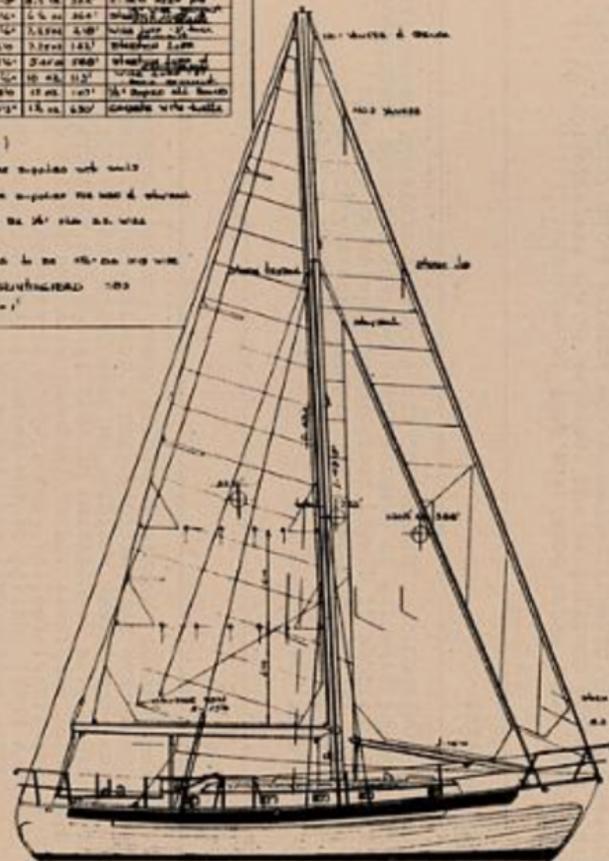
Part	Length	Width	Area	Vol	Weight	Remarks
MAST	43.0	1.50	64.50	8.50	322	2. 1/2 inch steel pipe
1ST MAST	48.0	2.00	96.00	12.00	480	3. 1/2 inch steel pipe
2ND MAST	41.0	1.50	61.50	8.00	320	2. 1/2 inch steel pipe
3RD MAST	36.0	1.25	45.00	6.00	240	2. 1/4 inch steel pipe
4TH MAST	28.0	1.00	28.00	3.50	140	2. 1/4 inch steel pipe
5TH MAST	20.0	.75	15.00	1.75	70	2. 1/4 inch steel pipe
6TH MAST	15.0	.50	7.50	.90	36	2. 1/4 inch steel pipe
7TH MAST	10.0	.30	3.00	.35	14	2. 1/4 inch steel pipe
8TH MAST	5.0	.15	.75	.09	4	2. 1/4 inch steel pipe

- (Notes)
- 1. Mast bases are to be supplied with nuts
  - 2. Mast bases are to be supplied for use of shrouds
  - 3. Mast bases are to be 1/2 inch dia. steel
  - 4. All shrouds are to be 1/2 inch dia. steel
- DESIGNED BY HENRYHEAD 100  
Scale 3/4" = 1'



Part	Length	Width	Area	Vol	Weight	Remarks
MAST	45.0	2.0	90.0	2.25	225	2" x 4" spruce
1ST MAST	45.0	2.0	90.0	2.25	225	2" x 4" spruce
2ND MAST	41.0	2.0	82.0	2.05	205	2" x 4" spruce
3RD MAST	38.0	2.0	76.0	1.90	190	2" x 4" spruce
4TH MAST	35.0	2.0	70.0	1.75	175	2" x 4" spruce
5TH MAST	32.0	2.0	64.0	1.60	160	2" x 4" spruce
6TH MAST	29.0	2.0	58.0	1.45	145	2" x 4" spruce
7TH MAST	26.0	2.0	52.0	1.30	130	2" x 4" spruce
8TH MAST	23.0	2.0	46.0	1.15	115	2" x 4" spruce
9TH MAST	20.0	2.0	40.0	1.00	100	2" x 4" spruce
10TH MAST	17.0	2.0	34.0	.85	85	2" x 4" spruce
11TH MAST	14.0	2.0	28.0	.70	70	2" x 4" spruce
12TH MAST	11.0	2.0	22.0	.55	55	2" x 4" spruce

- 1. Mast bases are to be supplied with bolts
  - 2. Mast bases are to be supplied with base & struts
  - 3. Mast bases are to be 1/2" dia. at base
  - 4. Mast bases are to be 1/2" dia. at top
- INDICATED ON DRAWING 100  
Scale 3/8" = 1"



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## MAST AND RIGGING.

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The aluminum mast and S.S. rigging on the "Slocum 37" are supplied by Isoma Spars, known for their advanced design features. The mast has internal halyards and two P.V.C. conduits for all electrical and radio antennae.

Slap reefing is standard with internal outhauls in the boom. The "Slocum 37" standard sail inventory consists of:

Mainsail, no 1 yankee and staysail, all sails are dacron and tripple stitched.

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## ENGINE.

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Designer Stan Huntingford ( a sailor with a formidable racing record, and many years of succesful cruising) has no patience with Mickey Mouse gear. He and many others, recommend the Perkins 4-108 rubber mounted with a flexible coupling to the shaft as in our installation, it is comfortably quiet under power and easy to maintain.

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## FUEL AND WATER.

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Having designed the "Slocum 37" for a serious cruising capability, it has tankage capacity in keeping with the real cruising requirements.

With 145 gallons of diesel fuel aboard running at economic revolutions, the range under power is approximately 850 miles.

Plenty of water in two S.S tanks, 200 gallons is available for extended voyaging.

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## CONCLUSIONS.

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All the "Slocum" yachts are built under constant supervision of Cruising Yachts International Inc , quality control team, and combine the latest building methods with the old-worlds finest craftsmanship. The combination of this is a yacht that presents pride in ownership, happiness and contentment with the feeling of safety at sea. A sensational feeling, and a sound investment.

Thus- a brief outline of the thinking that has described the "Slocum 37" a traditional and time proven design with modern materials and equipment. A ship that is fast, honest, safe and simple with accomodations large for her overall length.

A ship at sea, miles offshore, becomes a complete world of enviroment, your only one. Every thing must work, and work well. For that reason all the gear on the "Slocum 37" from her anchor to her engine is the best, and her construction techniques surpass all normal requirements.

Whether you use her for weekending, coastal cruising or as a live aboard, she will give you unending pleasure and satisfaction.

On the other hand, if you feel the urge to cast off for the blue waters of the Carribbean, or the South Seas, you won't have to change your ship. Just your way of life. What could be better?

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## HULL AND DECK CONSTRUCTION.

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Both deck and hull are hand laid up fiberglass, built to A.B.S. specifications. The deck has a balsa core inner layer and the hull has Airex core. This method creates a maximum stiffness strength and insulation, and eliminates the ever annoying problems of hull dampness and mildew in the lockers.

The fiberglass schedule is in accordance with procedures normally employed on yachts ten to twenty feet longer than the "Slocum 37"

Her hull and deck bonding system are the most positive that we know of. A system that turns the hull and deck into an enormously strong "T" beam. All throughhull fittings are navel bronze with seacocks wired to a central bonding system.

We feel there is no place on an ocean going ship to subsidize quality and safety for inferior products and building methods.

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## INTERIOR LAYOUT.

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A suprisingly large number of yachting people are moving aboard and living within the confines of a 20 to 45 foot ship. For the live-aboard or the longdistance cruiser, the amount of living and storage space is most critical.

The "Slocum 37" with her long waterline of 32', her beam of 11'8" and the 6'5" to 6'8" headroom offers the ultimate in spacious functional and luxurious accommodations. An expansive and efficient galley, gracious elegant salon, a private forward cabin and a separate head-shower compartment.

The forward cabin has a double bunk with plenty of locker and drawer space and a full size hanging locker it offers complete privacy from the rest of the boat.

A comfortable head with a separate shower-tub arrangement, all one piece molding, offers a convenience seldom found on yachts her size.

The salon has adequate seating space for entertainment with plenty of book and storage space. The high-low table will make into a double berth if so required.

The galley is supplied by hot and cold water, has deep double sinks, lots of drawers and a dry food storage locker, dish locker and a large cooler and freezer box properly insulated.

The navigation station is unparalleled in efficiency and convenience. It is large enough to plot your course and unfold your chart, contrary to most yachts. Plenty of space is available to install radio and navigation equipment.

A double quarter berth is located on the starboard side aft of the navigation station. The cabin has two two-way opening aluminum hatches and all opening ports along the cabin sides to give good cross ventilation throughout the cabin.

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## SLOCUM 37.

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### SOME FEATURES OF THE DESIGN.

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#### SAIL PLAN.

The "Slocum 37" is cutter rigged because apart from the simplicity (and economy) of only one mast and its rigging, the cutter rig is near perfect for single handling. She balances equally well under full sail- main, staysail and no 1 jib- or when the wind freshens- a single reef in the main, staysail and no 2 jib. Or fresher yet- 2 reefs in the mainsail, a reef in the staysail and no 2 jib. All these and many more well balanced combinations are possible, right down to the stormsails, or storm trysail in place of the main and a reefed staysail, when she will lay to and weather a great gale with confidence.

Also, on this hullsize each sail is within the area limit capable of being handled by the average person.

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#### DECK PLAN.

Her well planned deck layout allows for easy handling by a couple or the single-handed sailor. Uncluttered decks are a must on any seaworthy yacht and the nice, wide teak laid decks, complimented by all S.S. hardware, are just that on the "Slocum 37".

No tightrope act is involved in going forward, the deep shiplike bulwarks and closely spaced double lifelines give a great sense of security in rugged going. The cabintop has handrails on port and starboard side with three dorade vents and aluminum hatches to give adequate ventilation and extra light down below.

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#### THE COCKPIT.

The T-shaped cockpit in the "Slocum 37" is engineered with contoured seats and high sloping coamings for safety and body comfort, whether lying down or sitting up.

All ships seem to have a vantage point somewhere and in this one it will probably be the helmsmans secure position at the wheel and the outboard rudder, which is the simplest method, and the strongest and most easily maintained yet to be devised.

The cockpit has plenty of saillocker space, which eliminates the problem of stowing extra sails in the forepeak. A molded gas bottle locker with an overboard vent is located under the helmsmans seat. The engine controls are on the pedestal. For the cruising minded sailor a cockpit shower is installed. Self-tailing winches are located on the cockpit coaming for the ease of sailhandling.

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## WHY WE BUILD THE SLOCUM 37.

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As our thinking is strictly in terms of a healthy cruising ship designed to fit the ever changing mood of the sea, rather than some racing rule, we turned to the designer Colin Archer type hard working Norwegian double enders. These types in their final development had reached a pinnacle of evolutionary design excellence. They were stout weatherly craft which stayed out and kept working in the wildest of North Sea conditions. Times have changed dramatically since those tough, hard days, but there has been very little observable change in the condition of a windswept sea.

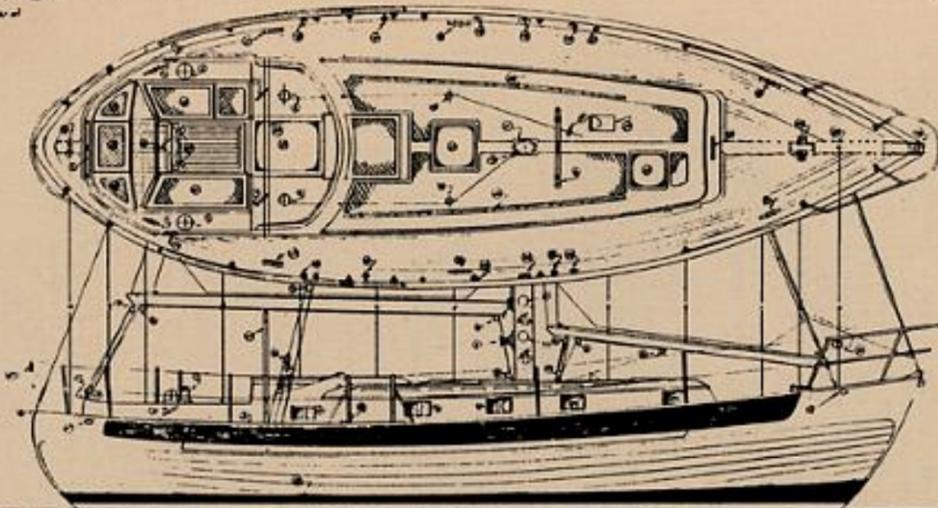
First cost and maintenance considerations were also important factors. With unlimited funds one can accomplish just about anything, but how many among us are so situated?

We finally settled on the size of our double ender at 37', with a generous beam of 11'8" and draft of 6'. She is a ship of heavy displacement with a nice "S" - shape section, an easy turn of the bilge and fairly full garboards to allow good fuel and water tankage under the cabin sole, with an ideal level engine installation.

Despite the emphasis on ocean cruising, the Slocum is not a Spartan single-purpose machine. She was designed to be equally suited for a gentle summer week-end cruise. Modern sheet winches, slap reefing and boomed staysail make her easy to sail short handed.

All sheet winches can be handled from the cockpit. The fine forward entry and "drag free" lines unencumbered by separate rudders or other protrusions allow her to be easily driven under light airs.

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| <ul style="list-style-type: none"> <li>1. Forward hatch - 12" x 18" x 12"</li> <li>2. Hatch of mainmast cabin - 12" x 18" x 12"</li> <li>3. Hatch of aft cabin - 12" x 18" x 12"</li> <li>4. All hatch covers - 12" x 18" x 12"</li> <li>5. Mainmast - 12" x 18" x 12"</li> <li>6. Mast - 12" x 18" x 12"</li> <li>7. Mast - 12" x 18" x 12"</li> <li>8. Mast - 12" x 18" x 12"</li> <li>9. Mast - 12" x 18" x 12"</li> <li>10. Mast - 12" x 18" x 12"</li> <li>11. Mast - 12" x 18" x 12"</li> <li>12. Mast - 12" x 18" x 12"</li> <li>13. Mast - 12" x 18" x 12"</li> <li>14. Mast - 12" x 18" x 12"</li> <li>15. Mast - 12" x 18" x 12"</li> <li>16. Mast - 12" x 18" x 12"</li> <li>17. Mast - 12" x 18" x 12"</li> <li>18. Mast - 12" x 18" x 12"</li> <li>19. Mast - 12" x 18" x 12"</li> <li>20. Mast - 12" x 18" x 12"</li> <li>21. Mast - 12" x 18" x 12"</li> <li>22. Mast - 12" x 18" x 12"</li> <li>23. Mast - 12" x 18" x 12"</li> <li>24. Mast - 12" x 18" x 12"</li> <li>25. Mast - 12" x 18" x 12"</li> <li>26. Mast - 12" x 18" x 12"</li> <li>27. Mast - 12" x 18" x 12"</li> <li>28. Mast - 12" x 18" x 12"</li> <li>29. Mast - 12" x 18" x 12"</li> <li>30. Mast - 12" x 18" x 12"</li> </ul> | <ul style="list-style-type: none"> <li>1. Mast - 12" x 18" x 12"</li> <li>2. Mast - 12" x 18" x 12"</li> <li>3. Mast - 12" x 18" x 12"</li> <li>4. Mast - 12" x 18" x 12"</li> <li>5. Mast - 12" x 18" x 12"</li> <li>6. Mast - 12" x 18" x 12"</li> <li>7. Mast - 12" x 18" x 12"</li> <li>8. Mast - 12" x 18" x 12"</li> <li>9. Mast - 12" x 18" x 12"</li> <li>10. Mast - 12" x 18" x 12"</li> <li>11. Mast - 12" x 18" x 12"</li> <li>12. Mast - 12" x 18" x 12"</li> <li>13. Mast - 12" x 18" x 12"</li> <li>14. Mast - 12" x 18" x 12"</li> <li>15. Mast - 12" x 18" x 12"</li> <li>16. Mast - 12" x 18" x 12"</li> <li>17. Mast - 12" x 18" x 12"</li> <li>18. Mast - 12" x 18" x 12"</li> <li>19. Mast - 12" x 18" x 12"</li> <li>20. Mast - 12" x 18" x 12"</li> <li>21. Mast - 12" x 18" x 12"</li> <li>22. Mast - 12" x 18" x 12"</li> <li>23. Mast - 12" x 18" x 12"</li> <li>24. Mast - 12" x 18" x 12"</li> <li>25. Mast - 12" x 18" x 12"</li> <li>26. Mast - 12" x 18" x 12"</li> <li>27. Mast - 12" x 18" x 12"</li> <li>28. Mast - 12" x 18" x 12"</li> <li>29. Mast - 12" x 18" x 12"</li> <li>30. Mast - 12" x 18" x 12"</li> </ul> | <ul style="list-style-type: none"> <li>1. Mast - 12" x 18" x 12"</li> <li>2. Mast - 12" x 18" x 12"</li> <li>3. Mast - 12" x 18" x 12"</li> <li>4. Mast - 12" x 18" x 12"</li> <li>5. Mast - 12" x 18" x 12"</li> <li>6. Mast - 12" x 18" x 12"</li> <li>7. Mast - 12" x 18" x 12"</li> <li>8. Mast - 12" x 18" x 12"</li> <li>9. Mast - 12" x 18" x 12"</li> <li>10. Mast - 12" x 18" x 12"</li> <li>11. Mast - 12" x 18" x 12"</li> <li>12. Mast - 12" x 18" x 12"</li> <li>13. Mast - 12" x 18" x 12"</li> <li>14. Mast - 12" x 18" x 12"</li> <li>15. Mast - 12" x 18" x 12"</li> <li>16. Mast - 12" x 18" x 12"</li> <li>17. Mast - 12" x 18" x 12"</li> <li>18. Mast - 12" x 18" x 12"</li> <li>19. Mast - 12" x 18" x 12"</li> <li>20. Mast - 12" x 18" x 12"</li> <li>21. Mast - 12" x 18" x 12"</li> <li>22. Mast - 12" x 18" x 12"</li> <li>23. Mast - 12" x 18" x 12"</li> <li>24. Mast - 12" x 18" x 12"</li> <li>25. Mast - 12" x 18" x 12"</li> <li>26. Mast - 12" x 18" x 12"</li> <li>27. Mast - 12" x 18" x 12"</li> <li>28. Mast - 12" x 18" x 12"</li> <li>29. Mast - 12" x 18" x 12"</li> <li>30. Mast - 12" x 18" x 12"</li> </ul> |
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