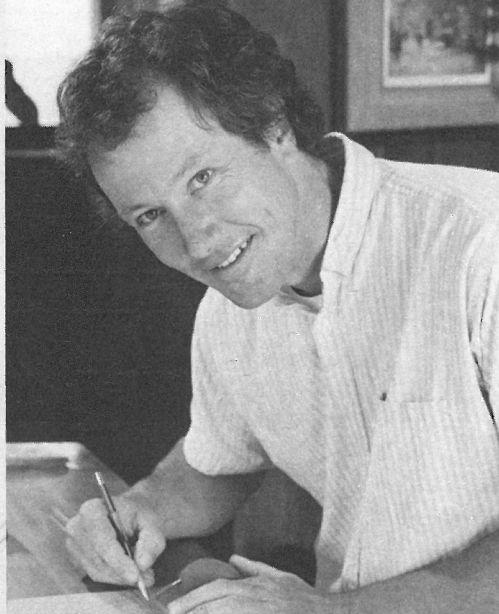


Wylie 38 Punk Dolphin, below, and her designer Tom Wylie.



To each his own

The Wylie 38

By Shimon-Craig Van Collie with pictures by Myles Ringle

San Francisco designer Tom Wylie, 42, has covered a wide spectrum as a designer of cruising and racing sailboats. Everything from the ultralight Wabbit, a 24-foot fiberglass sliver of speed, to the 65-foot *Saga*, a comfortable, steel-hulled world cruiser. But if there is any domain in which he feels most comfortable, it's the boats between 30 and 40 feet. "Designing them is a bit like falling off a log," he said. In 1972 he designed and built *Moon-*

shadow, a custom 31-footer that proved to be not only fast but reasonably comfortable for a racer. In the late 1970s, his 40-foot IOR campaigner *Lois Lane* won the St. Francis Big Boat Series. More recently, his Wylie 34 has proven to be a quality racer-cruiser class on San Francisco Bay and elsewhere.

One of Tom's latest contributions to the 30s is the Wylie 38, which is also sometimes known as a Westerly 38. The latter refers to the Costa Mesa boatbuilding firm which built six sets of hulls, decks, keels and rud-

ders over the past two years. While the exteriors are basically production items, each yacht is fitted with a custom interior. Wylie pencils in the owner's individual desires according to taste, which can vary wildly.

Bill and Darlene Dotts of Newport Beach, California, for example, wanted the ultimate boat with which to sail over to Catalina and back for the weekend. "Bill used to race," explained Darlene, "so he wanted speed." At 11,000 pounds and a displacement-length

continued



Having a great afternoon off San Francisco, the crew of Punk put the lightweight, responsive design through her

paces—to the sloop's seeming delight. Heartbeat of the fun of this boat is the cockpit, inset top right. Tiller steering, sim-

ple bench seating, controls leading aft: These and other qualities of the boat translate into the quality of sailing owner

To each his own

ratio of 155, the Wylie 38 can certainly deliver, but not at the expense of safety. Comfort was addressed as well, including raising the freeboard four inches to increase headroom and installing a regular queen sized bed—including sheets!—in the forepeak.

The Dotts report that they sail their *Ciao Baby!* virtually every weekend. The settee flips up to create a second double berth for a visiting couple. The enclosed head between the two cabins also serves as a shower and changing room. Bill and Dottie eliminated as much chrome and metal as possible to cut down on corrosion, using instead Italian enamel fixtures wherever possible. Birch was used throughout to lighten up the cabin area.

Wylie says that most of his clients have extensive sailing backgrounds. They see the advantage of a production exterior and custom interior. The hull shape, which traces its lineage to *Moonshadow*, features a U-shaped bottom and flared topsides for buoyancy. The wide transom adds to sailing length on all points of sail and stabilizes the boat downwind.

Like the Dotts, most of Tom's clients are experienced sailors. Jonathon Livingston of Point Richmond, California, has many years experience as both a racer and a cruiser. He spent one delivery cruise from Hawaii to San Francisco mulling over his ideal cruising layout. "I realized I had a certain amount of money and a vision of what I wanted," he recalled. "I asked myself what was the easiest way to get there without sacrificing safety and performance."

Jonathon Livingston, with a unique slant

An architect by trade, Jonathon Livingston, 34, ranks among the unique of San Francisco Bay's sailors. He competes at the top of the International 5-0-5 dinghy class on the West Coast, actively boardsails and has navigated Transpac entries. In the 1984 Pacific Cup race from San Francisco to Kauai, he and Gary Clifford doublehanded the Express 27 *Light'n Up* 1,100 miles in four days, an amazing feat for any sailing vessel.

Jonathon looks at life with his own unique slant. He named his boat *Punk Dolphin*, a moniker that has caused more than one traditionalist to gag on his martini. The boat's mascot is an amphibious rocker dressed in shades, which Jonathon and his friend Beverly

Jonathon Livingston



Van Collier photo

spotted on a t-shirt in Kauai two years ago. He's also adding his own palm tree logo to the mainsail, complete with coconuts.

Intended as a cruiser, *Punk Dolphin* plays mean on the race course. But Jonathon's ultimate goal is a cruise to the Mediterranean and South America, starting in 1989. --S.C.V.C.

Livingston originally had Tom draw him a 35-footer, but then one of the 38-foot hulls became available at a good price. Jonathon went for it, with some modifications. He extended the cabintrunk two and a half feet aft for more headroom in the galley and plumbed the stern for more deck space aft. He also had the mast moved forward to reduce the foretriangle and make the sail handling easier for two people.

Down below, there is an abundance of light. A large clear hatch over the settee, plus a trio of clear ports on each side of the hull

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Jonathon Livingston sought for San Francisco Bay and ocean sailing.

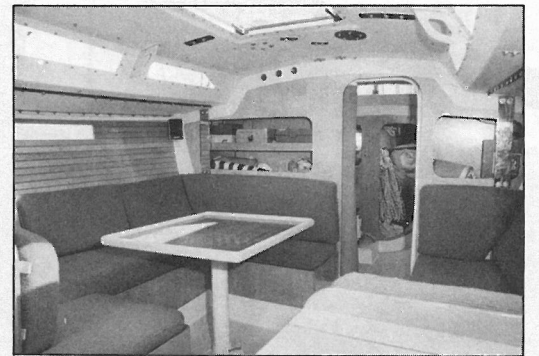


The Wylie 38, under press of a fine breeze from astern, flaunted a bit of her off-the-wind power. Right above, the interior represents departure from luxurious appointed interiors often replete with con-

soles of various entertainment equipment. The Wylie 38's is relatively bare, straightforward to sailing demands asea and light in wood finish and natural lighting.

illuminate the main cabin area. They also provide a great view whether you're under sail or at anchor. The main sleeping area is aft under the cockpit. The navigation station and galley brace the companionway. The settees extend all the way to the side of the hull, creating space for up to eight people to sit around the table, which is firmly bolted to the cabin sole. For long ocean passages, Jonathon wanted a table you could lean on without fear that it would break off its hinges.

Perhaps the most unusual aspect of Livingston's adaptation is the cabin floor and the area forward of the mast. Jonathon despises bilges where hair, pieces of paper and other flotsam collect and can never be

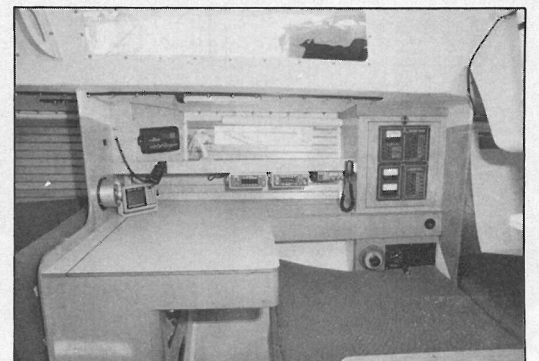


completely cleaned out. He simply filled in the whole area with four and a half inches of foam and sealed it over with 40-ounce fiberglass cloth. To clean the bilge, he simply turns on the hose and pumps it dry.

The forward cabin is also a "wet zone," including the head, hanging locker for foul weather gear, sail and anchor storage and a spot to put a couple of Windsurfers. Large canvas storage bags hang from the hull and can be detached and washed ashore. A canvas door zips shut to separate the area from the main cabin.

Wylie appreciates how clients like the Dotts and Livingston have shaped their ideals inside a basically standard hull and deck. He also likes the idea that they can get a custom boat with many of the savings advantages of a production model. "Dealing directly with the builder," he said, "they save on marketing costs. They're getting the steak, not the sizzle."

Others want to get a taste of the action too. Tom has scaled the 38 up to a 46-foot



version. Westerly no longer builds the 38. Wylie has recently created the Wylie 39, which replaces the 38.

Perhaps, as he moves further into his 40s himself, Wylie's reputation for 40-footers will grow as well. In any case, his reputation as an innovative and creative designer-builder continues regardless of age or boat length.