



Meeting Of The Minds

by Ed Lawrence

By the time we had completed our test drive of Keith and Laurie Lorence's new 52-foot performance cruiser *A Qui No Mas*, I felt as though I'd achieved the sailing equivalent of a hat trick.

I had had the unique opportunity to spend an afternoon observing firsthand the synergism between her owner, designer and builder. Lorence is a Seattle, Washington, sailmaker; he crewed in the first Whitbread race back in 1973-74, weathered the 1979 Fastnet debacle, and is a national champion in the Olson 30, J/35 and Hobie 33 classes. Californian Tom Wylie is a prominent naval architect whose designs

include everything from IMS race winners to bona fide cruising boats, not to mention the 30-foot catboat he sails with his 70-year-old mother. And boatbuilder Steve Rander brings a unique perspective to the construction of performance cruisers.

"It's always exciting to see a project turn out the way we imagined, but this is especially gratifying because the boat was designed for a professional sailor who has a critical eye and might have been jaundiced by his continual exposure to state-of-the-art designs. The payoff is Keith's excitement," says Wylie, grinning.

Lest there be any confusion,

A Qui No Mas is a performer capable of making short work of ocean passages, but her design incorporates creature comforts particularly suitable for the cruising lifestyle. During the initial design phase Laurie's specs included a master stateroom large enough for a queen-size bed and a private head, both of which are located in the stern. A second requirement earmarked adequate space and headroom in the main saloon for her aerobic workout routines. Their son's stateroom located in the bow was designed to provide a private space for the 12-year-old, his TV, his VCR and his dad's surfboard.

Keith's wish list included a bridge deck large enough for two full-size chaise lounges and a spacious seven-foot-long cockpit suitable for sleeping in when cruising warmer climes. He and Wylie also engineered an uncomplicated water-ballast system by locating the vessel's 97-gallon freshwater tanks high amidship behind the settees.

Aside from meeting the Lorences' production schedule, Rander's toughest assignment was convincing them to use the same layup process and materials employed in the construction of his own Wylie 70 *Rage*, which was constructed of — get this — wood.

"I am convinced that, pound for pound, a wood boat is as strong and light as fiberglass," says Rander, who has been building them since childhood.

The hull of *A Qui No Mas* is cored with one-inch Klegecell, around which are laid skins of cedar, fir and meranti, a medium-weight hardwood comparable to African mahogany. The skins are overlaid with six-ounce fiberglass and faired

with long boards, after which Awgrip LPU is applied producing a mirrorlike finish.

When we went sailing, a screaming southerly filled with torrential rain passed through the Puget Sound area with winds up to 40 knots — conditions decidedly more exciting if not more pleasurable than the light-air days that fill the summer months in this area. The boat sailed to weather at nine knots, slipping effortlessly through the choppy seas.

The Lorences have a performance cruiser, Rander has reinforced his point about the modern viability of wood boats, and another Wylie design has lived up to its expectations.

A Qui No Mas?

"Here no more," Keith says, gazing at a distant horizon.

Specifications: LOA 51'5"; LWL 43'9"; Beam 13'11"; Draft 8'9"; Displacement 21,000 lbs.; SA 1,091 sq.ft. For further information contact Tom Wylie at Wylie Design, 86 Ridgcrest Road, Canyon, CA 94516; phone (510) 376-7338. Or Steven Rander at Schooner Creek Boat Works, PO Box 307, Vancouver, WA 98666; phone (503) 735-0569.



It's modern, it's fast, it's comfortable — and it's wood! Tom Wylie's 52-foot design offers terrific performance and an appealingly cruisable interior.