

## NOR'SEA 27

### THE PORTABLE HEAVY WEATHER CRUISER

#### Nor'Sea 27 Specifications:

LOA	27' on deck
LWL	24' 9"
BEAM	8' 0"
DRAFT	3' 9"
BALLAST	3000 lbs. lead
SAIL AREA	390 Sq. Ft. working sails
HEAD ROOM	6' 1"

The Nor'Sea 27 was designed by Lyle Hess to be one of the worlds strongest production boats. She's heavily built and heavily rigged, with very long range fuel and water tankage. The interior is a masterpiece of the woodworkers art. Her 8' beam provides trailer capability for exploring distant waters.

If your plans include long distance cruising and living aboard with a small crew, the Nor'Sea 27 was designed for you.

COME AND SEE FOR YOURSELF.

## Heavy Weather Cruiser

Nor'Sea 27 Aft Cabin . . . . \$42,500.00  
 Nor'Sea 27 Aft Cockpit. . . . \$42,500.00

## STANDARD EQUIPMENT

Complete to the following specifications:

EXTERIOR

- \* High density, handlaid fiberglass hull, lapstrake design.
- \* Ivory gelcoat, boot and sheer stripe molded in.
- \* Hand laid cored deck BONDED and THRU-BOLTED to hull with stainless bolts and aircraft locknuts. Non-skid molded in.
- \* Teak exterior trim.
- \* Bronze deck hardware. (Custom made for NOR'SEA)
- \* Heavy teak caprails with rugged bronze gunnel covers.
- \* Massive, triple rudder gudgeons and pintles, solid manganese bronze.
- \* Self bailing cockpit with storage locker.
- \* Hand laminated tiller of ash and mahogany.
- \* Hatches with translucent fiberglass panels.
- \* 7 Custom elliptical bronze opening ports.
- \* Large thru-bolted cleats fore and aft.

INTERIOR

- \* Hand crafted, all wood interior of Teak and varnished ash and pine.
- \* Galley with large DEEP cruising sink.
- \* Separate wet dish sink.
- \* Freshwater foot pump to galley sink.

INTERIOR (cont.)

- \* Huge insulated cruising icebox with remote drain.
- \* 6' 8" Permanent berths for four. Two sea berths on each tack.
- \* Full dinnette with hi-lo dining table. Three sizes available.
- \* Fully enclosed head with porta-potti.
- \* Decorator fabrics.
- \* Heavy teak sea rails.
- \* Teak strip floor.
- \* 14 Feet of book shelves.
- \* Large chart table with chart stowage area.
- \* Shelf above chart table for electronics, navigation tools and books.
- \* Ventilated drying locker.
- \* Two hanging lockers.
- \* 30 Separate storage compartments.
- \* 3000 lbs. cast all lead ballast, bonded internally.
- \* Teak and holly cabin sole.

ENGINE AND MECHANICAL

- \* Twin cylinder Yanmar 2GM 16 H.P. Diesel Engine. Electric and hand start with 55 amp alternator and custom waterlift muffler.
- \* 1" Diameter propeller shaft. (stainless)
- \* Bronze 2 blade propeller.
- \* Bronze thru-hull fittings, shut-offs on all below water thru-hulls.
- \* Massive engine bed bonded to hull.
- \* Two polypropelene water tanks with shut off valves. 20 Gallons each.

ENGINE AND MECHANICAL (cont.)

- \* Custom electrical panel, each switch with an independent circuit breaker. Aircraft quality wiring.
- \* 4 Position battery safety switch.
- \* 12 volt interior lights.
- \* Navigation and running lights.
- \* 30 Gallon baffled aluminum fuel tank with bronze on deck filler.
- \* High volume manual bilge pump, operated from cockpit. (Whale Gusher 10)

RIGGING

- \* Oversized aluminum mast and boom.
- \* Custom hinged mast tabernacle.
- \* Tall mast, 390 sq. ft. of working sail area.
- \* Stainless steel mast compression post.
- \* All spars painted special gold. Mast is 35' from deck.
- \* Oversize exterior chainplates.
- \* 3/8" Turnbuckles with 7/32" 1 x 19 stainless steel standing rigging.
- \* Prestreched rope halyards.
- \* Running Rigging.
- \* Jiffy reefing.
- \* Sloop rig.
- \* Topping lift.
- \* Outhaul.

F.O.B.  
NOR'SEA MARINE  
23456 South Pointe Dr.  
Laguna Hills, CA 92653  
714/855-8344

Details and specifications subject to change without notice.

Anything you wish can be changed to suit you, just ask.

ADDITIONAL EQUIPMENT LIST

SAILS

Cruising sails, 3 reef points, jiffy reefing . . . . .	.1400	<u>✓</u>
Genoa, 130% 3.8 oz . . . . .	650	<u>✓</u>
Drifter 150% . . . . .	693	<u>✓</u>
Jib bag cover. . . . .	175	<u>✓</u>
Sailcover. . . . .	144	<u>✓</u>
Tan bark sails . . . . .	176	<u>✓</u>
Cockpit cushions . . . . .	185	<u>✓</u>
Tiller and cheek covers. . . . .	82	<u>✓</u>
Mast winches installed (Murry bottom action) each . .	160	<u>✓</u>

DECK HARDWARE

Bow pulpit with seat, Dbl lifelines with 8 gates stern pulpit thru-bolted with stainless bolts and aircraft locknuts with stainless steel backing plates. (stanchions included) . . . . .	.1360	<u>✓</u>
Bow sprit (laminated teak) with dual anchor rollers on bow platform thru-bolted with stainless backing plates . . . . .	.1040	<u>✓</u>
Bronze deck cap. . . . .	56	<u>✓</u>
Anchor windlass, thru-bolted, must have bowsprit and deck cap . . . . .	710	<u>✓</u>
Storm hood for main hatch. . . . .	340	<u>✓</u>
Teak translucent hatches - Main. . . . .	360	<u>✓</u>
Fore. . . . .	250	<u>✓</u>
Aft . . . . .	250	<u>✓</u>
Self steering windvane (MONITOR) . . . . .	.1900	<u>✓</u>
Cabin doors in addition to drop boards . . . . .	380	<u>✓</u>
Boom gallows (mid-cockpit only). . . . .	400	<u>✓</u>
Winches, 2 Barient No. 22 2 speed, self tailing. . . .	940	<u>✓</u>
Mast lowering package. . . . .	182	<u>✓</u>
Genoa track package. . . . .	420	<u>✓</u>

ENGINE ACCESSORIES

Fuel filter (Racor Water Seperator). . . . .	170	<u>✓</u>
Raw engine water strainer. . . . .	170	<u>✓</u>
Zinc perry nut . . . . .	30	<u>✓</u>

PAGE TOTAL \_\_\_\_\_

ADDITIONAL EQUIPMENT LIST (cont.)

ELECTRONICS & NAV

Radio coax in mast to chart table or radio shelf. . . . .	90	___
3 db VHF-FM Antenna . . . . .	90	___
Compass (PLATH, the best). . . . .	490	___

PLUMBING

Additional water tank (bladder) any size. . . . .	240	___
Electric automatic bilge pump . . . . .	185	✓
Basin and hand pump in head . . . . .	210	✓
Saltwater foot pump to galley sink. . . . .	140	✓
Custom pressure shower system, independent of drinking water supply. (must have basin and handpump in head to fill) . . . . .	400	___

ELECTRICAL

110 Volt shore power system with 50 ft. dock cord . . . . . and 3 interior outlets. . . . .	740	✓
Second battery (105 amp). . . . .	210	✓
Battery charger, automatic (must have shore power). . . . .	370	___
Spreader lights (really mounted on the mast). . . . .	94	✓
Tri-color anchor and mast head light. . . . .	200	✓
Lightning protection (all chainplates, etc. grounded to a hull mounted dyna-plate) . . . . .	350	✓

INTERIOR

2 burner gimbaled stove with oven and remote tank (kero) . . . . .	840	___
Delete top loading icebox and add cabinet . . . . .	125	___
Teak knee covers. . . . .	200	___
Hull ceiling strips aft cabin (ceiling means side of hull). . . . .	600	___
Additional portlights (7 are standard) each. . . . .	170	___
Delete stand up chart table and install in its place combination seat, hanging locker, pantry, storage cabinet, and cabin heater in alcove . . . . .	390	___
Cabin heater - FORCE 10 (remote keroscene tank) installed with custom tile and 1" stainless steel exhaust pipe thru the deck. . . . .	460	___

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ADDITIONAL EQUIPMENT LIST (cont.)

MISC.

Trailer, EZ Loader (Custom) at cost. . . . .	3710	<u>✓</u>
Name and hailing port. . . . .	130	<u>✓</u>
Padeye, thru-bolted with stainless hardware, anywhere, each . . . . .	35	<u>    </u>
Safety and commissioning package (anchor, chain, rode, 4 life jackets, foghorn, bell, 4 docklines, flare kit, fire extinguisher) . . . . .	800	<u>✓</u>

COLOR

Solid hull color . . . . .	380	<u>✓</u>
Contrasting non-skid . . . . .	210	<u>✓</u>

PAGE TOTAL. . . . . \_\_\_\_\_

PAGE 1 TOTAL. . . . . \_\_\_\_\_

PAGE 2 TOTAL. . . . . \_\_\_\_\_

TOTAL ADDITIONAL EQUIP. \_\_\_\_\_

SAILBOAT BASE PRICE . . \_\_\_\_\_

SALES TAX . . . . . \_\_\_\_\_

TOTAL . . . . . \_\_\_\_\_

NOR'SEA 27 KITBOATS

Kit 1

BASIC KIT.....\$14,900.00

Includes:

Hull (Ivory) with waterline and sheer color molded in.

Deck-Aft cabin or Aft cockpit- Installed temporarily.

Rudder, tiller, pintles and gudgeons.

Ballast completely installed with ballast dams. (3000# lead)

Patterns- You may copy our patterns on paper. (trace)

Friendly advice and assistance you may need.

Kit 2

Homebuilders Kit.....\$24,900.00

Includes Basic Kit (kit 1) PLUS:

Engine completely installed with fuel tank, engine mounts thru-hulls for engine, shaft, stuffing box and prop, muffler and hoses.

Mast and Boom with all chainplates installed and all standing rigging. Deck is installed temporarily.

Nor'Sea 27 Kitboats provide an affordable way to have your own Heavy Weather Cruising Sailboat.

NOR'SEA MARINE (714) 855-8344



## NOR'SEA 27 Handyman Kit.

Handyman kits provide a giant step toward completion of a Nor'Sea 27. We have had some energetic owners complete these kits in as little as 3 months. Most owners will take 6 months to a year of part time labor (mixed with occasional daysailing) to complete their boat. All major items, particularly those requiring specialized boat building skills and tools are in place.

We consider this boat to be 80% complete. It can be immediately commissioned, powered and sailed. By adding an inexpensive porta-potti, galley stove and foam cushions you have a spartan liveaboard cruising boat that can be completed as time allows. We sell a lot of these, most with 100% financing.

### INTERIOR:

All bulkheads and interior cabinetry (seats, lockers, cabinets, berths, dinette, galley area, teak and holly sole and teak ladder) are assembled and installed in the boat. Lead ballast is bonded in, water tanks are installed, structural knees and mast compression post with table bracket are installed. Teak cabin sides (interior) are bonded in. Icebox with insulation and drain is installed.

### MECHANICAL:

The Yanmar 15 H.P. 2GM Twin cylinder diesel engine is installed along with associated equipment: fuel tank, exhaust system, shaft and propeller, engine controls and instruments, battery and switch, etc. The engine is aligned and test run.

### EXTERIOR:

On the exterior the boat is completely finished with the exception of Portlights. Teak caprails, teak handrails, teak trim, teak lazarette doors are installed. Hatches (fiberglass), companionway sills with dropboards and hasps are installed. (sills only) Rudder and tiller are installed. Mooring cleats, scuppers, cockpit drains and lazarette drains are installed.

### SPARS AND RIGGING:

All chainplates, stem fitting, backstay fittings and tabernacle mast base are installed.

'continued'

SPARS AND RIGGING: continued

Mast with masthead light, mast painted ivory, boom, standing rigging, turnbuckles, blocks are included but not installed. Deck blocks, cleats and fairleads are installed. (winches are not included but may be added as an option).

\* \* \*

To complete your HANDYMAN SAIL/POWERAWAY KIT you would need to make or purchase and install:

doors, drawers and hardware  
 corner trim, sea rails, teak cover trim  
 cabin overhead strips, hull ceiling liner strips  
 portlights *180 each.*  
 plumbing fittings, hoses, thru-hull fittings and valves  
 head, sinks, pumps, faucets  
 bilge pump  
 electrical parts, cabin lights, navigation lights, wiring  
 switch panel and electrical components  
 galley stove, cushions  
 fastenings and supplies  
 running rigging  
 pulpits, sprit, stanchions and lifelines

Price is F.O.B. Laguna Hills California

NOR'SEA 27 Aft Cabin-----\$35,400.00

NOR'SEA 27 Aft Cockpit-----\$35,400.00

## THINGS YOU MIGHT LIKE TO KNOW

There are about 240 Nor'Sea 27's cruising the world.  
There have been over 50 Pacific crossings to Hawaii and Tahiti.

There are Nor'Sea 27's cruising Europe (2 more across the Atlantic summer of '83, 1 singlehanded), the Caribbean, Gulf of Alaska, South Pacific, Australia, and beyond.

There are 3 Nor'Sea 27's circumnavigating.

Over 50 Nor'Sea 27 owners live on board with their families.

The Nor'Sea 27 is an excellent liveaboard boat.

Nor'Sea 27's have an extremely high resale value. Our studies from the last 3 years indicate they have held 130% of their original cost. Which means that EVERY Nor'Sea owner has MADE MONEY on his or her Nor'Sea 27.

Many people are buying a Nor'Sea and living-aboard instead of paying RENT. In most cases, it is CHEAPER to make boat payments (building equity) than it is to throw rent money away every month.

Many banks will finance a Nor'Sea 27 for 15 years.

This keeps the payment low. EXAMPLE: 15 yrs. at 13½% simple.

To borrow:

\$15,000	would cost	\$194.25 per month	(usually KIT 1 Basic)
\$25,000	would cost	\$323.75 per month	(usually KIT 2 Homebuilders)
\$35,000	would cost	\$453.25 per month	(usually Handyman KIT)
\$40,000	would cost	\$518.00 per month	(Handyman+ or Complete Boat)
\$50,000	would cost	\$647.50 per month	(Complete Nor'Sea 100% fin.)

If your credit is EXCELLENT, 100% financing is possible.

However, most people pay at least 20% down to keep their payment lower.

There are Chevys and Mercedes Benz

There are Catalina's and Nor'Sea 27's

## Things you might like to know (2)

Sloop rig. The Nor'Sea 27 is sloop rigged only. It is not available in cutter rig. Sloop rigging is ideal in a boat this size. Cutter rigging is too complex for a 27 foot boat and is not anymore efficient and in fact is more costly, more windage, more rope, more stays and more work.

Some Kit boat builders have installed a cutter rig on their Nor'Sea 27s however.

Aft Cabin/Aft Cockpit. We have 2 types of decks available for the Nor'Sea 27 hull.

Aft Cockpit. This version has a longer coachroof with the cockpit in the very back of the boat. At the bottom of the companion way stairs there is a quarterberth to port and to starboard. Ahead of the quarterberths both versions of the Nor'Sea 27 are the same.

Aft Cabin. This version has a center cockpit with a very large private and comfortable cabin aft. At the bottom of the companion way stairs is the galley to starboard and the head to port. This version is most popular by a margin of 8 to 1. The reasons are as follows:

1. Privacy (especially with guests aboard or kids)
2. A natural backrest and place to sit on top of.
3. More protection from the weather.
4. A great place to singlehand the boat from.
5. More storage space below decks.
6. Great sea or dockside sleeping berths.

This Aft cabin is much larger than you think it is. It is very comfortable to sleep or read in and when SINGLEHANDING the boat your very close to the tiller.

Things you might like to know (3)

The TRAILER. The trailer is a custom EZ LOADER. This trailer weighs 2000 pounds. It uses a 2 5/16 ball. The Nor'Sea 27 weighs 8000 pounds. The combined load you will be pulling will be at least 10,000 pounds. You will need at least a large car or truck with heavy duty towing gear installed. The Nor'Sea Factory uses a Chevy pick-up one-ton with a 454 cubic inch motor. We have towed boats all over the country with no problem. I would say that the least amount of truck would be a 3/4 ton pick-up with a 350 cubic inch motor. In the brochure you will see a caddy pulling a Nor'Sea to the east coast, however the car had a lot of extra gear installed for the trip. We sell the Trailer at our discounted cost when you purchase your Nor'Sea 27.

The trailer is equipped with the options needed as follows: 4 wheel brakes (surge)

2 extra keel rollers

Trailer is painted white

Tongue extension

The cost of this Trailer List price is over \$5800.

The Price from Nor'Sea Marine is:

\$3710. Exactly.

F.O.B. Laguna Hills, Ca.

# The Electric Winch

A boon to handling heavy trailerables at the ramp

A REPRINT FROM  
**TRAILER  
BOATS** AMERICA'S  
ONLY  
TRAILER  
BOATING  
MAGAZINE

The electric winch is no stranger to the powerboater, but to trailerable-sailboat owners it's only been in recent years that this handy device has taken on new meaning in the advancement of trailer sailing.

The reason—of course—is that trailer sailers have grown considerably. Trailer sailers in the 25- to 30-foot range are no longer the exception, but are fast becoming the rule. Combined with an almost effortless roller trailer and electric winch, these cruising trailerables have become easy to launch and load. In terms of weight, the trailerable sailboat of 6,000 pounds and up has made it difficult to use the float-on, float-off submergible trailers, because of the draft required and the limitations of the usual tongue extender method.

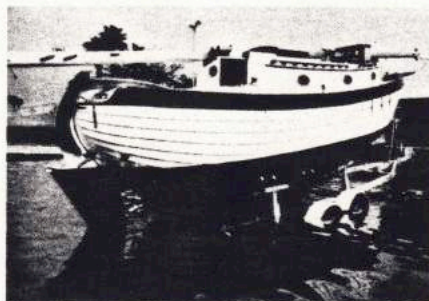
The electric winch—as the name implies—is a winch normally attached to the trailer but powered from the tow vehicle battery. Some owners carry a spare battery to operate their electric winches, but most plug into an outlet installed conveniently at the rear of the tow vehicle via a wiring-harness system.

We had a chance to observe a couple of modern electric trailer winches in operation at the launching of a new Nor'Sea 27, a trailer sailer that tips the scales at 8,000 pounds.

The first winch used was Dutton-Lainson's new StrongArm model, which offers 3,000-pound single-line dead-weight pull for use with boats up to 9,000 pounds. The other was Fulton Manufacturing Corporation's Sportwinch 9000, designed to pull a maximum boat weight of 9000 pounds with a double-line rigging (with snatch block) geared for a maximum also of 3000 pounds pull. The StrongArm winch came equipped with 25 feet of 7/32" cable, while the Sportwinch had 50 feet of 3/16" cable.

Both winches were mounted on an E-Z Loader 26 TDKR trailer with surge brakes, two axles, and keel guides. Because of the E-Z Loader's all-roller design and the use of the electric winches, the job was easily handled without a tongue extender.

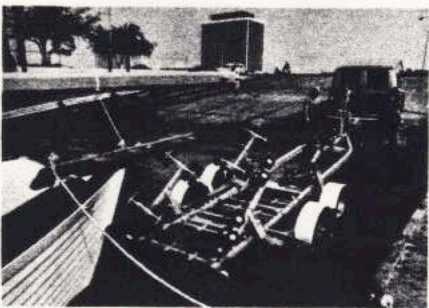
The launching and unloading operations took place at Marina del Rey, California. Since there was only 20 minutes between the launchings to change winches, the tidal conditions were nearly identical. The trailer was backed down the ramp to a point where the water was about 3 inches from the top of its rear wheel rim for the launching with the StrongArm winch and to about the top of the rim for the Sportwinch. In either case the difference was negligible.



*Nor'Sea 27 provided the load for testing performance of electric winches.*



*Fulton's Sportwinch 9000 utilizes a double cable arrangement with snatch block. It took 2 minutes and 55 seconds to unload the 8000-pound sailboat.*



*Nor'Sea floats free after being launched from E-Z Loader all-roller trailer.*

The Dutton-Lainson winch was used first, and under a combination of power and free-wheeling conditions, it took 1 minute and 15 seconds to unload the Nor'Sea 27. For the retrieval segment under full power, it took 3 minutes and 55 seconds.

The Sportwinch's launch time under similar power and free-wheeling modes took 2 minutes and 55 seconds. It took 5

minutes and 15 seconds to retrieve the Nor'Sea.

Considering the overall advantages of an electric winch, the difference in time didn't seem much of a factor; however, we'd give the Dutton-Lainson's StrongArm slightly higher marks based more on the smoothness of operation and less effort in pulling the 8,000-pound Nor'Sea onto her trailer berth.

While the electric winch is a definite boon for hauling larger craft, manufacturers have passed along some definite do's and don'ts regarding their operation:

—You must determine the amount of load you are attempting to lift before turning on the electric winch. Thus, never exceed the rated line pull. Make sure that the load you are moving cannot get caught on an obstruction that would cause your winch to stall.

—Always inspect the cable and hook before each use to make sure they are not damaged. Replace the cable if it is frayed or kinked. If the cable or hook breaks, the cable can act like a whip and can inflict serious injury to anyone in its path. Never stand alongside the winch cable or guide it with your hands.

—Never permit anyone on or under the load that is being pulled. The winch must be securely bolted down to its stand, and the cable must be securely fastened to the object to be moved (the load) and to the winch drum.

—Always keep the winch maintained in accordance with the manufacturer's instructions. Remember, worn-out or damaged parts can cause unsafe conditions.

—Never fully extend the cable; always keep three complete wraps of cable around the drum. Otherwise, the cable can pull loose from the drum.

—Most wiring harness is designed to remain inside your tow vehicle or the trunk space and out of the weather when not in use. Do not travel with the harness connected to the electric winch.

—When power loading or unloading your boat, leave the tow vehicle in park (automatic transmission) or neutral (manual transmission) with the parking brake engaged. Keep the engine running to insure full voltage to the winch and so that the tow vehicle battery will not be discharged. Remember, also, to keep tension on the cable in the power-out mode to prevent entanglement of the cable inside the winch.

The operation only proved what we have maintained all along. If you have the proper equipment, launching, loading, and towing practically any size craft is "no big deal."