



DeFever 58-ft. Offshore Cruiser

Specifications	
LOA	58 ft.
Beam	16 ft.
Power	D333 marine diesel

THIS 58-FT. OFFSHORE CRUISER, designed by Arthur DeFever for Frank R. Collbohm, is now building at Lindwall Boat Works, Santa Barbara, Calif. She will be exactly what her name implies, a heavy-duty offshore cruiser with every detail of design and construction aimed at making her 4500-mi. cruising range both plausible and comfortable.

Her Pacific seiner-type hull design features broad stern and long keel for good steering ability in following seas, plus increased stern buoyancy, stability and deck space. A depth of 5 ft. 9 in.

in the forefoot area assures sharp, non-pounding bow sections. With the deep forefoot, large propeller and rudder, the DeFever offshore cruiser may be hove to on auto-pilot even in storm conditions. The propeller thrust against the huge rudder at idle speed provides sufficient control so that the auto-pilot can maneuver the stern to keep the bow into the seas.

The vessel's 16-ft. beam is carried throughout most of the 58-ft. length to provide spacious accommodations below decks. Two large staterooms ac-

commodate four and two more can sleep in deckhouse berths. The main deck contains a well-equipped galley, lounge that seats eight and pilot house. She has laminated hardwood stem, fir planking, teak decks and trim and Monel fastenings throughout.

A Caterpillar Turbocharged and after-cooled D333 marine diesel provides 165 continuous and 255 maximum horsepower, turning a 45 x 38 five-bladed Federal NiBrul propeller through a 4.41:1 hydraulic reverse and reduction gear. The large prop gives exceptional performance in heavy sea and wind. In addition, a two-cylinder, 12-hp, 5000-watt Petter diesel auxiliary generator set will be installed above and slightly aft of the reverse gear. This will provide a 10 to 1 emergency reduction drive to the main propeller shaft which will permit the vessel to travel at four knots on auxiliary alone.

"Augmenter" engine room ventilation will be used in the cruiser's large, uncluttered engine room which is located below decks, just about amidships. The "augmenter" system makes possible operation that is not only quiet but odorless.

Equipment will include Kaar Twin Sets for coastal and high seas radio-telephone service, Ross Fisherman depth recorder, Sperry 5 radar, Marmac controls and Wood-Freeman auto-pilot. A 2000-watt Leece-Neville alternator-generator driven by the main engine will provide continuous 60-amp. charging capacity at all speeds from engine idle to full rpm.

For further information on the DeFever Offshore 58, write the Offshore Cruising Society, Box 6789, Los Angeles 22, Calif.

