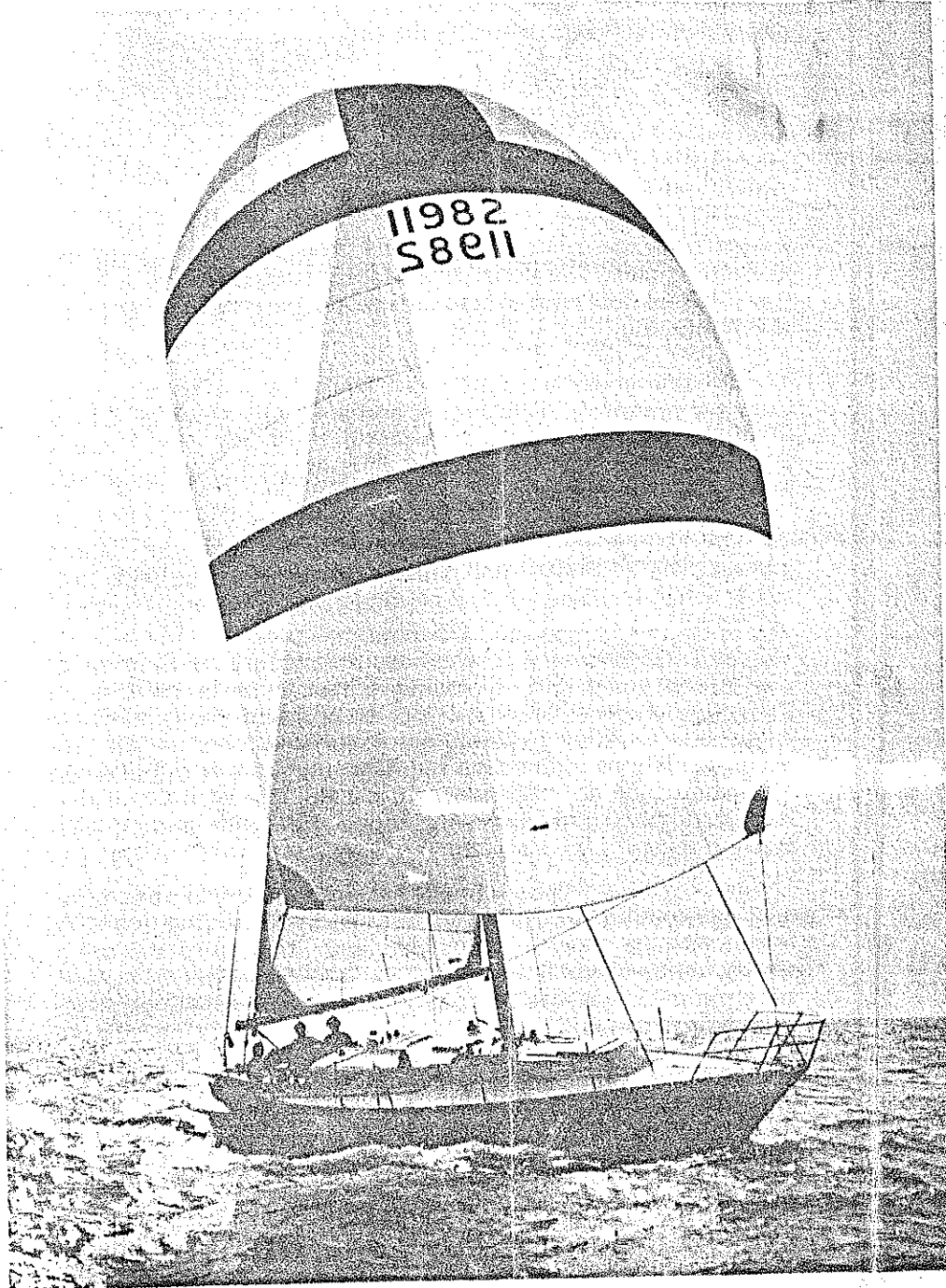


# IRWIN COMPETITION 37



## SPECIFICATIONS:

Length Overall: 37'-0"  
Length Waterline: 29'-4"  
Beam: 11'-8"  
Draft: Fin Keel 6'-3"  
Ballast: 7,500 Lbs. of Lead  
Designed Displacement: 15,500 Lbs.  
Sail Area: 628 Sq. Ft.  
Ratings: IOR Mark III - 27.2  
Headroom: 6'-3" (Average)  
Mast Height Above Waterline: 53'-0"

**HULL:** Molded in one piece of high-impact fiberglass reinforced polyester resin with permanently molded-in hull colors. The structure consists largely of 24 ounce woven roving - the strongest fiberglass fabric available, which is carefully laid-up by hand. No fillers are used. End-grain balsa wood is bonded into the laminate in the bow section to provide additional rigidity in this area. The thickness of the hull varies according to structural demands, ranging from approximately 1" in the bilge section to 3/8" at the sheer. The deck clamp is integrally molded with the hull.

The fin keel is 7,500 lbs. of cast lead with antimony added for hardness. The keel receives a final hand finish and is checked for fairness. It is then bolted through the heavily reinforced bilge section of the hull with stainless steel fasteners and torqued into final position. A keel/centerboard configuration is available as an option (4'-9", Board Up; 8'-6", Board Down).

We believe a skeg-type rudder is essential for boats that will see offshore work in order to provide ease and stability in steering. The rudder post is a solid piece of 1-1/4" stainless steel with stainless steel drifts. Flush thru-hull fittings are included as standard equipment.

**DECK & COCKPIT:** The deckhouse, deck and cockpit are molded in one piece of fiberglass reinforced polyester resin with molded-in colors. End-grain balsa wood is used as a core material to save weight and increase rigidity. The core material also provides accoustical and thermal insulation.

The deck is chemically bonded to the deck flange and then is mechanically held in place during the curing process using stainless steel fasteners. Since the deck is attached to the deck clamp that is an integral part of the hull, the critical hull-deck joint is not made at the edge of the deck where it could be damaged by

bulkheads or pilings. No pop rivets, staples or aluminum "hat sections" are used to join the hull and deck.

The "T"-shaped cockpit of the COMPETITION "37" is high, wide and handsome. High so it's self-bailing with great visibility forward, wide to provide comfortable seating for the entire crew, and handsomely designed with flat top coamings that measure 12" across. A wooden stiffener is laminated the full length of both coamings to allow maximum flexibility in the placement of sheet winches and tailing cleats. A diaphragm-type manual bilge pump is installed in the cockpit and can be operated without opening the seat hatch.

A large cockpit seat locker on the port side provides ample room for docking lines, fenders, and other items you would like to have in a handy location on deck.

Non-skid pattern is molded into the walkways, cockpit seats, cockpit sole and cabin top. Teak-framed, tinted Plexiglass hatches are used for the forward, midship and companionway hatches. The companionway and cockpit seat hatches are fitted with security hasps and the other hatches have positive locks. A fiberglass spray cover protects the companionway hatch from heavy seas. There is also a molded-in boss for attaching the optional dodger. This boss runs from the coaming up over the deck, around the companionway opening and back down to the coaming on the opposite side.

The unique forward sliding sail hatch measures 24" x 24" and has extra deep slide channels which are scuppered to quickly drain off any spray that might come aboard. A rugged stainless steel bow pulpit, stern rail, port and starboard boarding gates and double lifelines are included in the list of standard equipment. All stanchions are bolted through the deck with stainless steel fasteners.

**HARDWARE:** All fittings are highest grade stainless steel, manganese bronze or special corrosion-resistant marine alloys. Many items, including the stemhead fitting with integral bow chocks and the tillerhead fittings, are custom made to our own designs.

**CABIN INTERIOR:** The interior is built on a unitized fiberglass component. This component building system allows the plumbing and electrical work to be completed and inspected before the unit is installed in the boat. Unlike a plywood interior that can warp, lift or delaminate, our fiberglass component insures dimensional accuracy from boat to boat and is immune from the effects of moisture and rot.

The large pedestal-mounted table has dropleafs on both sides so that the entire crew can enjoy meals together. The ship's mate will be delighted with the well planned galley aboard the COMPETITION "37". Its U-shaped design provides a reassuring work

area, and its location makes it easy to prepare meals without missing the conversation on deck and to pass food to hungry hands in the cockpit. Included in the list of standard equipment is pressure cold water, a large stainless steel sink, a gimballed 3-burner alcohol stove with oven and lockers outboard of the galley counter and underneath the sink.

In addition, there are four deep drawers including a silverware drawer and a built-in maple cutting board. The 12 cubic foot ice box has a 2-piece flush fitting top. The ice box unit is so well insulated that it will keep food fresh and beverages cold for an entire weekend, even in hot climates.

Across from the galley is the IRWIN "Navcenter" — a complete navigator's area. The sloped chart table measures 27" x 39" and has a lift-up top with storage inside for parallel rules, pencils, tide books, etc.

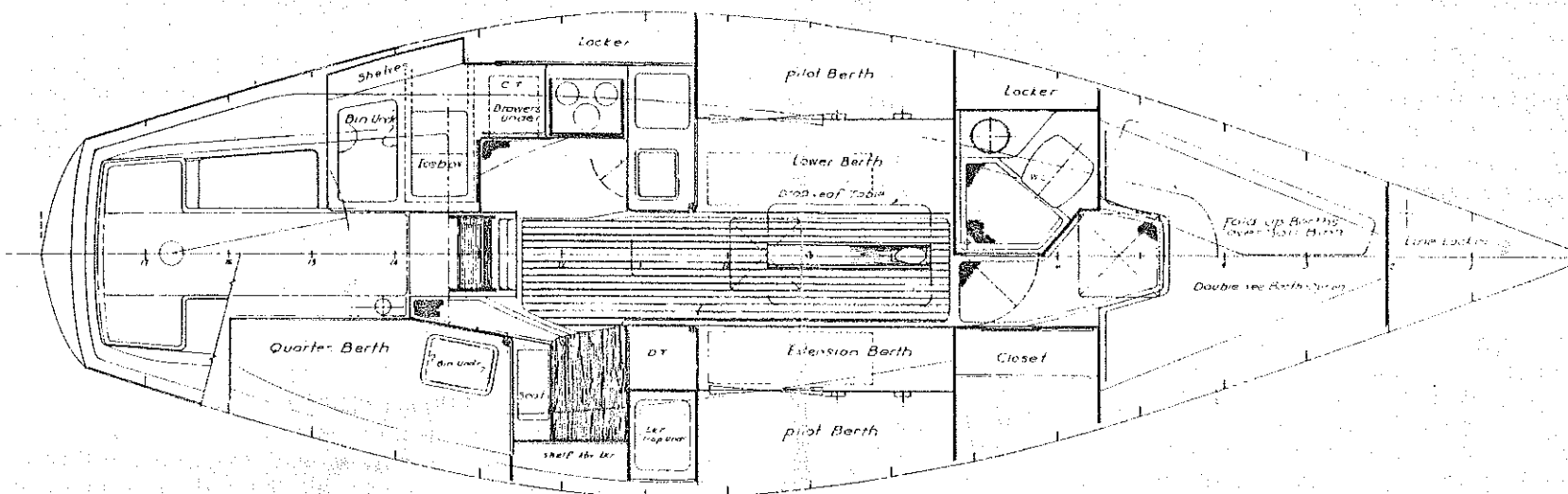
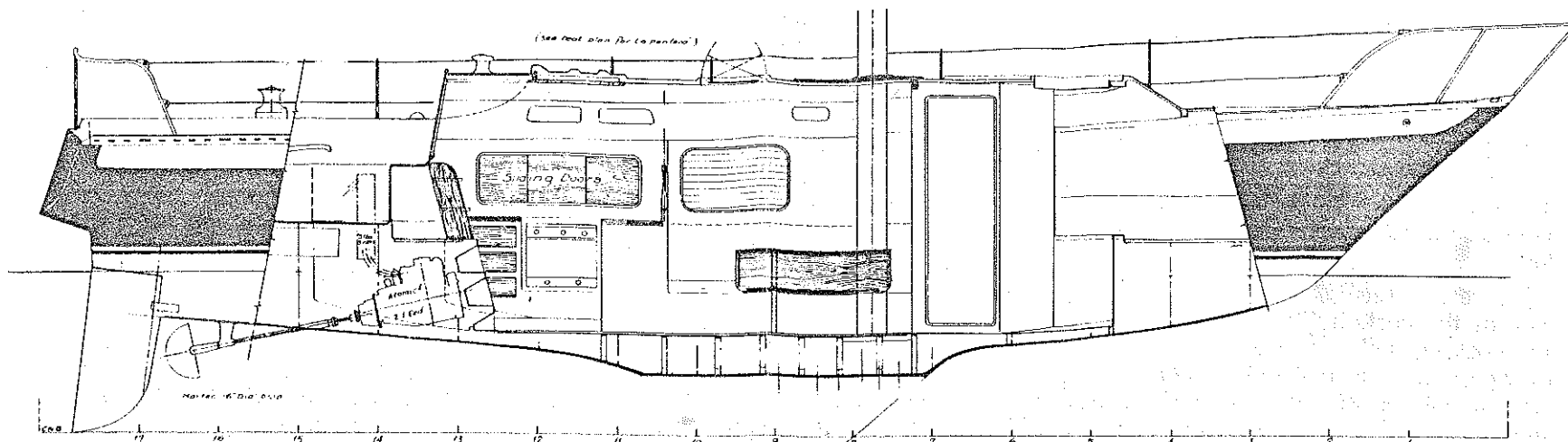
The flexible gooseneck-type chart lamp has a removeable red filter for preserving night vision, and a 12-volt terminal strip is provided to simplify the installation of electronic gear. There is enough room in the "Navcenter" to mount a Loran, radio-telephone, RDF and more.

A 6'-6" quarter berth is located directly aft of the navigator's station. The aft locker and dresser on the starboard side provides a handy place for jackets and personal gear.

The sail handling area forward features plenty of floor space and a huge molded-in sail locker. Sails can be brought up on deck through the sliding hatch located at the forward end of the cabin house. When extra guests make you want to opt for accommodations rather than sail bags, there are two fold-down V-berths which normally stow against the side of the hull that can be dropped into place, increasing the boat's accommodations to seven.

The enclosed head compartment has a stainless steel sink, pressure water and a storage locker outboard with sliding doors. A telephone-type shower is included and drains into the sump which can be evacuated by the manual bilge pump. (An electric bilge pump is available as an option). The fiberglass floor serves as a shower pan and makes cleaning easier. Owners may choose either a standard marine toilet with valves on all thru-hull fittings or a New York State approved "Handi-Head" with built-in holding tank. The privacy door is equipped with a positive latch. Across from the toilet compartment is a large double-width wardrobe locker with sliding doors.

**DECOR:** All interior trim, including bunk risers, companionway stairs, and shelf fronts is genuine teak. There is a full interior headliner and all exposed hull sides are sheathed with teak ceil-



ings. The bulkheads, including those in the galley area and the head compartment are covered with "Champagne" mica.

The cabin sole in the main cabin is solid stripped teak. For easy maintenance and sure footing, the floor in the forward cabin and the toilet compartment is fiberglass with a molded-in, non-skid pattern.

All berths have four-inch foam mattresses. The owner may select from three interior color schemes which include both fabric and vinyl mattress covers.

The standard hull and deck color is "Irwin White". This color is

particularly pleasing because of its non-glare qualities. A choice of five accent colors is available for the boot top and sheer stripe.

**ENGINE INSTALLATION:** The COMPETITION "37" is powered by a 40 H.P. Perkins "107" full marine diesel engine. The Perkins is equipped with a fresh water cooling system, 60-amp alternator, vibration insulator mounts and deluxe instrument panel with tachometer, oil pressure, water temperature and ammeter gauges. The engine is mounted on a fiberglass engine bed located under the companionway stairs. The stairs form an engine box cover and can be removed to gain access to the engine

compartment. (NOTE: The Perkins engine is in very limited supply and a different diesel may have to be substituted. Please check with your dealer at the time of order to confirm availability. Specifications for substitute engines will be similar to those presented above).

The bronze propeller shaft runs through a strut that is equipped with a "Cutless" bearing and drives a solid, two-bladed propeller.

Throttle and reverse controls are conveniently installed on the side of the cockpit. The recessed engine panel, also located in the cockpit, includes water temperature, oil pressure and ammeter gauges together with a choke and key-actuated ignition switch. Natural forced draft ventilation is supplied by two cowls mounted on the deck and is supplemented by a 12-volt exhaust blower.

**FUEL SYSTEM:** The 32 gallon baffled fuel tank is located under the starboard bunk and vented overboard. A shut-off valve is provided at the tank.

**FRESH WATER SYSTEM:** A pressure water system provides cold water to the toilet compartment and galley. The faucets are supplied by one 42 gallon tank located under the port bunk in the main cabin berth.

A hot water heater is available as optional equipment. This 6-gallon, fast recovery unit is heated at dockside by a 110-volt thermostatically controlled electric element, and by the engine while underway.

**ELECTRICAL SYSTEM:** The boat's 12-volt D.C. electrical system uses the 40-amp alternator on the engine to charge two 75-amp hour batteries. The batteries are secured in fiberglass battery boxes and located under the aft quarter berth where they are easily accessible and above the level of the cabin floor. A four-way vapor proof switch allows the batteries to be used singly, in parallel, or to shut down the entire electrical system when not in use.

Wiring is stranded copper with impervious sheathing and run along the side of the hull, avoiding the bilges. All 12-volt circuits have fuse protection.

Navigation lights include a 20-point bow light, side running lights (that can be rebulbed from inside) and a 12-point stern light. Interior lighting includes a reading light over each berth, a light in the galley area, a gooseneck-type navigator's lamp, a light on the bulkhead aft of the toilet compartment and two lights in the forward sail locker. All fixtures have individual switches.

**SPARS, RIGGING & SAIL HANDLING EQUIPMENT:** The spars are 6061-T6 aluminum extruded from our own dies. Both the mast and boom are equipped with integral sail track. The mast is stepped through the deck, directly on the keel. The mast is supplied with a messenger line to facilitate the installation of masthead instruments such as wind indicators, anemometer, antenna, etc. The streamlined fiberglass spreaders not only reduce windage aloft, but also contribute to the boat's yacht-like appearance. The boom has a fixed gooseneck and is equipped with slab reefing hardware.\*

Standing rigging, including the headstay, intermediate headstay, backstay, upper shrouds and aft lowers are stainless steel with swaged terminals and tubular stainless steel turnbuckles. Mast tangs, chainplates and fasteners are stainless steel.

Running rigging is Intrepid dacron line. The internal main and jib halyards are stainless steel wire rope with stainless steel snap shackles and spliced dacron tails. The wire rope topping lift is secured at the masthead with an adjustable rope tail at the outboard end of the boom.

By sheeting the main aft of the mid-point of the boom, the mainsheet gives better leech control than the typical mid-boom sheeting system. It is a 4-part purchase with a cam jam cleat mounted on the traveler block. The "X"-shaped traveler has a roller-type cart with an adjustment lanyard that is secured by small jam cleats mounted at either end of the traveler. This rig allows excellent athwartship adjustment of the mainsheet.

The aluminum toe rail extends from the bow to the stern. Because of its closely spaced trim holes for snatch blocks, the toe rail serves as a continuous genoa track and allows infinite adjustment of the genoa leads.

Included in optional Winch Plan "A" are 2-Lewmar No. 45 or Barent No. 28 genoa sheet winches on coamings with 8" tailing cleat for each winch. Two Lewmar No. 25 chrome or Barent No. 20 stainless steel winches for main halyard and genoa halyard, each with 6" cleat, mounted on winch island adjacent to mast together with two metal sheaved turning blocks. One 10" plain winch handle and one 10" lock-in winch handle.

In a continuing effort to improve our products, specifications are subject to change without notice.

*\*Consists of an eye strap and cheek block at the outboard end of the boom and a cleat at the forward end. A short piece of line with a snap shackle attaches to the cringle in the luff of the mainsail and is secured to a tailing cleat mounted on the mast. The snap shackle can also be attached to the Cunningham hole and used as a Cunningham purchase.*