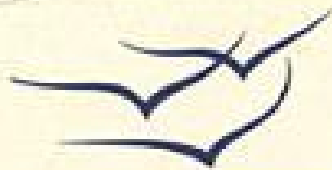


# The New 42' Allied XL-2



Allied yachts are built by people  
who put more of themselves into  
the boats they build than others  
may think worthwhile.

**ALLIED** Boat Company, Inc.

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## PREFACE TO THE XL-2

If you want an idea of the kind of boats ALLIED BOAT COMPANY builds, consider this: The first fiberglass yacht ever to sail around the world was built by ALLIED.

We don't build the ALLIED kind of boat by trying to cut costs and by holding to minimal standards. We do it by knowing what we're doing and doing it with top designers and engineers and craftsmen. By our working hard to get you your money's worth out of equipment and materials. And, if there's a choice between saving money and doing a better job, we do the better job.

And, interestingly, if you're an honest and a talented builder, you end up with a boat that's not only a great boat -- but one that is fairly priced. Because, as we like to say at ALLIED, we put more of ourselves into the boats we build than others may think worth while.

## A HISTORY OF SUPERIOR CONSTRUCTION

One way to find out about our construction is to come see it. You have a standing invitation to come to Catskill and see our boats being built. It's an open secret.

Another way to find out about our construction is to pick a dramatic example that tells you what good construction means: there's Alan Eddy, who circumnavigated the globe in his Seawind 30. "I owe my life to the way you build your Seawind," he says. For, in the South Pacific, he crashed on a coral reef -- and came off sound of hull with but minor repairs to continue his historic voyage around the world.

And there's Stuart Hopkins, grounded on a bar during a severe gulf storm. Sighted by a Coast Guard helicopter, which followed him in after he got off under his own power, he was told after reaching port: "We didn't expect you to live through it; no one else has."

This is the kind of construction that means pleasure afloat, and safety afloat. The construction techniques developed in over 120 - 30' Seawinds built since 1961 have been translated into all our boats -- the Greenwich 24, the Luders 33, the Seabreeze 35 -- and, now ALLIED's NEW 42' XL-2.

## WHY BUILD A FORTY-TWO FOOTER?

It was our owners who told us (and our engineers confirmed it) that the size was right: small enough to be handled by just one couple, big enough to sail just about anywhere, cruise comfortably, sleep a lot of people -- even race. Even win races. But mostly . . . Beautiful. That's the word we most often heard. And she is. Good to look at, with a silhouette of extraordinary grace, a natural beauty consonant with the sea. And with it all, comfortable, convenient, good working.

If Beauty is truth, our XL-2 joins the rest of the ALLIED line in being a very honest boat indeed.

## WHY A TRUNK CABIN IS MOST DESIRABLE

Inside . . . the trunk cabin lets in light and ventilation in a way that no flush deck can. There's room with the ALLIED trunk cabin for many opening ports; the small aft deck house of the flush deck yacht doesn't come close.

Outside . . . the difference is mainly in working deck area, windage and mast support. Normally, a flush deck design will have better deck working area than a trunk cabin . . . unless the trunk cabin ends back far enough from the bow to relieve that deck area like XL-2. Further, the higher freeboard of a flush deck design has always increased wind resistance.

XL-2 has the best of both ideas: high sheer and low profile cabin, with six opening ports, two dorade vents and three hatches -- to provide plenty of ventilation and good natural lighting -- a sun lighted cabin.

## WHY A FORWARD STATEROOM IS BEST

There are many attempts today to try to give an individual the most for his money. Sometimes this effort results in an inferior overall design as each area of the boat must suffer some kind of compromise in order to provide one more accommodation. The aft stateroom arrangement is an example of this kind of situation.

### FORWARD STATEROOM

It has full headroom.

It is separate from other activity aboard.

The roomy cockpit is not cut down.

It allows for full hanging lockers that are easily accessible.

The berths can be made into double berths; and are easily made up.

Good ventilation is easily achieved.

It is forward of engine vibration, noise and smell.

### AFT STATEROOM

It is located under the cockpit where most of the activity and noise originates.

Necessary ventilation requiring skylights and hatch openings in cockpit area affect privacy and comfort. This ventilation in turn allows for cigarette smoke and the like to enter.

Berths are normally separated and outboard.

Owners lockers and closets are confined.

Amount of owner's storage space is limited.

Location over prop shafts causes discomfort of engine noise and vibration and engine odors.

## ALLIED'S PERSONAL ATTENTION

In a time when mergers and acquisitions and bigness threaten to impersonalize an industry that more than anything was founded on trust, service and goodwill, ALLIED people continue the giving of themselves to the boat they build for you. To build a boat that is better for you.

We build a limited number of units each year to allow us to get to know each buyer and his family. We work closely with you to better understand your equipment needs and layout alterations, as a designer might for planning a custom yacht. A larger hanging locker, for example, extra berths, more galley space. And, because we help you to avoid mistakes, the ALLIED boat you buy can continue to fit your family and you. We learned these things on our smaller boats, where it's even more difficult to work out future requirements.

When we build a boat for you we invite you to come up and see it being built, to attend the "birth" as it were. A large majority of the boats we build are commissioned at our plant on the Hudson River and sailed away by proud owners. We have the special appreciation and gratification that comes with working with an owner from his initial expression of interest through to his sailing away -- and long after.

ALLIED'S officers are in the business because they love the boat business. You'll find them often aboard an owner's boat, sailing with him to find out how to make the boat even better; and incorporate the improvements and ideas the owner may have come up with into our own thinking and building.

Here's a small idea of what we mean about personal attention: one of our owners ordered sail covers for his red Luders 33. We thought about the boat and the covers and decided that, while white was standard and had been ordered, red would set the boat off beautifully. We made the suggestion to the owner and he accepted the idea enthusiastically. A stop was put on the earlier order and, after numerous phone calls, the red covers were delivered. They proved to be a touch that helped give the yacht a special elegance.

ALLIED'S PERSONAL ATTENTION  
(Cont'd.)

Then, there's the case of the faulty boom provided by one of our suppliers. The trouble developed a month after delivery. The day was a Friday, and the owner was entered in a Saturday race. Our man was dispatched from Catskill to install a new boom that same day in Port Washington, even though the boom was not manufactured by ALLIED. (Note: ALLIED BOAT COMPANY now fabricates its own spars.) It was done, and done well. It would be nice to tell you our owner won the race. He didn't. But, he didn't lose out.

The point is -- we're small enough to give you the personal attention we'd like ourselves if we were buying a yacht. And, we're big enough too, to do right by you and your boat all the way.

## XL-2 SPECIFICATIONS

Length Overall	41'6"
Length Waterline	29'0"
Beam Max.	11'6"
Draft - Board Up	4'2"
Board Down	8'4-1/2"
Displacement	17,220 lbs.
Fixed Lead Ballast	7,100
Sail Area - Sloop	762 sq. ft.
Yawl	809 sq. ft.



STANDARD EQUIPMENT - XL-2

1 Stainless steel bow pulpit  
Gated S.S. life lines & Stanchions  
Stern rail  
Anodized aluminum spars #6061T6  
S. S. Rigging 1 x 19"  
Geared roller reefing  
#3 Main halyard winch  
#16 genoa halyard winch  
#20 Bariant sheet winches - with handles (2)  
Main Sheet winch  
Genoa gear complete including double foot blocks and fairleads  
Exterior trim varnished teak  
Two dorade vents  
Six adjustable opening ports with screens  
Lucite intermediate and forward hatches  
Double 12" bow cleats  
Perkins Diesel  
Edson Pedestal steerer with lighted constellation compass  
\*30 gal. monel fuel  
100 gal. S.S. water tanks with deck fill  
Ball bearing main sheet traveler  
\*Three burner stove with oven and safety shut-off  
\*Seacocks with flush thru-hulls  
Mast and rigging grounded  
4-way safety switch  
\*Vapor proof battery switch  
3 - 90 amp. batteries  
2 Alternators  
Instrument panel with tachometer and engine hour meter  
Flag pole and socket  
Anchor rode deck pipe  
Forward cowl vent  
Pressure hot & cold water system with shower.  
\*9 gal. Sen Dure hot water heater  
Double ice box  
Interior hand rails  
Mast head light  
Spreader lights  
Insulated backstay  
Teak cabin sole  
All halyards and sheets  
Deck mounted centerboard winch  
Molded in storm cover  
Navigators chart table and chart storage  
Boot box settee  
Double stainless steel galley sink with cutting board  
4" foam mattress with deluxe vinyl covers  
Cockpit cushions  
Private stateroom  
Electric Bilge pump and shower sump pump  
Hand pump auxiliary system  
Dust pan and grating in cabin sole  
Geared out haul with inboard crank location

STANDARD EQUIPMENT  
(Cont'd.)

Shore Power and 3 outlets  
Spinnaker gear  
Curtain rods  
Skipper model "K" head  
3 Fire extinguishers  
7 cabin lights  
Fog horn  
Bell  
Anchor  
200' anchor rode  
4 - 40' dock lines  
3 par fenders  
1 fender board  
Molded in winch bases  
Masthead flag halyard  
Spreader flag halyard  
27 lockers (approx.)  
9 drawers (approx.)  
9 shelves (approx.)

\*Yacht Safety Bureau Tested

MANUFACTURER RESERVES THE RIGHT TO CHANGE WITHOUT NOTICE