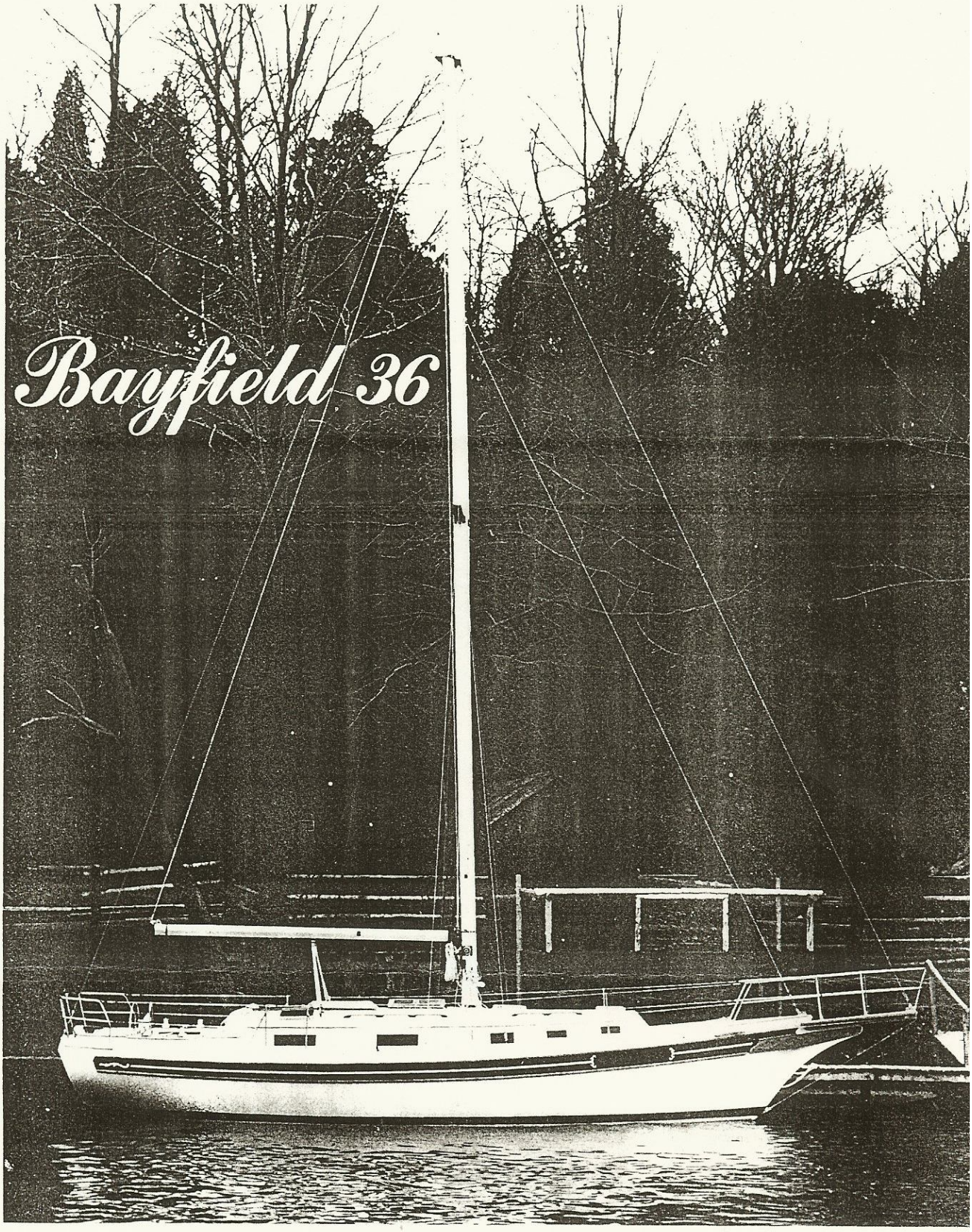


Bayfield Boat Yard Limited

P.O. BOX 1076
CLINTON, ONTARIO, CANADA N0M 1L0
519-482-3425

Bayfield 36

Our newest addition to the fleet of quality Bayfield Boats.

STANDARD SPECIFICATIONS

Hull: Hand laminated FRP hull and deck built for a lifetime of rough use. All structural bulkheads are of marine grade plywood bonded to the hull with fiberglass overlay. Molded boot and cove. Double teak rubbing strake. Choice of colours from Ferro colour chart. Epoxy bottom paint.

Deck: Single piece hand laminated FRP, balsa cored and locally reinforced in high stress areas. Molded non-skid on all working areas. Standard colour, northern white.

Hull-to-Deck joint: Hull-to-deck joint with overlay, bedded and aluminum toe rail fastened through joint with 5/16" stainless bolts and aircraft locking nuts, on six inch centres.

Ballast: Internal, encapsulated cast lead ballast.

Rudder: Top and bottom supported rudde with stainless steel shaft and steel torque plates. Supported on bronze heel casting, through-bolted with s.s. bolts to keel. Har laid up fiberglass outer shell.

Rigging: Anodized aluminum Isomat spars Anodized aluminum masthead casting. Stopper system at gooseneck fitting for outhaul and reefing lines. Heavy duty 5/16 stainless steel standing rigging.

Running Rigging: Colour coded, 4 minimu stretch halyards, internally lead. Boom topping lift, reefing tackle, outhaul all lea internally. Harken blocks for 5 to 1 purchase on mainsheet tackle.

Sails: Top quality mainsail (2 reefs) yanke and staysail.

MECHANICAL/ELECTRICAL

Auxiliary Engine: Yanmar 4 JHE, 44 h.p., 4 cylinder diesel engine with 2.17 to 1 reduction, fresh water cooling system, and Racor fuel filter. All electric control panel mounted on port coaming and weather protected, fitted with tachometer and hour meter, audible alarm and keyed ignition. Throttle control and clutch control mounted on Edson pedestal, with guard and brake. Propeller shaft of stainless steel with a three bladed bronze marine propeller and zinc anode on the shaft. 12 volt exhaust blower for engine compartment. Welded aluminium fuel tank.

Electrical System: Two 12 volt marine batteries, one 90 amp hour deep cycle house battery and one 90 amp standard battery. Explosion proof 3 position marine battery selection switch. 110 volt and 12 volt marine electrical panels with magnetic breakers and ample spares for future equipment addition installed at nav. station in cabin. 12 volt electrical system with brass swivel cabin lamps and dome lights, appropriately located and wired to port and starboard breakers at the accessory panel Dome light in engine compartment. Regulation bicolour running light mounted on the bow pulpit and stern running light mounted on the stern pulpit. Anchor light, decklight, and steaming light mounted on the mast and individually wired with separate breakers. Binnacle Compass ligh 110 volt electric system with receptacle fo shore power cord (cord included) and outlets throughout yacht interior.

Plumbing: Manual marine head with remot welded aluminum holding tank. Hot and cold pressure water system, with faucets galley, vanity and shower. Telephone style shower fixture. Brass sea water hand pum at galley. Welded aluminium water tank with 82 imp. gallon (100 U.S.) capacity, deck fill and vent. Hot water provided by heat exchanger off main auxiliary engine and 110 volt shoreside current. Hot water heater with 8 U.S. gallon capacity. Bronze thru-hulls with valves on all thru-hulls below the waterline. Manual double-action bilge pump.
Fire extinguisher.

DECK:

5 ft. bow sprite with teak platform and anchor roller. Stainless Steel welded bow pulpit and stern pulpit with gate. Heavy walled Stainless Steel stanchions with vinyl coated 7x19 S.S. wire double lifelines with two gate braces, and boarding gates port and starboard with pelican hooks. Molded bulwarks with anodized aluminum toe rail cap. Cast almag mooring chocks and oversize mooring cleats. 2 chocks with cleats on bow, 2 closed chocks with cleats amidships and 2 chocks with cleats on stern. 10 cast almag opening ports with screens, sized and positioned for optimum ventilation and natural lighting. 4 cast almag opening deck hatches, screened. Traditional teak butterfly skylight over salon, screened. Sliding companionway hatch and sliding teak-framed screen. Louvered teak companionway doors and teak-framed screen doors. Natural teak hand rails on cabin top. Teak trim and taffrail in cockpit. Water, fuel and waste deck plates. Two large recessed deck drains. Anchor locker on foredeck with drain overboard. All deck hardware fastened with s.s. bolts, aircraft locking nuts and aluminum backing plates.

Cockpit: Four Lewmar #40 Primary winches, two Lewmar #16 mainsheet winches on cabin top, 3 #16 halyard winches and one #8 Lewmar reefing winch All winches bronze chromed. Pedestal wheel steering with integral throttle and clutch controls. S.S. Pedestal guard and brake. Five inch binnacle mounted compass and cover. Emergency tiller. Helmsman's seat with storage below. Two winch handle compartments in cockp coaming.
Cockpit locker for access to storage and quadrant maintenance.
Four recessed scuppers with separate drains in cockpit sole.

DOWN BELOW

Accommodations: 6'3" standing headroom. Berthing for four persons in two private cabins, with additional sleeping capability for three in salon. Hand laid up fiberglass textured headliner in Northern White. Hand laid up hull liner with balsa core reinforcing in tread areas. Hull liner glassed to hull for added rigidity and strength. Furniture quality joinery through-out interior. Teak and holly cabin sole with removable deck plates for access to bilge tankage. Hand rails and handholds of teak throughout interior. Removable companionway steps and platform for easy engine access. Four inch high density upholstery covered foam cushions in salon. Six inch cushions in private staterooms fore and aft. Extensive use of natural teak throughout interior.

Forward Stateroom: 7'6" length by 4'3" width, double berth offset to port. Two drawers under aft end of berth.
Storage locker at forward end of berth.
Teak book rack on bulk head. Large cedar lined hanging locker. Bureau and small vanity seat. Teak door between main cabin and stateroom. 2 opening hatches and opening port, screened.

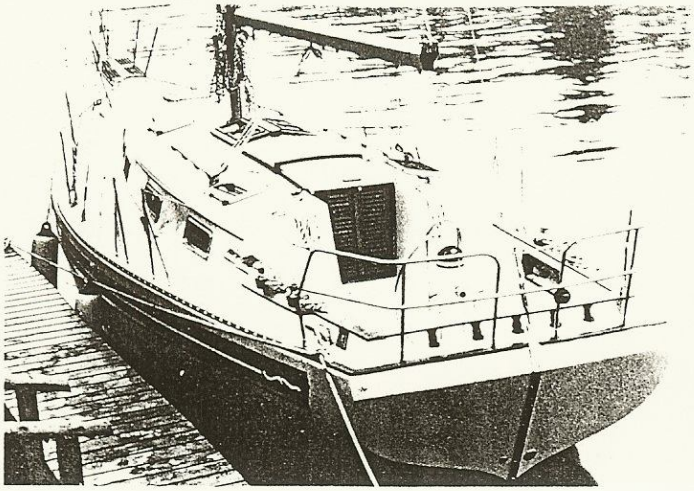
Head: Fully enclosed washroom with separate showertub. Manual marine head with remote holding tank. Formica vanity counter top with teak fiddles, stainless steel sink and hot and cold pressurized water. Mirror over vanity locker with shelves below vanity, over head and shelf in shower. Telephone-style shower fixture. 12 volt shower sump pump to thru-hull. Opening port and opening hatch with screens.

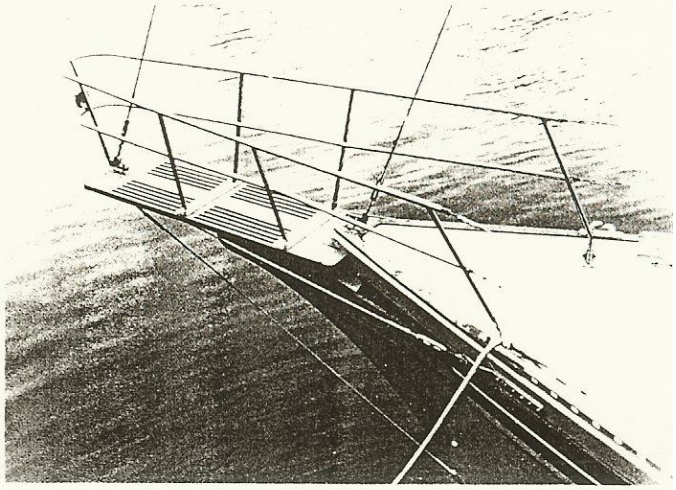
Main salon: Large cedar lined hanging locker with drawers above, forward and starboard. Navigation station aft of locker with hinged seat, formica chart table top, chart and navigation equipment storage in table. Small teak fiddle on table. Shelves with teak fiddle and adequate space for navigation instruments outboard. AC and DC electrical panels.

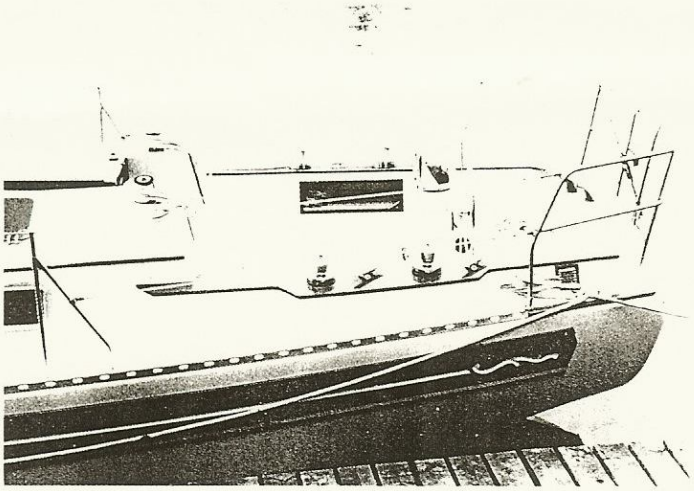
Settee berth 6'6" long or two swivel chairs to starboard aft of nav. station. Storage below and bin storage behind. Bookshelf with teak fiddle and locker over settee. L-shaped dinette 6'6" x 4'3" opposite to port with storage below and bin storage behind. Book shelf and magazine rack of teak with locker over dinette. Fixed or bulkhead mounted drop leaf teak and formica table with teak fiddles. Galley with deep stainless steel sink to starboard, gimballed, alcohol two burner stove with oven in alcove. Top access to well insulated icebox, with 12 volt refrigeration. Storage in lockers, drawers, and shelves. Hot and cold pressurized water, and brass sea water pump over sink. Opening hatch over galley. Opening ports in main salon. Butterfly skylight over main salon. All screened.

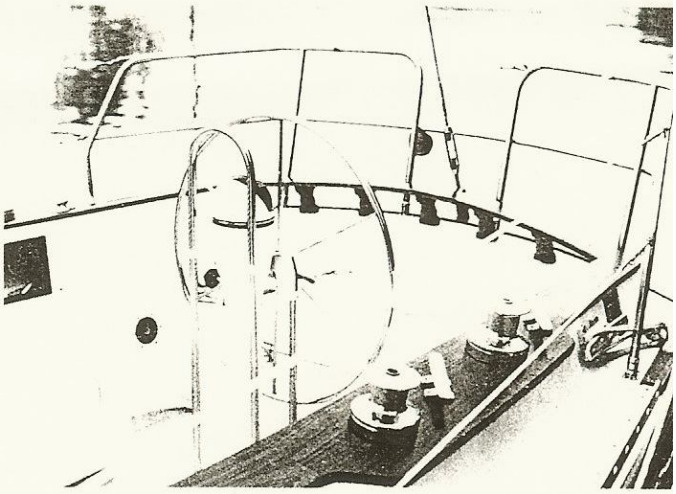
Aft Quarter Stateroom: Double berth 7'2" long and 4'1" wide to port with shelf above. Cedar lined hanging locker with drawers above, shelf with fiddle. Opening port and hatch, screened. Small vanity seat. Bifold teak door between main salon and stateroom.

The foregoing specifications are subject to change by the builder at his discretion.









On board to help finalize the sail plan, Hans Fogh, of North Sails Fogh, had this to say: "I'm impressed...she feels good...goes well to weather...tracks nicely... lively yet easy to sail...an excellent cruising combination."

Jake Rogerson
(510)482-3425

Bayfield Breezes

December 1984

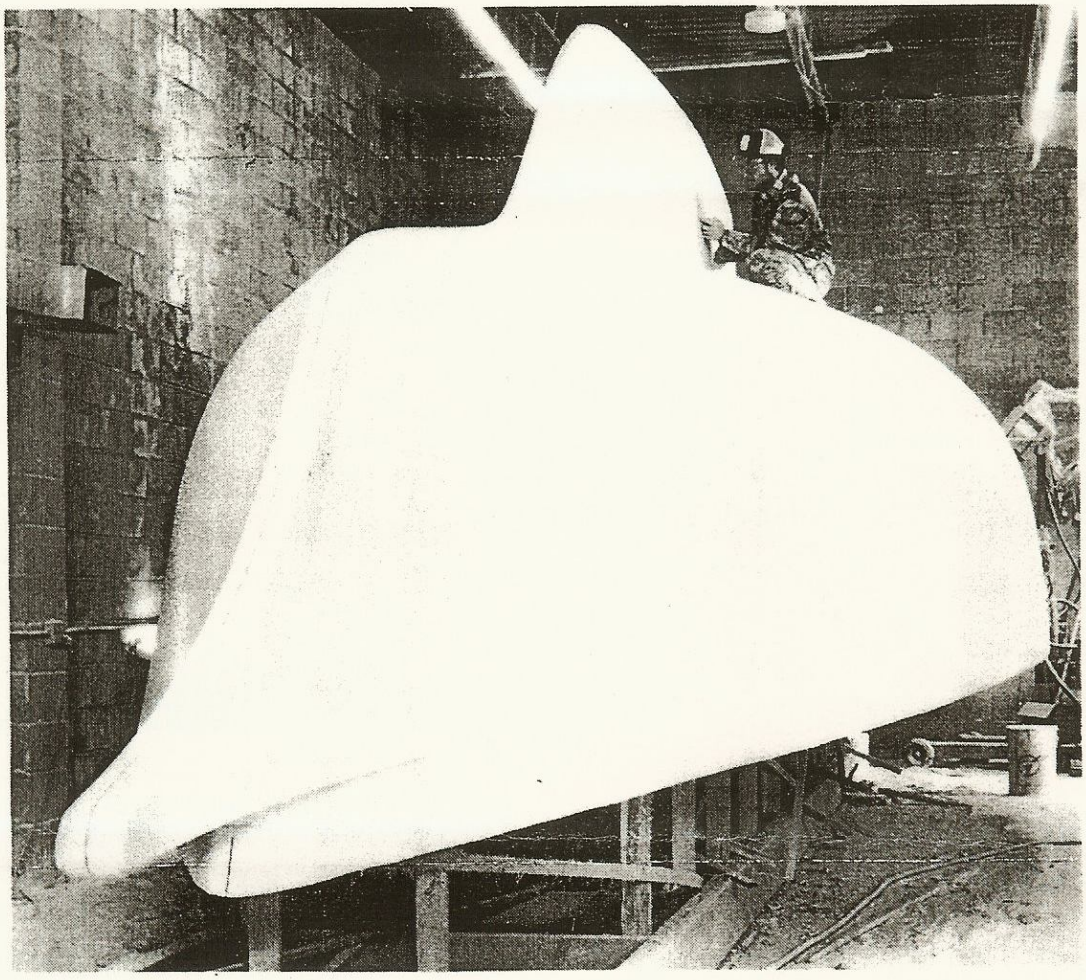
REPORT ON THE NEW BAYFIELD 36

In the water November 20, 1984. She's long, low and unmistakably Bayfi
with a trace of contemporary slimness in styling and trim. Length on d
is 36 ft., overall length 41 ft., waterline 30 ft. 6 ins., beam 12 ft.,
draft 5 ft. and displacement 18,500 lbs. More pictures over...

Bayfield Breezes

May 1, 1984

REPORT ON THE NEW BAYFIELD 36



This photograph was taken March 28th during the final fairing of the hull plug. For those unfamiliar with the tooling process, this is the form from which the hull mold is taken. Thus the finish on the production hulls is dependent on the quality of the finish on the plug. The hull mold was completed in April and it turned out beautifully.

As you can see, this boat's keel is narrower and deeper than is usual on our boats and it is shaped to provide as much lift to weather as is possible from a modified full keel. The bilge are quite full for stability and added interior room. The waterline is proportionately longer than on previous Bayfields and freeboard is somewhat less.

At 36ft on deck, 40ft overall and 30ft-6in on the waterline, the Bayfield 36 will appear long and low in the water. Beam is 12ft and draft is 5ft. Sail area is 744 sq ft in a tall cutter rig, there's a 40hp diesel and displacement should come in around 16,000 lbs. The interior layout is still being refined but there will be two separate double staterooms, one forward and one in the port quarter. More to come.

Jake Rogerson (519) 482-3425