

s/y *Little Magic*

BlueBird 25

Sparkman & Stephens design #2135

Perustiedot

Rekisterinumero	A 55459
Pituus LOA	7,65 m
Pituus LWL	6,1 m
Leveys	2,85 m
Syväys	1,5 m
Paino	2500 kg
Painolasti	780 kg
Purjeala	26,85 m ²
Maston korkeus	11 m
Suunnittelija	Sparkman & Stephens
Valmistaja	Sandell & Mäntymäki, Turku
Valmistusvuosi	1972
Rungon materiaali	lasikuitu
Köli	eväköli, lyijy
Peräsin	skegi, pinnaohjaus

- kyljet ruiskumaalattu 1999
- veneen pohjaremontti 2013: pohja primerille, uudet primerit, antifouling
- kölisauma kunnostettu 2015
- antifouling (Seatec) 2017

Moottori

Moottori	Yanmar YSM8
Moottorin teho	8 hv
Jäähdytys	merivesi
Moottorin vuosimalli	1982
Polttoaine	diesel
Potkuri	taittolapa, 2-lapainen
Kaukohallintalaite	Ultraflex B400, 2017
Polttoainetankki	rst, 40 l (pistopunkan alla)
- Kansi ja venttiilit koneistettu, uudet letkut ja läpivientejä 2013	
- uusi vetolaipan kumi 2014 Volvo Shaft Seal	
- anodit vaihdettu 2015, potkuriin 2017	
- kone tarkastettu ja säädetty 2017, Extra Marine	

Purjeet

Isopurje	Meripurje, 2004
- lisätty toinen reivi ja tarkistettu kunto, Doyle, 2017	
- Stack Pack + Lazyjacks	Doyle, 2017
Genoa	135%, rullaustäyte, uv-suoja, Doyle, 2017
Rullalaite	Selden Furlex 50 S, 2017
Isopurje	alkuperäinen
Genoa1	pistoolihaat, alkuperäinen 150-160%
Genoa3	pistoolihaat, radiaalileikattu 110%, 1996
Jib5 / myrskyfokka	pistoolihaat, alkuperäinen
Spinaakkeri	symmetrinen, alkuperäinen
Spinnupuomi	

Riki

- toppiriki, 1 saalinkipari, vantit rst 6 mm, staagit rst 5 mm.
- maston heloitus uusittu 2004, toppipylpyrät 2017
 - keula- ja perästaagi uusittu 2017, vanha keulastaagi tallessa
 - juokseva riki uusittu 2017: 3 x nostimet (iso + genoa Dyneemaa), puomin kannatin, isopurjeen ja genuan skuutit, reiviköydet, säätököydet

Navigointi

Kompassi	Plastimo
Kaiku	Nasa Marine, ei kytketty
Loki	Silva 2000 Series, ei kytketty

Autopilotti Autohelm
Windex

Kansivarustus

Vinssit 4 x Barlow 24 (2 speed), 2 x Barlow 16
Nostimet johdettu istumalaatikoon
Kaiteet: keula- ja peräkaide alkuperäiset, 2016 uusittu kaidetolpat ja -vaijerit rst 4 mm ja kaideverkko
Ankannokka Arifin 700, 2017
Uimataso ja portaat Båtsystem PT8035 + kasettitikas 3 askelmaa, 2017
Sprayhood 2014
Luukut sisäänkäyntiluukku uusittu 2015
Tuuletus 2 x Dorade peräkannella, ruffin katolla 1 x aurinkotoiminen

Turvavarusteet

Pelastusrengas + valopoiju
Heittoliina
Käsisammutin 2 kg
Sammutuspeite
Soihdut ja raketit (vanhoja)

Sähköt

Sähköjohdotus pääosin uusittu 2017
Sähköpäätaulu 2017
1 starttiakku 65 Ah 2017
1 hupiakku 80 Ah 2017
Aurinkopaneelit 1 x 20W ja lataussäädin MPPT, 2013 (voi liittää 3 paneelia)
Maasähkökeskus 2013
Moottorilaturi 1998
Kulkuvalot LED pun/vihr keulassa, valk takana, mastovalo ja ankkurivalo (uusittu 2015)
Sisävalot LED
Stereot, kaiuttimet sisällä ja istumalaatikossa (ei kytketty)
3 x 12v ulosotto salongissa ja 1 istumalaatikossa
12v – 240v invertteri

Sisustus

Makuupaikat 2 salongissa 200 cm, 2 pistopunkkaa 200 cm (toinen säilytystilana)
Mahonkisisustus, säilytystilaa punkkien alla
Ruokapöytä pöytälevy mahonkia, käännettävä jalusta
Sisäverhoilu kattovanerit ja -vinyylit 2014, salongin seinäverhous 2017
Patjat pistopunkkien patjat 2014 (käytetty salongissa), salongin patjat tallessa
Lattia matot uusittu 2017

Keittiö

Mahonkikalusteet / hyllyjä ja laatikoita, paljon säilytystilaa
Keitin / lämmitin Wallas SafeFlame 900, valopetrooli, huollettu 2016
Tiskiallas ja sähkötoiminen hana
Vesitankki Can Plastic, 97 l, 2017 (pistopunkassa, täyttöhela avotilassa)

WC ja septi (2017)

Wc Jabsco Manual Twist 'n' Lock Compact ja vedenotto TruDesign
Septi Can Plastic, 63 l
Septin tyhjennys kansityhjennyshela, tyhjennysläpivienti Trudesign ja pumppu Whale Mk5

Pumput

Pilssipumppu sähköinen / automaattinen TMC, 2017
Pilssipumppu käsitoiminen, Whale Mk5, 2017

Ankkurit, köydet ym

Bruce 7,5 kg, kettinki + köysi
Kiinnitysköydet
Fendarit + kangassuojat 6 kpl
Venehaka
Kalliokiiloja

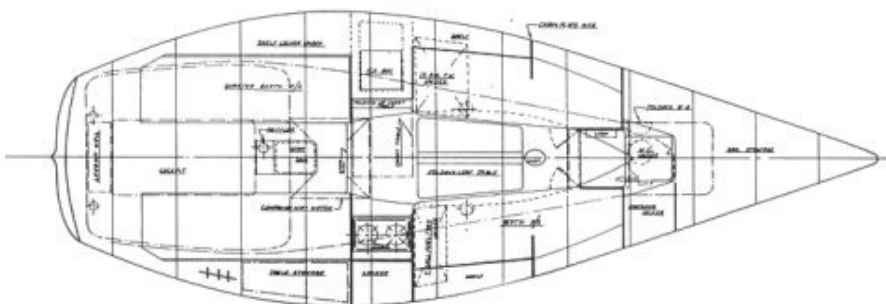
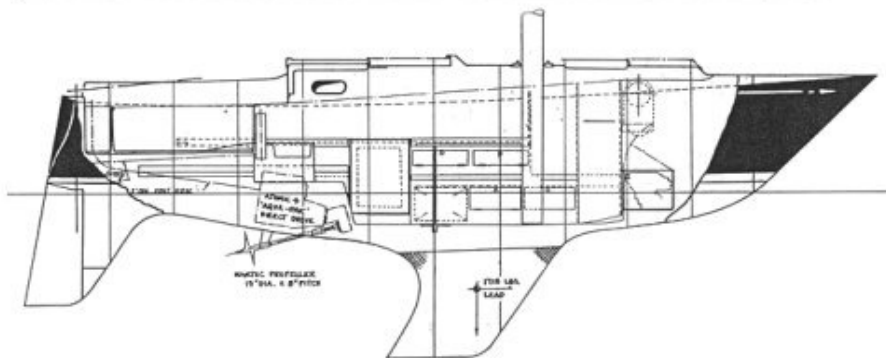
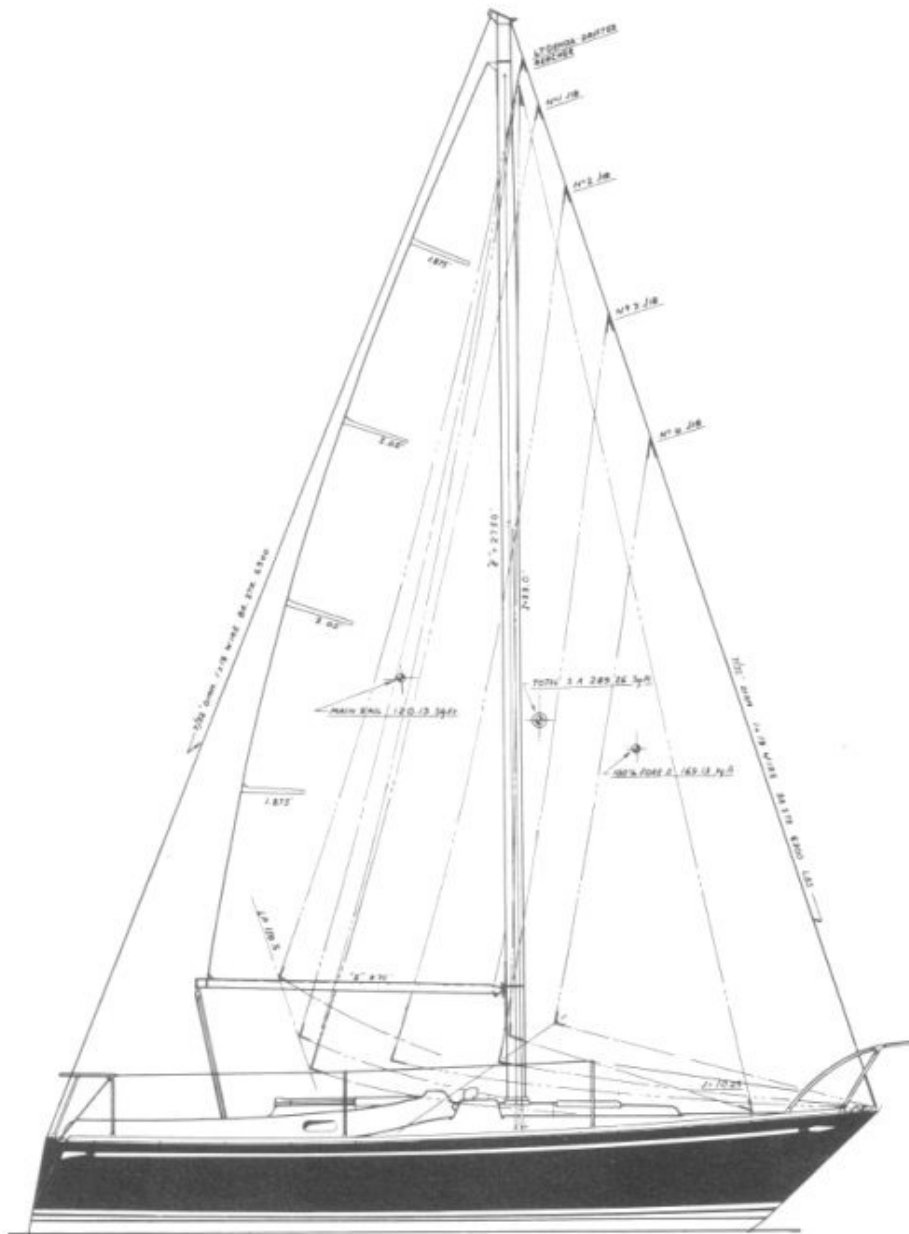
Jolla

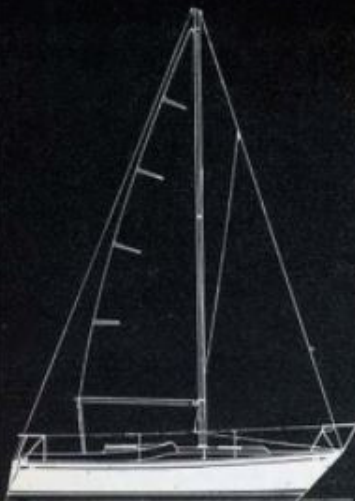
Jolla SeaTec Nemo, 2,25 m, 2016



NORTH STAR 500

Hull Type:	Fin with rudder on skeg		Rig Type:	Masthead Sloop	
LOA:	24.98' / 7.61m		LWL:	20.23' / 6.17m	
Beam:	9.00' / 2.74m		Listed SA:	289 ft ² / 26.85 m ²	
Draft (max.):	5.00' / 1.52m		Draft (min.):		
Displacement:	4298 lbs. / 1950 kgs.		Ballast:	1710 lbs. / 776 kgs.	
Sail Area/Disp.1:	17.54	Bal./Disp.:	39.79%	Disp./Len.:	231.76
Designer:	Sparkman & Stephens				
Builder:	North Star Yachts Ltd. (CAN)				
Construction:	FG		Bal. type:		
First Built:	1973	Last Built:		# Built:	
AUXILIARY POWER (orig. equip.)					
Make:	Universal		Model:	Atomic 4	
Type:	Gas		HP:		
RIG AND SAIL PARTICULARS KEY					
I(IG):	33.00' / 10.06m		J:	10.25' / 3.12m	
P:	27.50' / 8.38m		E:	8.75' / 2.67m	
PY:			EY:		
ISP:			SPL/TPS:		
SA(Fore.):	169.13 ft ² / 15.71 m ²		SA(Main):	120.31 ft ² / 11.18 m ²	
Sail Area (100% fore+main triangles):				289.44 ft ² / 26.89 m ²	
Sail Area/Disp.2:	17.57	Est. Forestay Length.:	34.56' / 10.53m		
BUILDERS (past & present)					
More about & boats built by:			Hughes Boat Works		
DESIGNER					
More about & boats designed by:			Sparkman & Stephens		
RELATED LINKS					
Quarter Ton Class			www.quartertonclass.org		
SEE ALSO:					
Related Boat:			QUARTER TON CLASS		
NOTES					
<p>S&S design #2135. IOR 1/4 ton. Also built in Finland as BLUE BIRD 25.</p>					





Sparkman & Stephens, perhaps today the most famous boat designer bureau in the world, is pleased with the quality of the Finnish workmanship. Consequently again another new Finnish boatyard is producing S & S boats, this time quarter-ton ones. Blue Bird 25 has already proved to be a fast racing boat. But how does it feel to an ordinary travelling sailor, does it have room also for a family? For these questions we wanted to find an answer, when we went out to test Blue Bird

Blue Bird 25, a new S&S quarter-tonner from Finland

by Ilmari Selänne

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One of the greatest surprises of the international boat show of Helsinki, 1973, was for the sailors the new Sparkman & Stephens construction called Blue Bird 25. As a boat it isn't new — it has been sold in North America for several years under the name of North Star 500. News was the fact that again another new Finnish boatyard has got the honour to realize the ideas of this, perhaps today the most famous designing bureau. And the realization really meets the same standards as the design. Talking about the beauty of the surfaces, Blue Bird had no reason for shame, even compared with Swan 44 standing in the same hall. One could only wonder, how a relatively unknown boatyard like Sandell & Mäntymäki had reached such good results already with their first plastic boat. And, secondarily, how they had come to have business with such a famous bureau as Sparkman & Stephens. For these amazing questions there are, however, clear, though maybe somewhat surprising explanations.

Sandell & Mäntymäki, a yard of wooden boats — a well-known name among the makers of GRP-boats

The makers of Blue Bird are by no means unfamiliar with the production of GRP-boats. Even though the boatyard has not had a GRP-boat model before, it has been known for its fine wooden boats. The boatyard considers the wooden Scandinavian folkboats almost as their speciality — one of their boats won the Finnish championship 1971. Thanks to their high professional skill in building wooden boats they have built models for plastic boats out of wood for several other boatyards — Nautor, for instance. When they made the wooden model for Swan 43, they were in close touch with its designers, Sparkman & Stephens. As a natural follow-up for this came out the idea of Blue Bird 25. The boatyard has also made plastic hulls, like the famous Finncipper series of Oy Fiskars Ab Turku Boatyard. Consequently, one can say that GRP as the raw material for a boat was already familiar to the boatyard, and this can really be seen while looking at the finishing and structure of Blue Bird. No wonder Mr. Rod Stephens has been pleased with his new Finnish boatyard.





Pleasure sailing in 8 beauforts

The test sailing was made in ideal circumstances. The weather was clear but there was plenty of wind, sometimes even 18 m/s. The sailing happened on the open sea of Airisto near Turku, and information of the wind conditions were received from the meteo of Turku airport. So before start we took in the mainsail in its first reef and chose the fourth foresail for the bow. But having got out from the protecting port we found out: we had too much sail. We left the mainsail as it was and changed into the foresail number 5. The boat straightened remarkably, but the going was still not satisfactory. The reason was the wrong center of gravity on the sails — the sails of Blue Bird have been designed in the modern style: a big bow triangle and a small mainsail.

All right, we changed back into the bigger foresail number 4, but made the mainsail smaller by taking it in to bottom reef, which left it the area of 5 sqm. Since the area of the fourth foresail is around 11,5 sqm, we got by this arrangement approximately the same center of gravity as with a normal sail area, e. g. mainsail around 10,5 sqm, second genoa 21,5 sqm. Now the boat really started living, and the sailing gained speed.

Blue Bird is planned for racing on open sea. It was obvious it did not like the short, sharp crosswaves of Airisto, it was almost impossible to keep up with steady rhythm. But hardly any boat can do better. In these circumstances we had great help from the relative lightness of Blue Bird, it kept climbing over higher waves with remarkable agility.

A quartertonner that sails lightly

The most typical feature of Blue Bird is lightness. The lightness can be felt in the strong acceleration in gusts, as a sensitive vibration in the surface of the helm and as alert to obeying of helm movements. It's a trimmed racing machine, the best results are evidently got by soft, feeling helm movements better than with a firm, determined grip.

And there has been results, too. The first summer in water and results like the first and third place in the racing series Finn Ton Race, which included three



The deck of Blue Bird is clear-cut and spacious according to the character of a racer. The cabin is pretty low, but joined in the a strange, angular way. The stays are attached almost in the same point, they are easy to pass and they don't disturb the fairlead of the genoa.



All winches of the lifters are on deck, so the mast is free of these lumps. The cockpit has good room for even four, in front of the fairlead of the mainsail two men can well work.



The superstructure of Blue Bird is as low as in bigger open sea racers, and because of this the interior is pretty low. The fittings seen in the photo all belong to the standard equipment.



The breadth of the interior is fair, but the height is rather modest. The pantry is on the right, sink on the left. The map box is drawn out under the door opening, and can also be used as a navigating table.

Blue Bird has a special mast fitting, in which the block of the spinnaker is brought rather far forwards and sideways of the mast. The profile of the mast is especially stout, the thickness at least double compared to normal.



Blue Bird 25 . . .

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tough contests on open sea, like Hanks-Sandhamn and Baltic Race.

The purpose of the design has been to ensure as easy working conditions as possible on the deck, even in tough weather. Or rather, you don't have to go on the deck unless you want to change the sail area. And even then one man is enough. Most of the work can be handled from the open space, because all the seven winches belonging to the open space, because all the seven winches belonging to the original equipment of the boat are on the coach roof, almost reachable for people in the open space. Moving on the deck is easy. The stays are supported almost to the same point, which makes them easy to pass, there is room enough for walking on the side decks and the whole deck, of course, is fairly coarsened.

The cockpit has room for even four, and the rear also bears even four people. The helm is very far back, so the helmsman can sit right in the back coaming of the open space. The sliding fairlead of the mainsail in a way divides the open space in two parts, there is room enough on its front side, too.

The Racing Machine — no room for vanities

Everything over the desk is planned for as convenient sailing as possible, but under deck you can't talk of convenience. Well, there is a pantry, a dishwashing sink, a table and a chemical lavatory etc., but no space. There is enough of breadth but no height at all. On both sides of the table

in the middle of the boat even a company of 8 can sit, but their heads will touch the ceiling. I dare say a more roundish bubble deck might have suited better for this boat. No need for it to be higher than this present one, if only it would go down more evenly towards the boards, without the sharp step of the present deck. This would mean better interior and also lessen the whirling of the air.

There are two comfortable beds in the midship, on both sides under the cockpit also an extra bed. The bow space is completely dedicated for sails, during the race the sails must fill the interior of the whole boat. The bow hatch is a bit small for big spinnaker bellies but the low lifting height must make the action easier.

Can a racer be a family boat?

Now can a family fit in Blue Bird? At first sight the thought seems difficult, but at second thought, — the answer is yes. As a matter of fact, children fit better in the boat than grown-ups, they aren't disturbed by the lowness of the interior. One could say that a family with two kids can sail a nice holiday trip on Blue Bird. There is plenty of standing room for the cook, when the hatch is open. A right sprayhood would remarkably help the functioning of the boat in family use. The extra beds are fine for children, there the little ones sleep peacefully, be there any kind of storm outside. And the same things hold true with boating as with motoring: a boat able to perform is safe in all circumstances. A boat equipped for open sea races also contains an extremely perfect safety equipment. So for a small, young family Blue Bird can be recommended for good reason.

Sail areas of Blue Bird 25

Main sail	about 11	sqm
Jib number 5	5,5	sqm
Jib number 4	11,5	sqm
Genoa number 3	17,0	sqm
Genoa number 2	21,5	sqm
Genoa number 1, Delfter & Reacher	22,5	sqm

