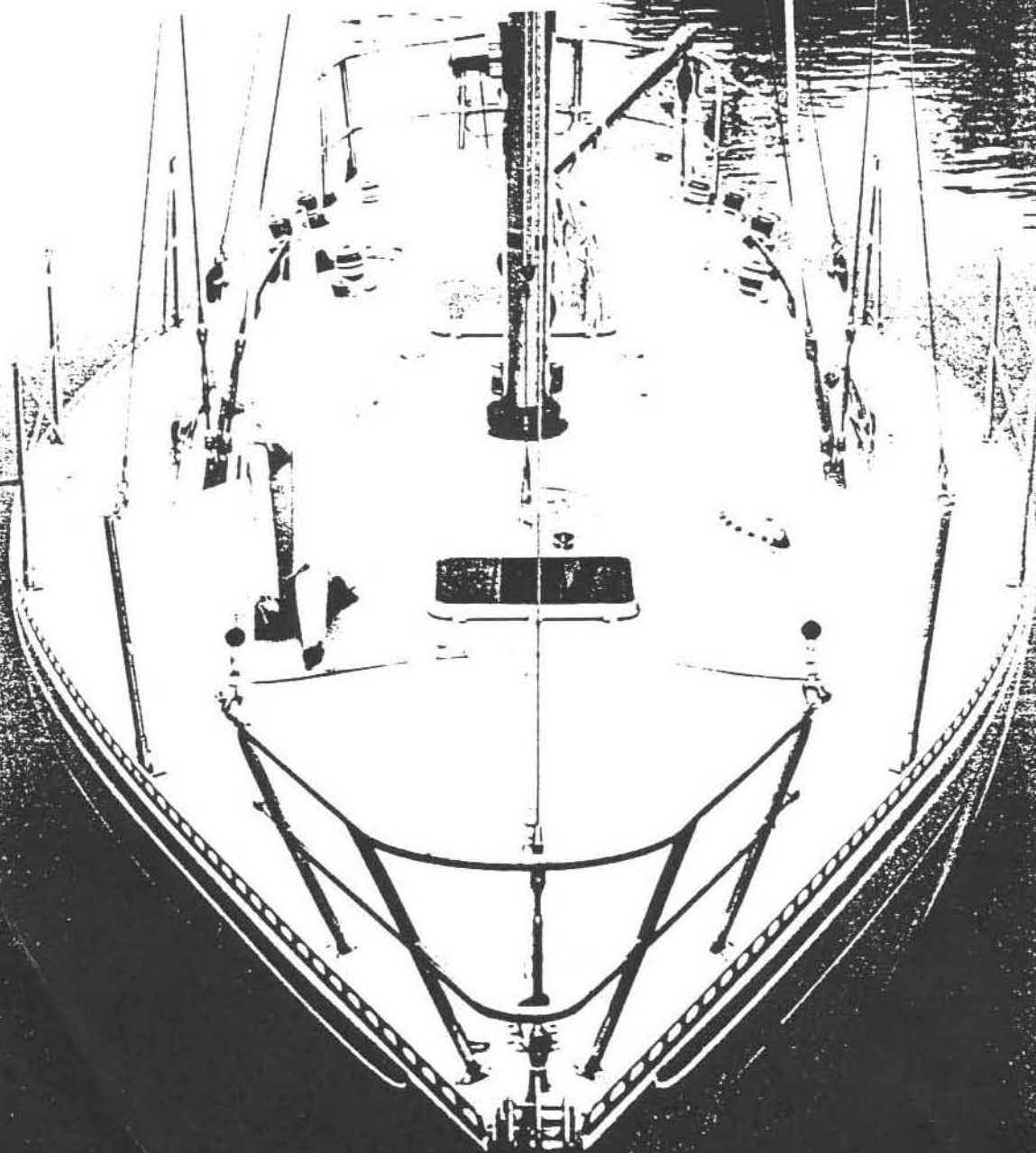


East Coast Super Boat
CHANCE 32-28



Chance P32/28

Standard Equipment

Main cabin

Large convertible dinette that seats five with stowage behind seatbacks and beneath seats.

Seats in both cabins are four inch foam covered with high quality nylon fabric.

Across from the dinette is an extension berth and upper berth both with stowage beneath. This berth provides additional seating for dinette.

Head

Completely enclosed with Wilcox Crittenden head.

A vent lite that combines ventilation and lighting in one unit, and a molded-in sink, linen locker and stowage bins above sink.

Forward cabin

Completely enclosed and finished the same as the main cabin.

Two covered foam mattresses form the vee berths with stowage beneath.

The hull sides are covered with nylon carpeting.

A built-in dresser that is finished in teak provides further stowage.

Deck hardware

Hull and deck are joined by a silver anodized aluminum perforated toe rail. Recessed anodized aluminum tracks with stainless steel cars.

Baby stay track and slider. 2 no. 24 Barlow Genoa sheet winches. One no. 20 Barlow jib halyard winch. Seaboard ballbearing main sheet traveller. Welded anodized aluminum bow fitting, with two cunningham sheaves, and three removable pins for two separate jib tack positions, standard bow stern pulpits made of stainless steel, with double life lines and gates. Clam cleats and stainless steel cleats and fairleads. 2 goiot hatches and spray shield. All running lights to USCG and DOT standards.

Engine and Tanks

30 hp Universal Atomic 4 gas engine with morse controls and instrument panel. Engine room blower and intake vent to USCG and DOT standards. 34 gal. collapsable water tank and 20 gal. fuel tank with removable hatch for cleaning.

Diesel engines are available as options.

Racing Package

Proctor tapered anodized aluminum spar. 2 wire jib halyards, 2 spinnaker halyards, 1 wire main halyard, and a wire pole lift all are internal. Airfoil spreaders, deluxe spinnaker pole and reaching strut. 3 no. 20 Barlow winches, 1 no. 24 Barlow halyard winch, 1 no. 14 Barlow auxiliary winch, 1 no. 4 Barlow main sheet winch. All winches with cleats. 8 additional recessed tracks and cars, 2 additional sets of genoa sheets, 1 additional set of spinnaker sheets, 4 additional snatch blocks. 1 Omni compass deluxe bow and stern pulpits, life lines, and gates complete with life ring bracket. Boomvang, folding prop. and available with wheel steering or tiller.

Hull

Carefully laid up by hand with unidirectional roving used throughout the laminate. The hull is further strengthened by the use of a grid system of unidirectional roving bonded to the hull. A cast lead keel is secured to the hull by 15 stainless steel bolts.

Deck

A modified blister type with molded in non-skid on all working areas. The deck is laid up with unidirectional roving together with matt and woven roving over balsacore. Aluminum plates are molded in under all winch and track positions for adding, removing, or altering deck hardware. Large stowage areas in cockpit lockers.

Spars and rigging

Spar, boom, spinnaker pole and reaching strut by Proctor and are silver anodized aluminum. Clew out haul and jiffy reefing are internal in boom. Wiring for masthead light and combination foredeck flood and steaming light are in conduit in inside mast. Standing rigging is 6 x 19 stainless steel, as well as all turnbuckles and toggles.

Galley

Complete with stainless steel sink, trap, and insulated ice box.

Two burner gimbaled stainless steel stove and oven.

Food stowage under sink, dish stowage above stove and ice box, with a utensil drawer below stove.

Navigator station

Opposite galley with a lighted chart table and chart stowage beneath.

A quarter berth with oilskin locker beneath, and carpet on hull wall.

Above chart table on bulkhead is a repeater instrument panel.

Electrical

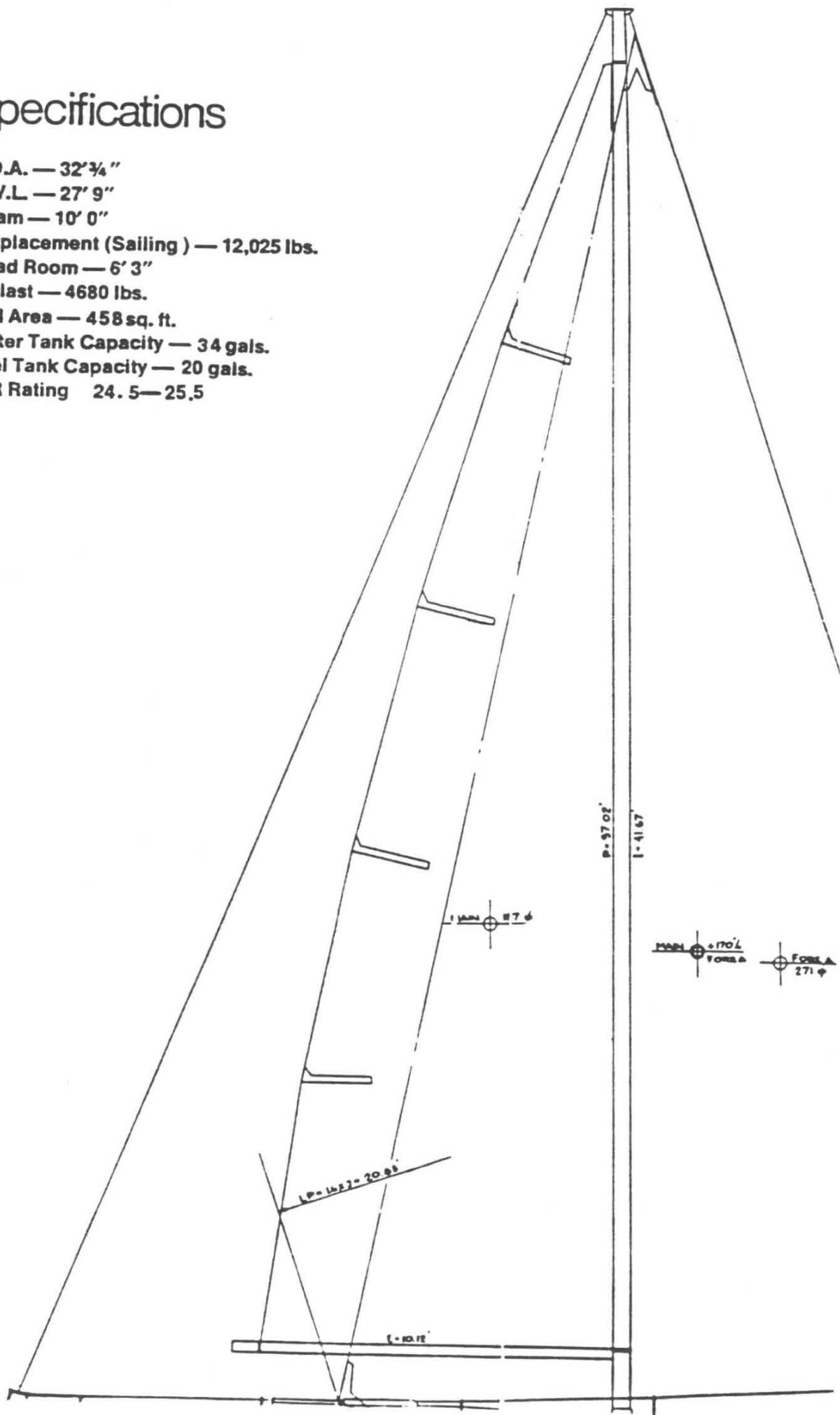
12 volt, 40 amp alternator, 12 volt battery and box, fuse panel with fuse holders and four way rotary switch. Interior lighting system is 12 volts and running lights are to USCG and DOT standards.

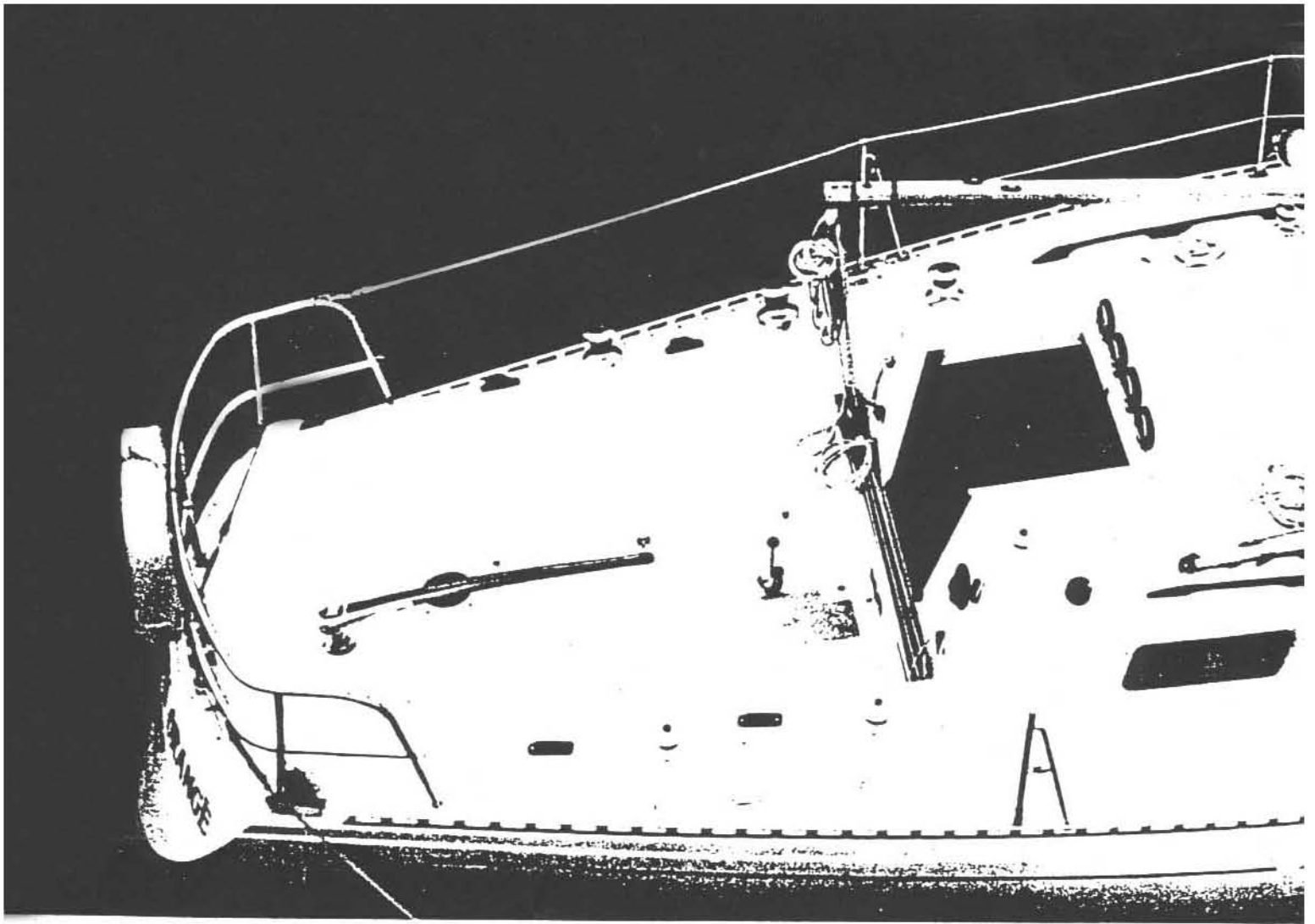


Paceship Yachts Ltd.
Mahone Bay, Nova Scotia
Canada
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Specifications

- LO.A. — 32' ¾"
- LW.L — 27' 9"
- Beam — 10' 0"
- Displacement (Sailing) — 12,025 lbs.
- Head Room — 6' 3"
- Ballast — 4680 lbs.
- Sail Area — 458 sq. ft.
- Water Tank Capacity — 34 gals.
- Fuel Tank Capacity — 20 gals.
- IOR Rating 24.5—25.5



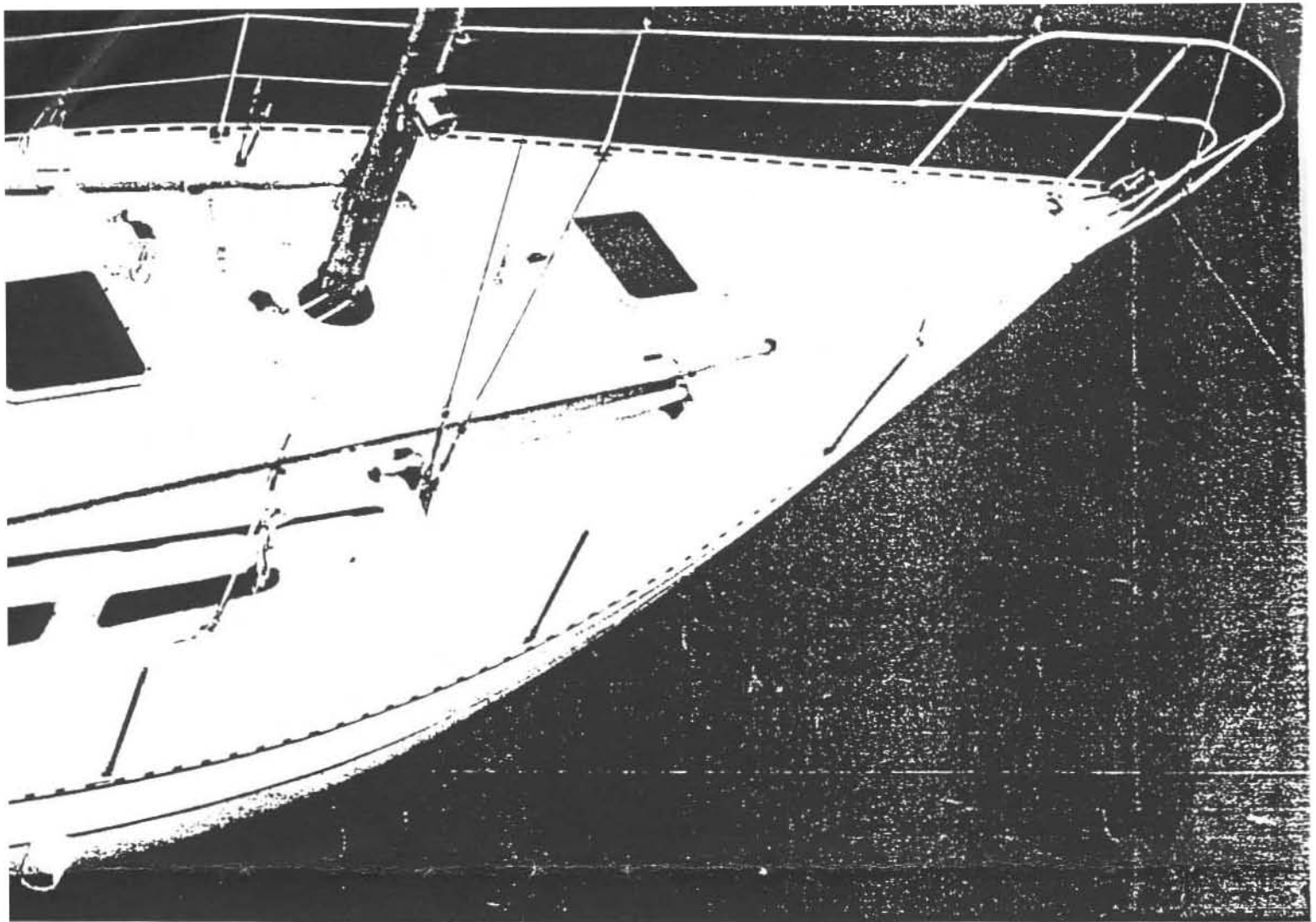


Top: Latest of the new crop of racing boats, designed to I.O.R., the Chance 32-28 caught the eye, imagination, and check books of a record number of yachtsmen at the Annapolis Boat Show last fall. More than 100 of this 28 foot waterline, 32 foot overall, Britton Chance design, manufactured by Paceship, are now on order.

Leading the trend to more and more outfitting at the factory, the 32-28 offers a selection of equipment, some of which a buyer might not think to install throughout his tenure of ownership. We will go through them one by one, from bow to stern.

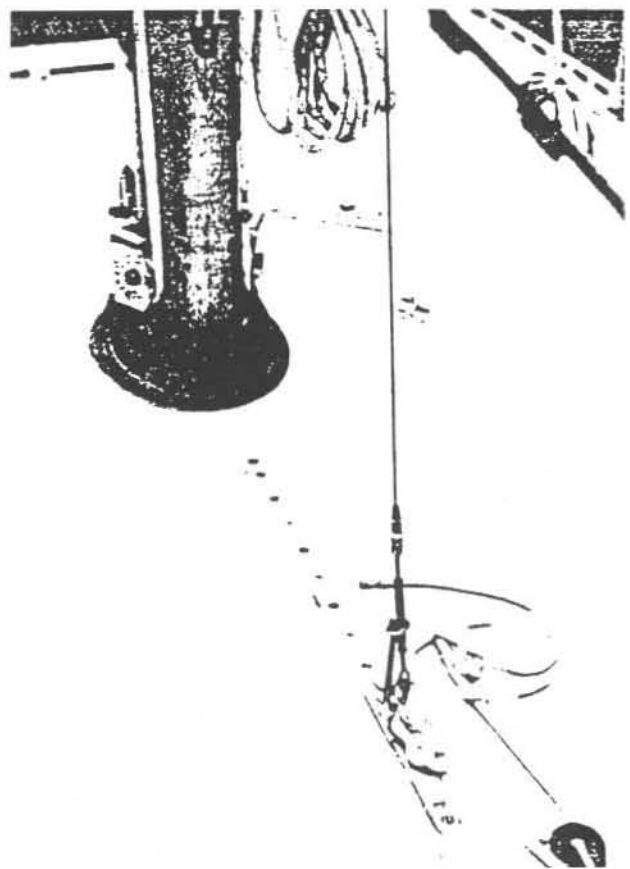
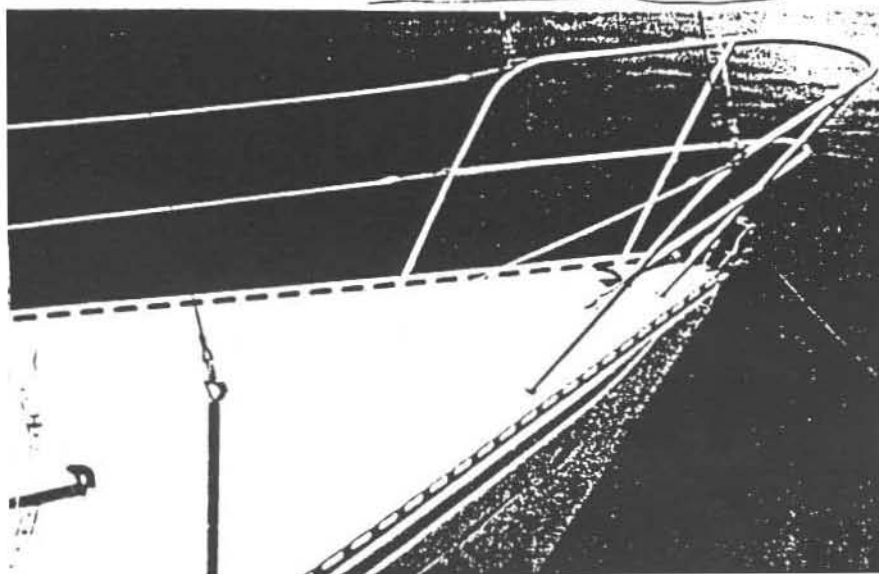


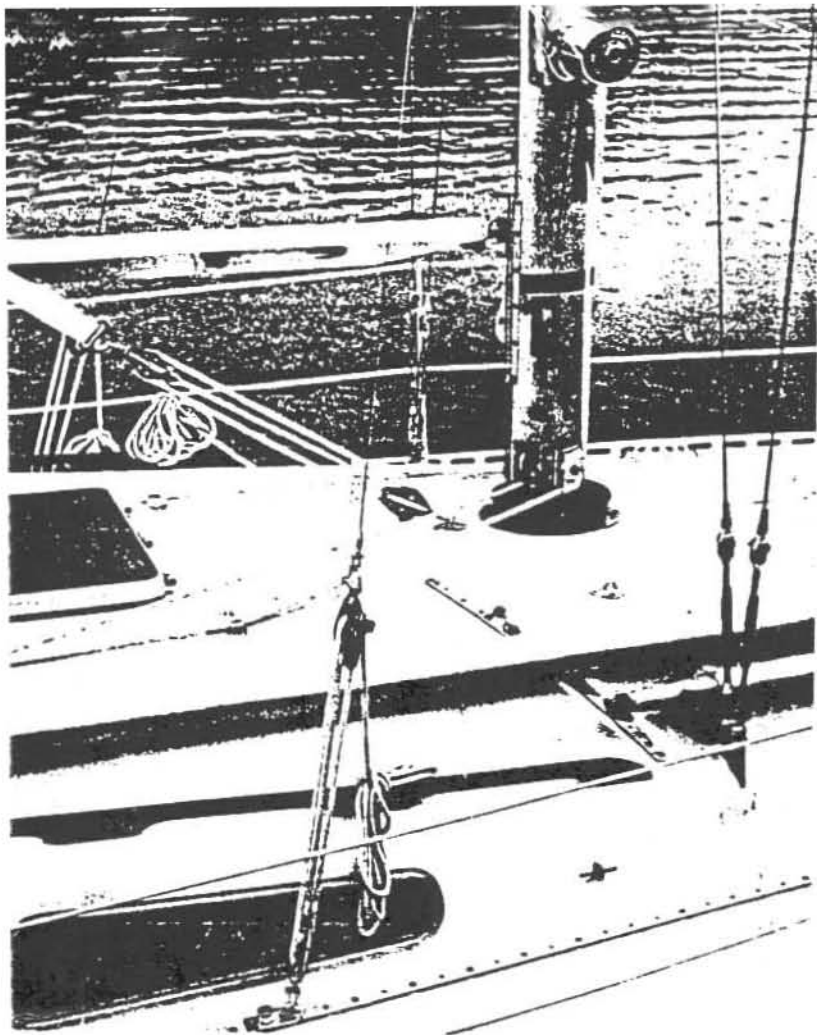
A fabricated, stainless steel bow cap is one of the features usually seen only on custom yachts. Side by side tack positions have a common locking pin. The sheaves in front of the tack position are used to rig a two-part jib Cunningham adjustment, leading to a halyard winch aft. The fitting is, of course, used as a chock for anchoring or mooring.



This is called the "baby stay," by Britt Chance. It's purpose is to control mast bend. The rig is designed to sail with between 4" and 9" of bow. The stay is on track so that it can be released and moved against the spar for tacking. A pelican hook allows it to be disconnected altogether. Schaefer cheek block turns lead to cleat.

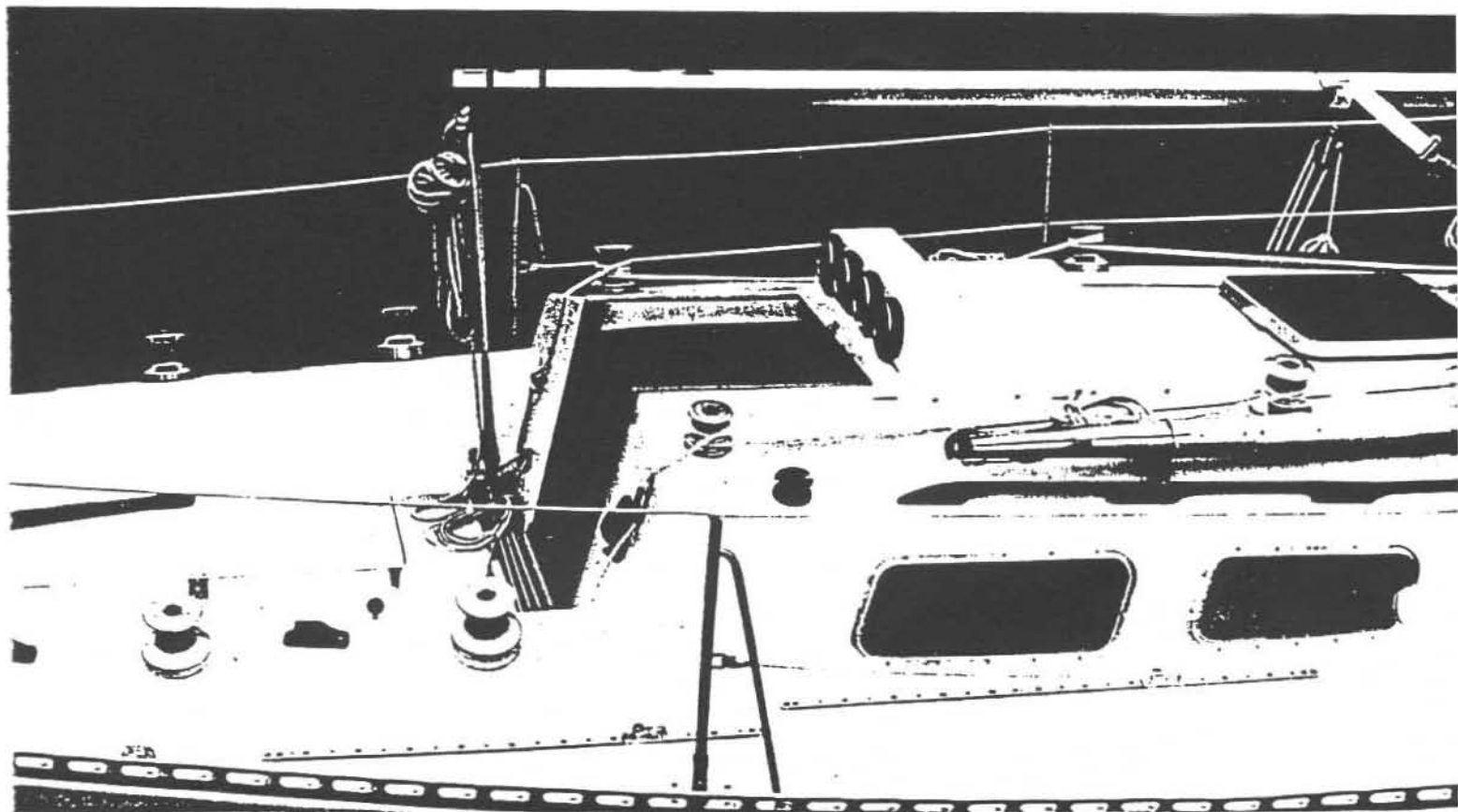
All of the flat tracks are extruded aluminum, silver-anodized, T-tracks made by Merriman. The short one, furthest forward on the centerline, is used to tack a 110% staysail for a reaching double head rig. The circular track aft is a tail-boy track. This deck is molded with a recess for all of these short tracks, giving a neat, flush, custom appearance. The center pad-eye is the close reaching tack point for the tail-boy.

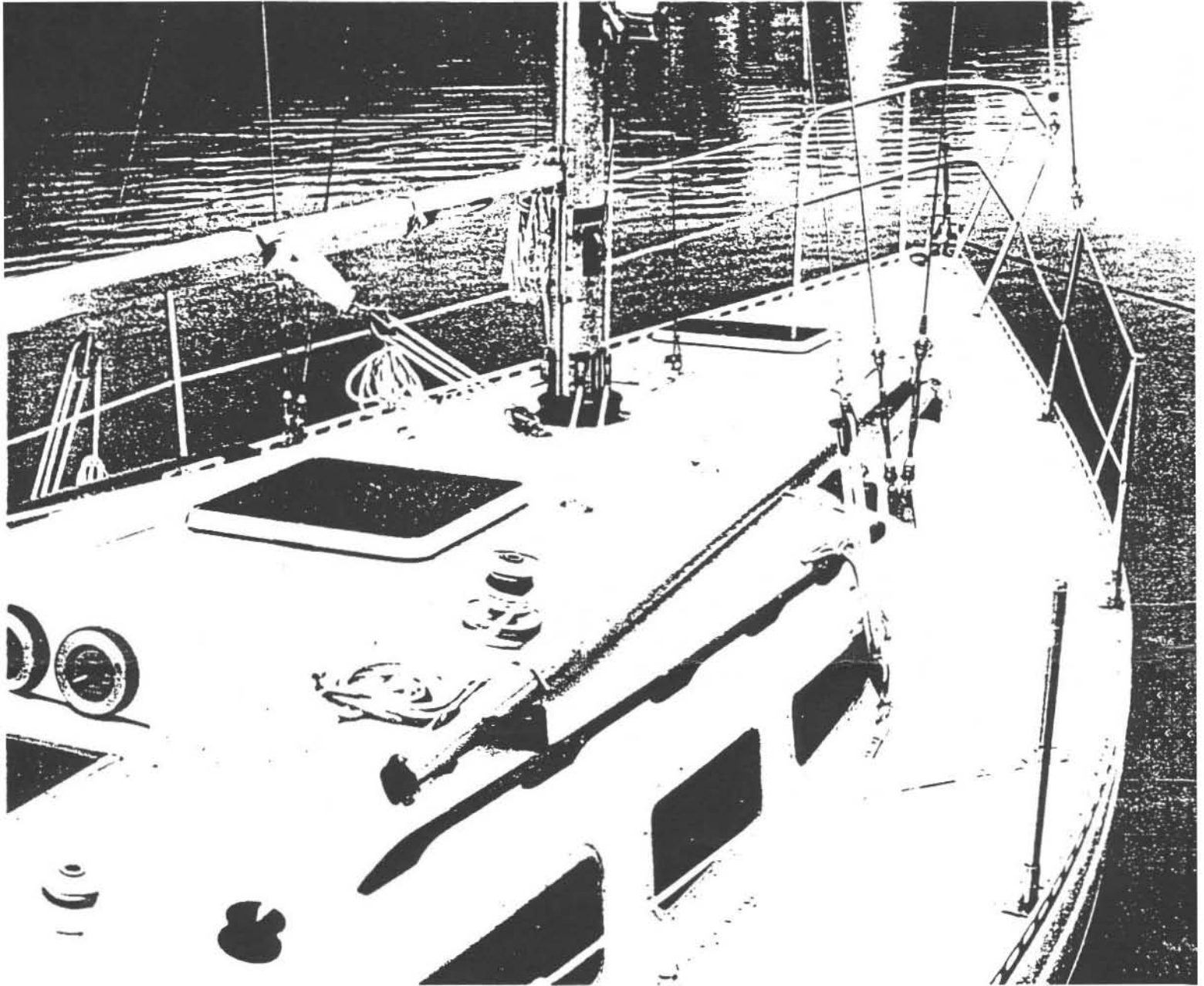




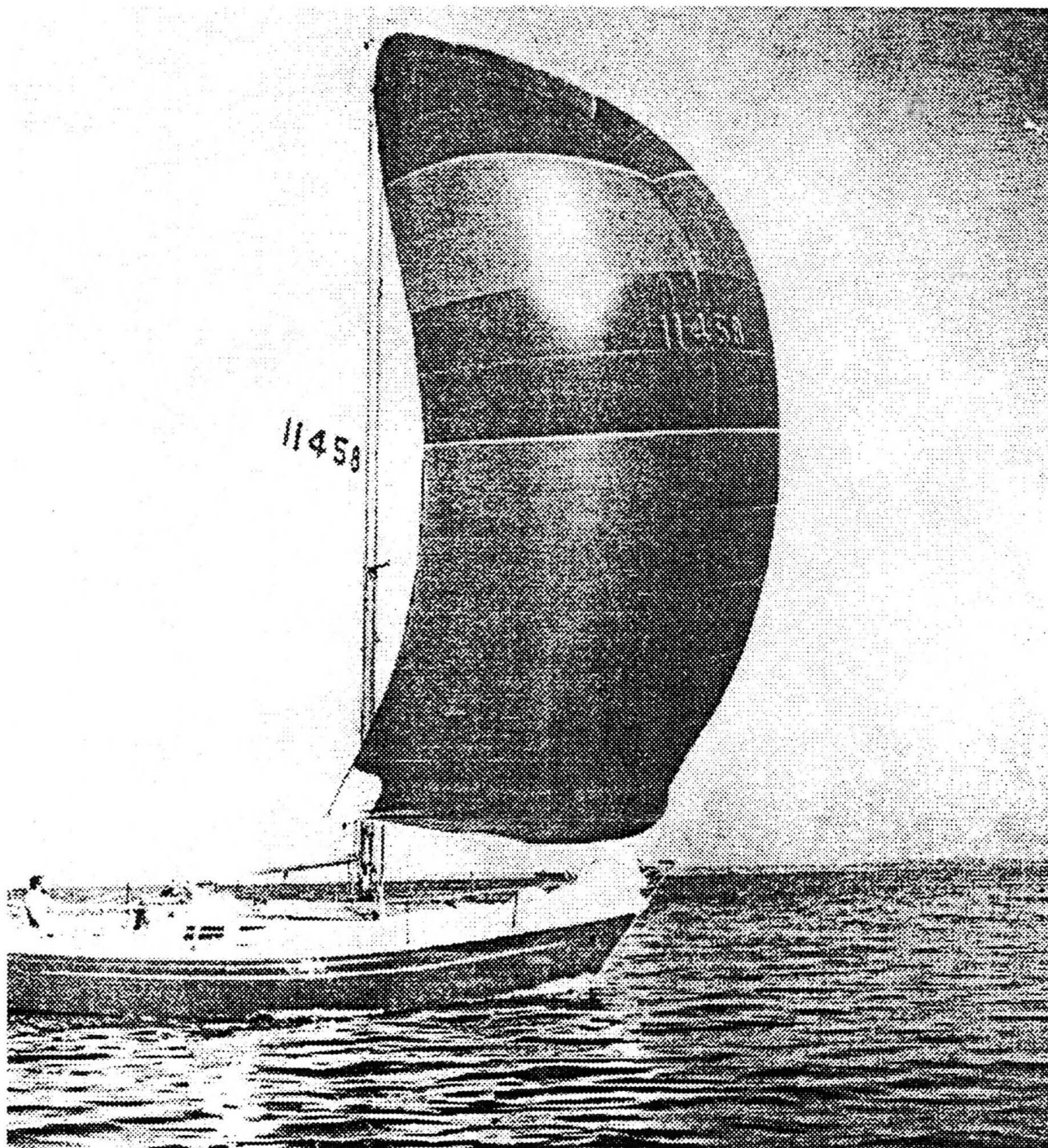
The mast and all of the exit boxes and cheek blocks, complete with the Barlow main halyard winch, are supplied by Proctor. Although leading upward to the winch is racy, it does create unnecessary friction and usually some drum tracking problems. The pad eyes abeam of the mast on either side are the close reaching trim points for the tall-boy. The tracks angling across the cabin top are used to sheet the tall-boy offwind. Notice the inset shrouds, on top of the cabin trunk. The tracks paralleling the cabin trunk are used to sheet the working jib and to anchor the preventer stay. Tension on this stay is regulated by a Schaefer self-contained tackle. It would seem that the vang is not rigged in this photo as designer Chance had intended. Note the exit box and clamcleat on the boom for outhaul adjustment.

Cockpit winches, a pair of geared Barient 22's, backed up by a pair of Barient 16's. Spinnaker halyard and staysail halyard winches on the port cabin top are Barient 16's. Mainsheet is another self-cleating Schaefer tackle. The aspect ratio is almost 4 to 1, so the end of the boom is well clear of the cockpit. Tracks on the deck are for the #2 genoa and inboard lead for the #1 genoa. This lead is approximately 6° from center line. The boom is setup for jiffy reefing, with exit blocks aft. A winch forward under the boom is used to reef.





Tapered spinnaker pole is also Proctor. The diagonal track on the deck is the vang track. The vang gear is self-cleating Schaefer tackle, using a Nicro boom strap and attachment device.



The new Chance P32/28 by PaceShip is an unusual combination of racing ability and cruising comfort. Naval Architect Britton Chance has spared nothing in designing a boat with the strength, speed and size needed for serious ocean racing. In spite of this, the interior has the roominess and comfort of a much larger cruiser.

The sleek configuration of the P32/28 is the result of computer technology and testing to provide her with an efficient hull design. Her long waterline length of 28 feet, decreased bow and stern wave and low wetted surface

gives her tremendous speed for a 32 footer. The new raked keel is the result of computer optimization and combine with the rudder that incorporates a 25% chord skeg for positive off the wind tracking, directional stability and control. A high aspect ratio main and foretriangle gives her versatility and ease of handling. The large L.P. genoa, perna pole and spinnaker are used in today's tough competitive ocean racing or provides excellent cruising under all weather conditions.

The interior of the P32/28 was designed with luxury as standard