

A Fast and Able Cruising Schooner

----- Design by John G. Alden -----
 Commentary by the editors of *WoodenBoat*

Few rigs charm the hearts of sailors as much as the schooner, and John Alden knew how to design cruising schooners that were fast and able, dry and comfortable. In the first three Malabars Alden was striving not only for these qualities, but also for a simplicity of rig that would allow the small schooners to be singlehanded by none other than himself, for the boats of that name were all designed and built for himself. Yet, it is *Malabar II* that appeals to us most — both in outward appearance, with her single, small deckhouse, and in accommodation, which is simple and symmetrical. The later Malabars were bigger and much more sophisticated boats, which in turn required considerably more money to keep them going.

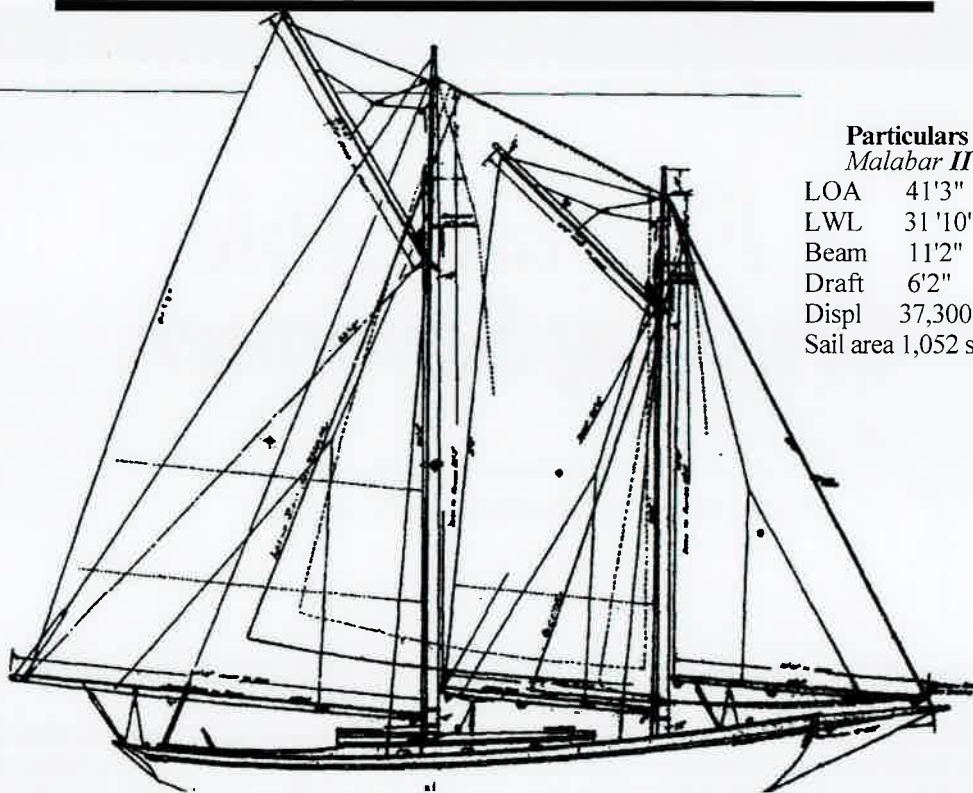
What the designer wanted was a cruising boat in which he could go anywhere — onshore or offshore — which would stay at sea in almost any weather, and yet which would not be too much to handle alone. Although the Malabars performed remarkably well under racing conditions, Alden wanted anything but a racing machine, with its high angle of heel, and constantly straining hull and rig. *Malabar I's* generous freeboard and high sheer forward made her as dry a boat as a sailor could want.

As for the rig of *Malabar II*, it was very simple. The sails were sheeted to travelers, making them all self-tending when tacking. Lazyjacks were rigged on all the sails, and the foremast was stepped well forward so as to keep the jib small enough to handle comfortably. John Alden noted that *Malabar II* would beat to weather under foresail alone, and would "move along well in light weather." It was the efficiency of this rig,

in combination with the carefully worked out lines, that made *Malabar II* unique.

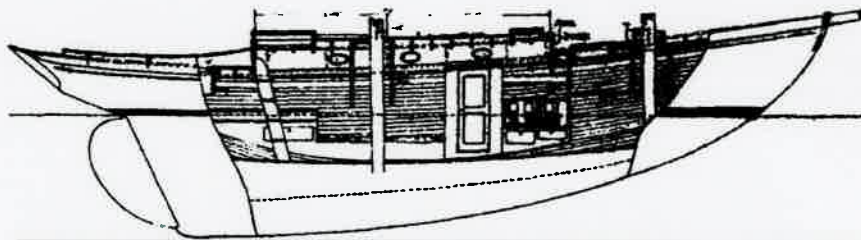
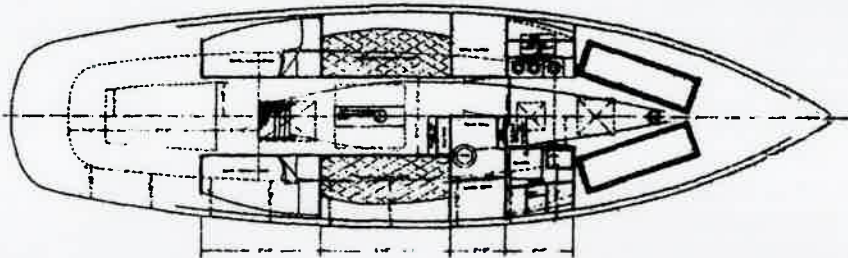
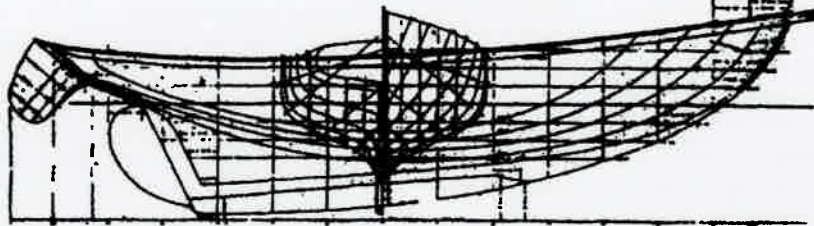
The construction of the schooner is stout but simple, worked out, we feel certain, in collaboration with Charles Morse of Thomaston, Maine, her builder. She was said to have endured extremely well, and failed to show any signs of weakening under the stresses of considerable sailing. She embodied, in fact, a remarkable combination of wisdom and experience on the part of both designer and builder. She is still going strong, having had a new hull built for her in the mid-1950s. Shortly afterward she made a successful transatlantic passage.

Plans for Malabar II are available from The WoodenBoat Store, P. O. Box 78, Brooklin, ME 04616; 800-273-7447.



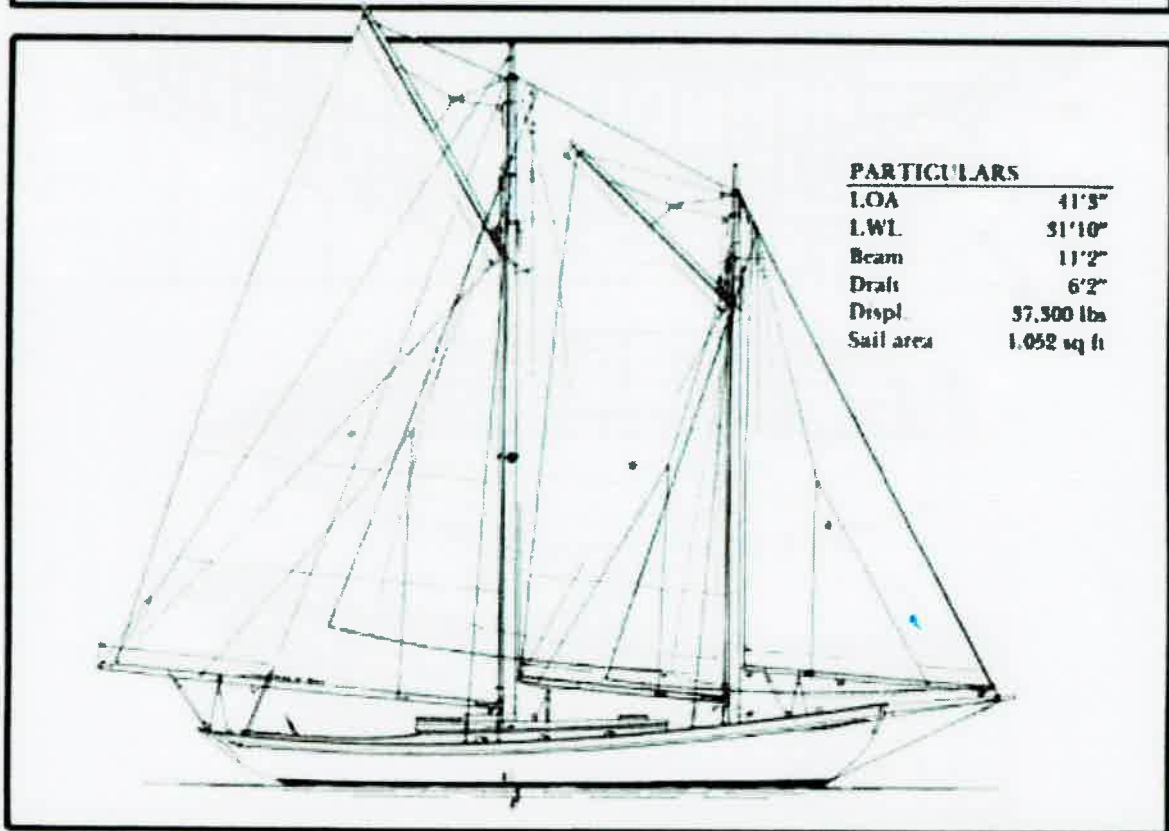
Particulars
Malabar II

LOA 41'3"
LWL 31'10"
Beam 11'2"
Draft 6'2"
Displ 37,300 lbs
Sail area 1,052 sq ft



41'3" Schooner, Malabar II

by John G. Alden



PARTICULARS

LOA	41'3"
LWL	31'10"
Beam	11'2"
Draft	6'2"
Displ.	37,300 lbs
Sail area	1,052 sq ft

Plan 8

DESCRIPTION

Hull type: Round-bottomed, outside-ballasted keel boat

Rig: Gaff schooner

Construction: Carvel planked over steamed frames

Headroom/cabin (between beams): about 6'2"

Featured in Design Section: WB No. 41

PERFORMANCE

*Suitable for: Open ocean

*Intended capacity: 4-10 daysailing, 6 cruising

* See page 112 for further information

Trailerable: No

Propulsion: Sail w/auxiliary

Speed (knots): 3-8

BUILDING DATA:

Skill needed: Advanced

Lifting required: Yes

*Alternative construction: None

PLANS DATA

No. of sheets: 5

Level of details: Average

Cost per set: \$850.00**

WB Plan No. 8

** Price changed in 1990 at request of John G. Alden, Inc.

