

The Oysterman 23

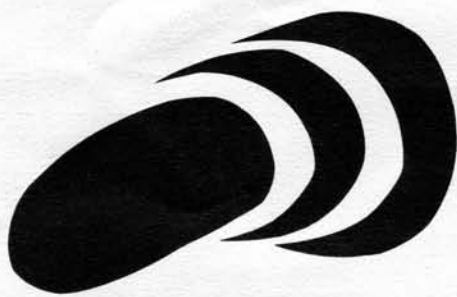
A CLASSIC NOW IN MODERN MATERIALS

Ketch or sloop, self tending rig

Sleeps 4 and is trailerable—full sitting head room

Available as completed vessel or kit





The Oysterman 23

If your dream is a small ship that has character and distinction and is not just another mass produced plastic look-alike, the Oysterman 23 may well be your vessel. She's a replica of the working sailboats used for many decades for oystering and crabbing in the Chesapeake.

She's based upon plans from the National Watercraft Collection of the Smithsonian Institute but crafted in the finest of modern materials.

Easy Maintenance

To minimize maintenance and maximize your days of sailing and pleasure, her one-piece hull and one-piece foam cored deck are built of hand-laid fiberglass reinforced polyester. The gel coat is white isophthalic (colors optional), the kind that's most resistant to abrasion and weathering. Her spars are aluminum and her wood trim is solid teak.

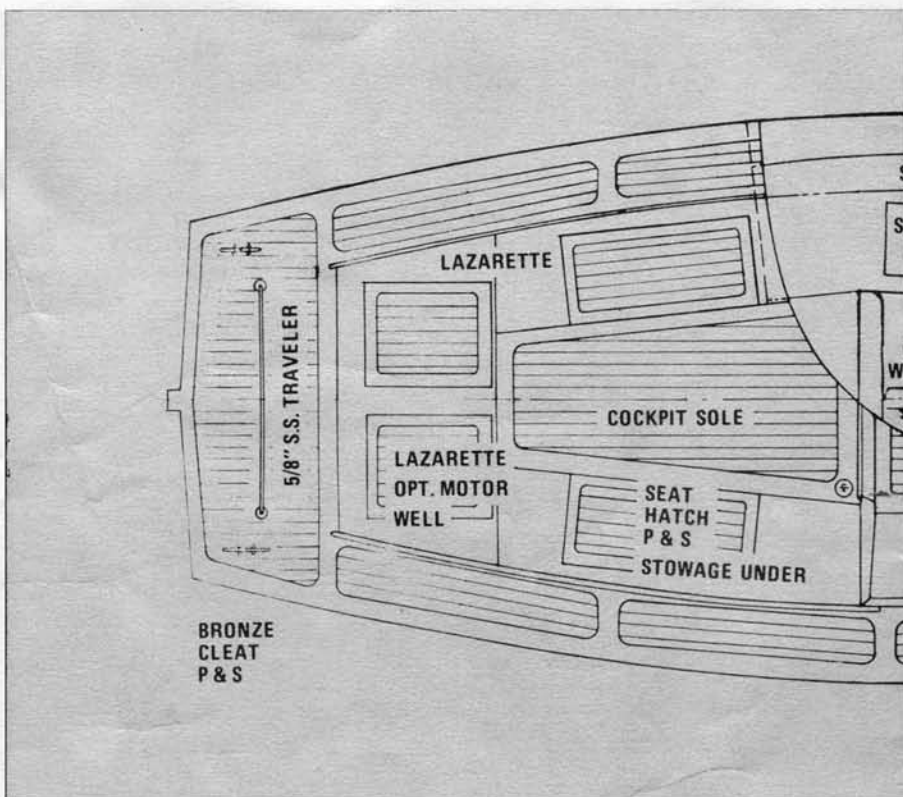
Fast and Roomy

She's fast, roomy and comfortable. She has a family-sized cockpit for day sailing with extra room for guests and entertaining at her berth or at anchor. Her finished cabin has full sit-up head room, room for a galley, molded-in compartment for head, and 6'3" berths with foam cushions that sleep four adults in comfort, making her an excellent choice for those who go cruising.

Shoal Draft

With shoal draft, you can go gunkholing or take her close up to the beach to put the kids ashore when day sailing. She's easy to handle. Whether you pick ketch or sloop, all sails are self-tending so that she can be safely singlehanded. All standing rigging is 1 X 19 stainless, all running rigging is dacron, all fittings solid bronze or stainless.

***NOTE:** There are a number of different polyester resins used for gel coats. The isophthalic resin used in the Oysterman 23, while more expensive, has the best qualities for marine applications in that it has higher resistance to abrasion, weathering, chalking and fading.



SPECIFICATIONS, STANDARD BOAT

HULL

One-piece molded fiberglass, hand laid, with the finest quality marine resins and fiberglass, minimum of 7 layers on bottom, 5 layers on sides, additional reinforcing at stress points; six bulkheads bonded in, fiberglass molded berths integral with hull structure provided additional reinforcement; molded in centerboard trunk, white isophthalic* gel coat.

DECK

One-piece molded fiberglass, with high density foam and plywood core for strength and rigidity; non-skid pattern simulating wood grain molded in; large, framed windows p & s, opening porthole forward making cabin well lighted; all hatches, molded fiberglass extra thick for rigidity and strength; white isophthalic* gel coat. Deck and hull joined by mating flanges integral with each section, cross bolted with 1/4-20 stainless bolts and bonded with fiberglass cloth reinforcement throughout.

COCKPIT

Large—7'4" long—self bailing cockpit, roomy enough for entertaining at dockside or at anchor. Seats can be used for children's berths under boom tent; four hatches for access to spacious lazarettes which provide generous storage capacity; anti-skid, simulated wood grain pattern molded in.

STORAGE AND HEAD

Unusually generous storage capacity; total of 10 access hatches; four in cockpit and six in cabin. Molded in covered compartment to accommodate either permanently installed marine head or portable head like "Porta-Potti."

BERTHS

Four 6'3" molded, integral with hull, double forward and two singles aft; fitted foam cushions.

SPARS

All spars aluminum, painted traditional appearance, traditional mast(s), marconi rig for each boom(s) have integral groove boot(s) included; bowsprit galvanized chain.

RIGGING

All standing rigging 3/16" running rigging, braided stainless steel lifting lifts for all booms.

CENTERBOARD

Heavily galvanized steel foil with corrosion resistance; provides ballast, large winch on top.

RUDDER

Outboard, 1-1/8" seven-layer covered with fiberglass cloth gudgeons.

TILLER

Laminated mahogany and layers, varnished.

SAMPSON POST

3-1/2" x 3-1/2" rot-resistant through deck, securely fastened with stainless steel pin.

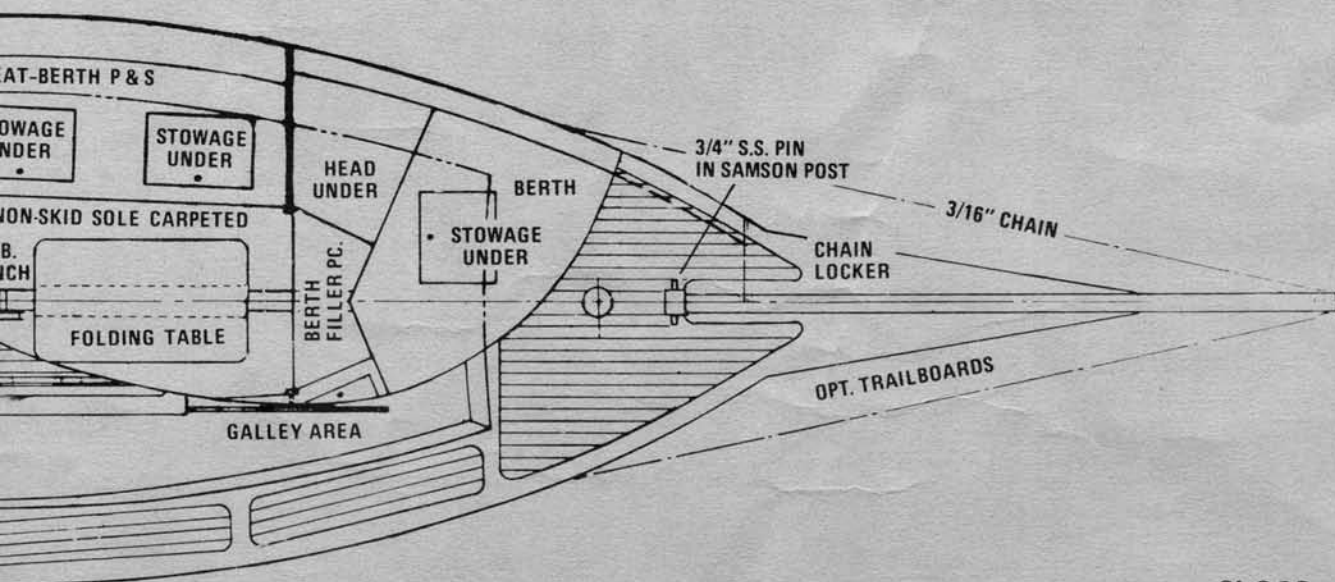
TEAK TRIM

All trim is solid teak, including handholds, hatch slides, cabin trim, both inside and out.

FITTINGS

All solid bronze or stainless metals or plated—includes handling gear.

Prices and specifications subject to change without notice.



SLOOP

1977 ©

OPTIONAL EQUIPMENT

The following options are available as factory supplied items. Refer to price list for costs. Special owner-supplied gear will be installed for the labor cost.

- Sail covers
- Sea Swing stove or other (installed)
- Galley sink, pump & water tank
- Running lights — Interior lights (2)
- Bottom painted — Boot stripe
- Teak trailboards
- Drop Leaf table on centerboard
- Lazyjacks — braided dacron.
- Cockpit tent
- Jiffy reefing gear
- Shipping cradle
- Buff gel coat instead of white for cabin top and non-skid deck and hatch patterns.
- Dacron sails, working jib and main; working jib, main and mizzen.
- Molded-in outboard well in lazarette.
- Flotation

Parental origin of the Oysterman 23 is clearly apparent in this Smithsonian Institute scale model of the Jesse Willard built at Dames Quarters near Deal Island, on Maryland's eastern shore. She was typical of the workboats used early in this century for crabbing and oyster tonging. Her small cabin trunk was portable and was put in place for winter fishing but generally removed in the summer. The cabin of the Oysterman 23 deviates from the original in that it has been extended aft to provide cruising accommodations and, of course, it is permanent. The Jesse Willard, named for the former world boxing champion, survived until 1950.

POWER OPTIONS

OUTBOARD

Recommended, 6 h.p. can be externally bracket mounted or installed in enclosed ventilated well in one of the aft lazarettes.

INBOARD

Conventional Drive. a variety of small gasoline and diesel engines can be accommodated in space provided in the aft lazarettes.

"S" DRIVE

Compact "S" drives somewhat similar to inboard-outboard drives, but with propulsion assembly fixed, are available.

AND FOR THE PURIST

Oarlocks, port and starboard or on the transom for a sculling oar.

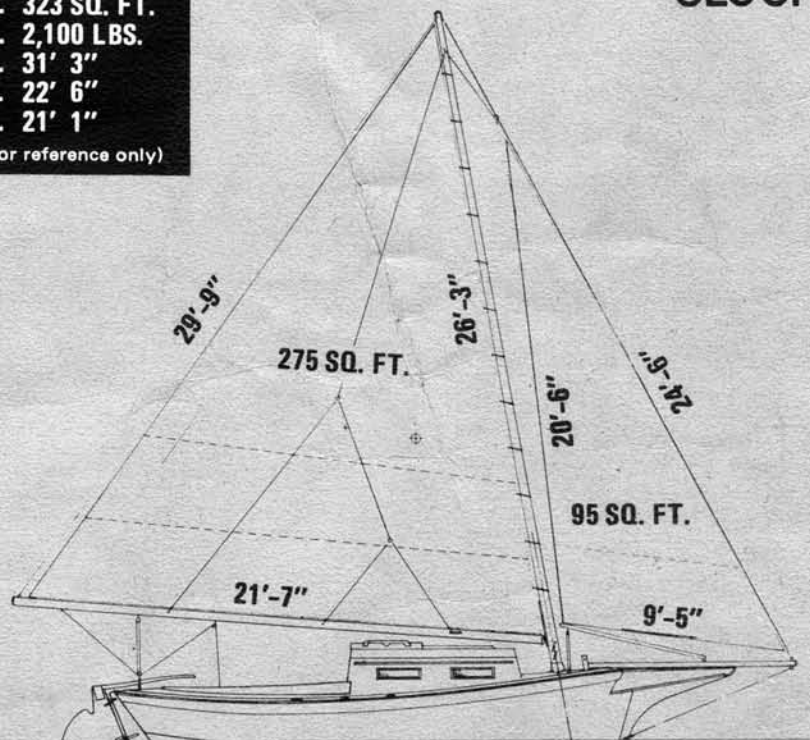


SAIL AREA

SLOOP	370 SQ. FT.
KETCH	323 SQ. FT.
DISPLACEMENT	2,100 LBS.
LOA	31' 3"
LOD	22' 6"
LWL	21' 1"

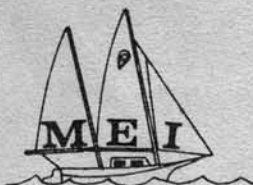
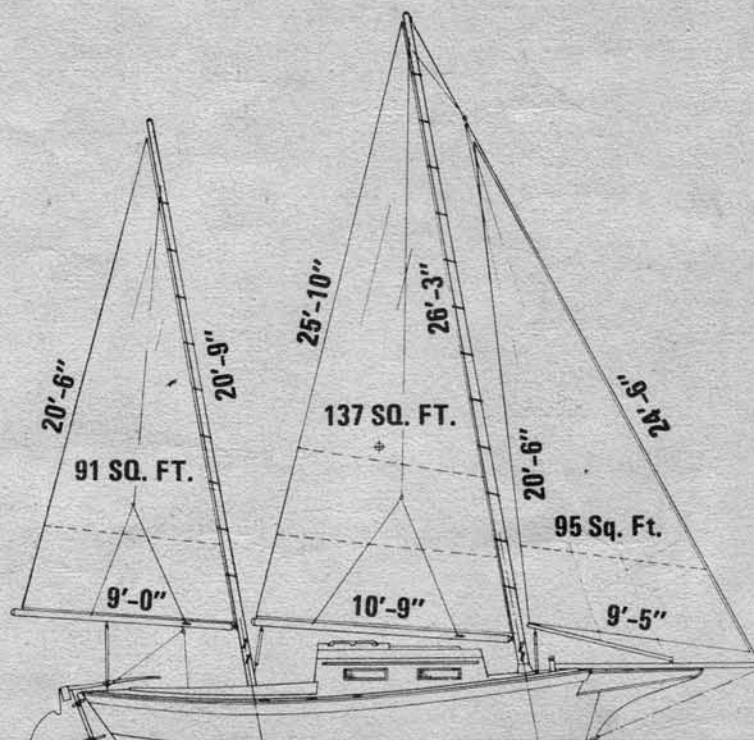
(All dimensions approximate, for reference only)

SLOOP



MAST HT. 32 FT.

KETCH



MENGER ENTERPRISES, INC.

P.O. Box 141 • 77 Cedar Street • Babylon, New York 11702 • (516) 587-4930

Oysterman 23

A Classic Now in Modern Materials

SPECIFICATIONS, STANDARD BOAT

(included in base price)

DECK

One-piece molded fiberglass, with high density foam and plywood core for strength and rigidity; non-skid pattern simulating wood grain molded in; large, framed windows p & s, opening porthole forward making cabin well lighted; all hatches, molded fiberglass extra thick for rigidity and strength.

Deck and hull joined by mating flanges integral with each section, cross bolted with 1/4-20 stainless bolts and bonded with fiberglass cloth reinforcement throughout.

HULL

One-piece molded fiberglass, hand laid, with the finest quality marine resins and fiberglass, minimum of 7 layers on bottom, additional reinforcing at stress points; five bulkheads bonded in, fiberglass molded berths integral with hull structure provide additional reinforcement; molded in centerboard trunk.

COCKPIT

Large—7'4" long—self bailing cockpit, roomy enough for entertaining at dockside or at anchor. Seats can be used for children's berths under boom tent; four hatches for access to spacious lazarettes which provide generous storage capacity; anti-skid, simulated wood grain pattern molded in.

STORAGE AND HEAD

Unusually generous storage capacity; total of 10 access hatches; four in cockpit and six in cabin. Molded in covered compartment to accommodate either permanently installed marine head or portable head like "Porta-Potti."

BERTHS

Four two 6'3", two 6'6" molded, integral with hull, double forward and two singles aft; fitted foam cushions, reversible with "Herculon" one side, vinyl other.

SPARS

All spars aluminum, painted buff in keeping with traditional appearance, traditional hoops on mast(s), traditional rig for easy sail handling; boom(s) have integral groove for sail foot; bowsprit braced with heavily galvanized chain. Jib on its own club for self tending.

RIGGING

All standing rigging 3/16" 1 x 19 stainless; all running rigging, dacron

CENTERBOARD

Molded Fiberglass
Optional—Weighted with lead, bronze worm gear winch.

RUDDER

Molded Fiberglass

SAMPSON POST

Molded Fiberglass, Bronze pin.

TEAK TRIM

Trim is solid teak, including rubrails, toe rails, handholds, hatch slides, cockpit coaming, etc.

TILLER

Laminated mahogany and ash in alternating layers, varnished.

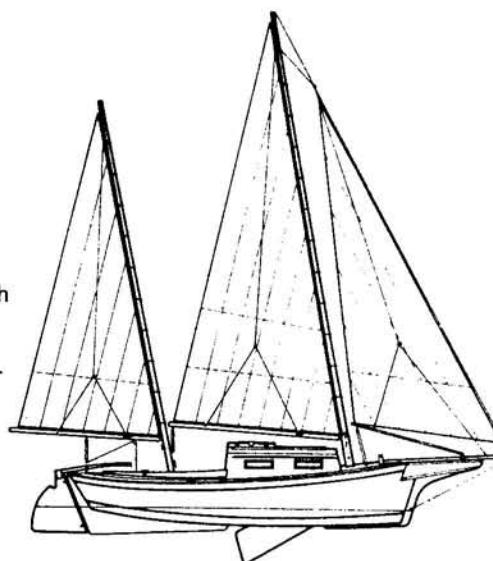
FITTINGS

All solid bronze or stainless—no iron, die cast metals or plated—includes deck hardware and sail handling gear.

SAILS

6 oz. Dacron, Traditional vertical cut, white.

See price list for additional standard items



Sail Area	
Sloop	355 Sq. Ft.
Ketch	309 Sq. Ft.
Displacement ...	2600 Lbs.
(Ballast 700 Lbs.)	
LOA	31'3"
LOD	22'6"
LWL	21'1"
Draft	1'8"
Beam	8'
Mast Ht.	32 Ft.
Draft Bd. down ...	6'

KETCH OR SLOOP?

Is a ketch harder to handle than a sloop? That's a frequently asked question to which there is a short and definitive answer.

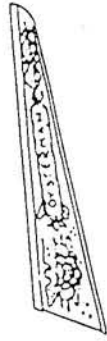
NO!

Contrary to the popular misconception a ketch is actually the easier handling of the two rigs. The sail area is divided into three, not two, sections. Therefore, individual sails can be smaller. To shorten sail quickly, just drop the main. The boat stays balanced on jib and mizzen. To raise sail, hoist the mizzen and sheet it in tight. The boat will lay to, head to the wind while you set the main and jib. To remove sail, loosen jib and main; sheet in the mizzen and reverse the procedure. A ketch has greater flexibility. There

are 30 combinations under which the helm can be kept balanced, versus 6 for a sloop.

WHY A SLOOP?

Simply put, for a given sail area the sailplan is more powerful. Sloop or ketch, the Oysterman has an easy to handle, yet efficient and economical sail plan inherited from her workboat origins. First, she carries all sails on booms so that they are self-tending making her easy to singlehand. Next, her standard sail plan is very generous, so she'll perform in light air without the necessity of buying and carrying a lockerful of different headsails. That's economy. Third, all her sails have reef points and a modern jiffy reefing system so it is simple to shorten sail as the wind rises.

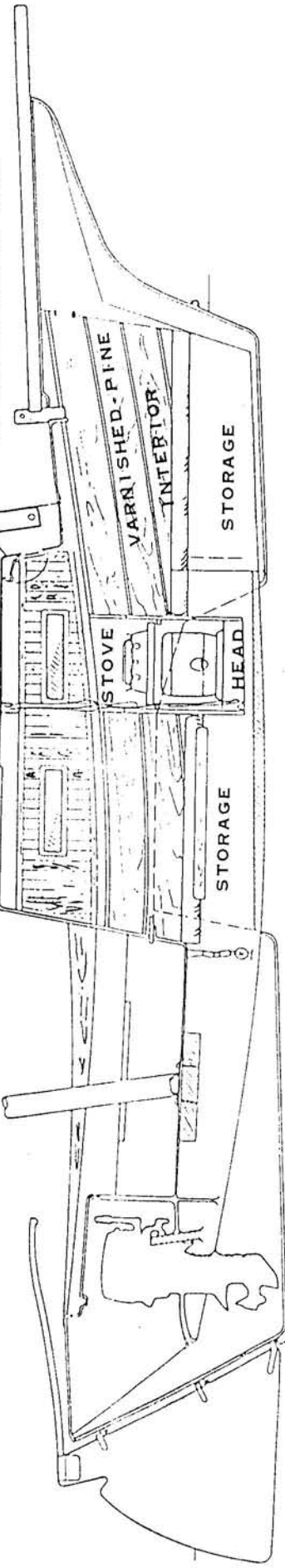


MAINMAST SAME FOR
 SLOOP-KETCH

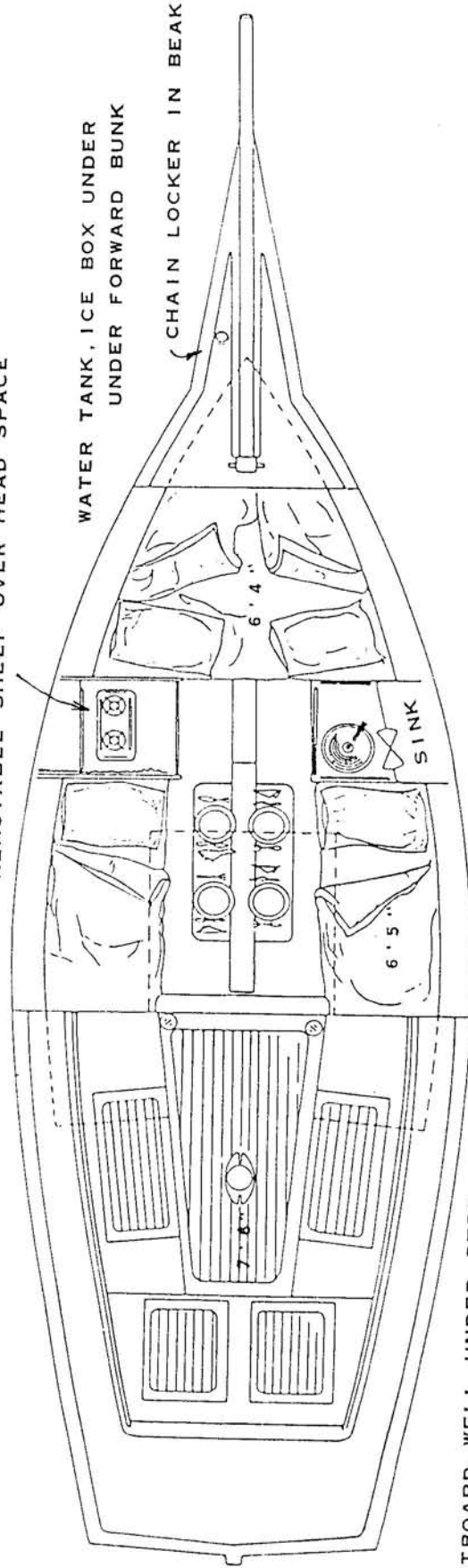
CURTAIN FOR PRIVACY

MIZZEN MAST

NEW DECK MOUNTED TABERNACLE
 TO RAISE-LOWER MAST



REMOVABLE SHELF OVER HEAD SPACE



OUTBOARD WELL UNDER STBD.
 LAZERETTE HATCH. COMPLETELY
 GLASSED-IN. SEPERATE FROM
 THE REST OF BOAT.

OYSTERMAN 23

PLAN AND PROFILE

Build a Classic

The Oysterman kits have been designed for the sailor who has the time and desire to partially build his own vessel. We have set them up three ways to accommodate most of the requests we have received. In all cases, no special tools or exceptional skills are required.

Kit A

This kit is the nearest to a complete boat. Deck and hull are glassed together, all bunks, bulkheads stringers, etc. are bonded in place. All fiberglass work is done. The kit contains everything necessary to assemble the boat—down to the last washer, bedding compound, caulking, wood pieces, rigging, etc. All that needs to be purchased is paint. The only tools necessary are hand tools, a saber saw and 1/4" drill. See check list for details. Detailed instructions are supplied. A sailplan is included.

You can tow it home—by water or on a trailer.

(Takes 150 to 250 Hours to compete)

Kit B

This kit is like Kit A but does not include cushions or ballast. Many have indicated that the "Co-Skipper" wants to do her own thing with interior design, including making cushions, and that they have local access to ballast materials.

This kit too, can be floated home, trailed or trucked.

Kit C

Basically, Kit C is intended for the sailor with the time and desire to build his own boat. For him, we supply the hull and deck components. For transportation, the hull and deck can be temporarily joined with sheet metal screws. Patterns are supplied for the rudder and centerboard. (The centerboard trunk is an integral part of the hull).

With this kit, the owner-builder can design his own interior. Should the owner choose however, we will supply other items, such as the molded pieces for the berths and hatches. Also, we can supply any of the items shown on the list, so the owner-builder can maximize the custom aspects of his boat while minimizing the amount of detail construction he must perform himself.

With these kits we are trying to help sailors who share our love for traditional boats become owners of a classical replica at minimal expense. Of course we'll be happy to sell a finished boat. However, you are invited to study the components list and, if you'd like to, pick from it those items you would prefer to have as factory supplied.

Sincerely,

Bill Menger



Oysterman 23

Kits for Sloop and Ketch

	DESCRIPTION OF ITEMS SUPPLIED (Not installed except where noted)	KIT A	KIT B	KIT C
HULL	One-piece hull, seven (7) layers mat & woven roving in bottom, five (5) layers in sides; centerboard trunk-molded-in.	x	x	x
DECK	One-piece deck, wood grain non-skid pattern molded in; high density foam and plywood core for strength and rigidity; hatch openings molded-in.	x	x	x
DECK INSTALLED ON HULL	Three (3) layers of fiberglass bonding entire deck to hull. (Deck is cross-bolted to hull when rubrail & toerails are installed).	x	x	
BUNKS	Two (2) fiberglass settee bunks, forward Vee bunks, with storage compartment openings molded in.	x	x	
BULKHEADS	Six (6) plywood bulkheads.	x	x	
BUNKS & BULKHEADS INSTALLED	Three (3) layers of fiberglass bonding entire perimeter of bunks to hull and bulkheads thereby stiffening hull.	x	x	
HATCHES	Four (4) cockpit, sliding companionway, molded FRP w/wood grain non-skid pattern.	x	x	
ANTI-THEFT HATCH SYSTEM	Lines, fairleads and clam cleats (led below decks, into cabin.)	x	x	
DECK HARDWARE	Two (2) cleats, bronze-6"; anchor rode deck pipe, bronze; vents w/hose for engine compartment, manual bilge pump, four (4) fixed ports, one (1) opening round porthole, bronze-5" with finishing ring.	x	x	
EXTERIOR TEAK	Cut to size, ready for fitting and sanding: toerails, rubrails (side & stern), beak trim, cabin side trim, cockpit coamings, hatch slides, companionway slides & threshold plate, hand rails, main hatch trim.	x	x	
ENTRY DROP BOARDS	Rough cut to size, three (3) boards in teak grain.	x	x	
CENTERBOARD	Molded fiberglass, weighted with lead, tang for pennant.	x	x	
CENTERBOARD HARDWARE	CB winch, 3/16" S.S. pennant, 3/4" S.S. pivot pin, cover plates, swages, Dacron braid pennant, cleat for pennant.	x	x	
RUDDER	Molded fiberglass.	x	x	
RUDDER HARDWARE	Pintles & Gudgeons, three (3), S.S. rudder cap plate for tiller.	x	x	
TILLER	Laminated mahogany & ash, 5 foot long.	x	x	
COCKPIT SCUPPERS	Two (2) assemblies consisting of 1 1/4" bronze thru hulls, 1 1/4" bronze gate valves, reinforced rubber hose, hose clamps, grating plates.	x	x	
CABIN INTERIOR	Storage locker covers, six (6); filler pieces, forward berth, two (2); teak bulkhead trim, opening door to anchor line locker, teak trim.	x	x	
BERTH CUSHIONS	3" thick foam, Herculon® covered, five (5) pieces.	x		
BALLAST	Lead ingots, 500 pounds ready to be bonded in place.	x		
BOWSPRIT	3" x 1/8" aluminum tube, cedar end plug, forestay chain tang, side hull straps for chain, galvanized chain shackles, fireman's hook for anchor rode fairlead, three (3) 5/16" bronze turnbuckles, threaded rod to fasten bowsprit.	x	x	
JIB CLUB	Aluminum extrusion, pedestal, gooseneck, club end fitting, 4" outhaul cleat.	x	x	
MAINMAST & STANDING RIGGING	4" x 1/8" tapered aluminum extrusion; cedar end plug; 3/16" 1x19 s.s. wire for shrouds (P & S) and forestay; 1/8" x 1 1/4" x 11" S.S. chain plates, three (3) 5/16" bronze turnbuckles w/toggles; masthead tangs for shrouds, forestay & halyards; mast rings; swages, S.S. thimbles, eye for topping lift.	x	x	
MAINMAST (Opt.) TABERNACLE	4 1/2" x 4 1/2" x 1/8" aluminum extending to keel, fiberglassed to keel and deck; 5" cleats for main & jib halyards 4" cleat for downhaul, two (2) 1/2" S.S. bolts for pivoting mast.	x	x	
MAIN BOOM	Aluminum extrusion, gooseneck w/slide, gooseneck track with stops, boom end cap, boom bales, slide for outhaul, triple purchase for outhaul, block for topping lift, cleats, 4", two (2).	x	x	
MIZZEN MAST (KETCH ONLY)	4" x 1/8" tapered aluminum extrusion; cedar end plug, 3/16" 1x19 s.s. wire for shrouds (2 port, 2 stbd.) 1/8" x 1 1/4" S.S. chain plates, four (4) 5/16" bronze turnbuckles w/toggles; masthead tang for shrouds and halyards, mast rings, swages, s.s. thimble, eye for topping lift, mast step.	x	x	
MIZZEN BOOM (KETCH ONLY)	Aluminum extrusion, gooseneck w/slide, gooseneck track w/stops; boom end cap, boom bales, sail track slide for outhaul, block w/Becket and block for outhaul, block for topping lift, two (2) cleats, 4".	x	x	
RUNNING RIGGING	All Dacron line (3/8" or 7/16") for halyards & sheets; main sheet cleat, 5"; jib sheet cleat, bronze, 6"; mizzen sheet cleat, 5"; S.S. traveler for main sheet (Sloop only), main & jib halyard shackles, mizzen halyard shackle.	x	x	
NEOPRENE SHELL BLOCKS	Main & jib halyard, mizzen halyard, jib club sheet (2), main sheet (3), mizzen sheet (3).	x	x	
FASTENERS	All fasteners necessary to complete boat, hull, rigging, etc.	x	x	
SEALANTS	Polysulphide & silicone caulking for bedding teak & hardware.	x	x	
INSTRUCTIONS	Drawings showing dimensions and location of hardware, teak, etc; rigging and sail plan (ketch or sloop). (35 Pages of details)	x	x	x

(Components and equipment subject to change without notice)

P.O. Box 141 • 77 Cedar Street
Babylon, New York 11702 • 516-587-4930

MENGER ENTERPRISES, INC.

STANDARD BOAT' (SAIL - AWAY)

SSLOOP.	W/Main & Working Jib, - white dacron	\$ 9,700
KETCH.	W/Main, Working Jib & Mizzen, - white dacron	10,250

Payment Schedule:- 10% with placement of order, 1/3 on beginning of molding, 1/3 after Hull & Deck are joined. Balance on completion. F.O.B. Babylon N.Y. loaded on your trailer or commercial carrier.

<u>KITS</u>	(See "Build a Classic")		
KIT	A	"Float Away", all fiberglass work completed, plus all parts necessary to complete Boat, except sails.	
		SLOOP	\$6,900
		KETCH	7,300
KIT	B	Like Kit A but without ballast & Cushions	
		SLOOP	6,650
		KETCH	7,050
KIT	C	Hull & Deck Only	3,200

Payment Schedule:- 10% with placement of order, 1/2 on beginning of molding. Balance on completion. F.O.B. Babylon N.Y. loaded on your trailer or commercial carrier.

OPTIONS

Sails for Kit Boat, - white dacron	SLOOP	\$ 880
	KETCH	750
Tanbark Sails in lieu of white, - dacron		75
Sail Covers (Sloop or Ketch)		180
Cockpit Tent		105
Cockpit Cushions		105
Lazy Jacks for all sails & Jib Downhaul (Sloop or Ketch)		95
Jiffy or Slab reefing for all sails (Sloop or Ketch)		65
Outboard Well molded in under Starboard Laz.Hatch		210
Outboard Bracket (Bronze) mounted on transom		105
Inboard engine - 8 H.P. Diesel Installed under cockpit		3,000
Running Lights (includes 12 volt battery & masthead light)		165
Running Lights (Brass lanterns) - consult Factory		
Cabin Lights (only included with electrical running lights)		30
Drop leaf table on Centerboard trunk to seat 4 people		112
Galley:- Sink, pump & 12 gallon tank		180
Cabin Top, Deck & Hatch Non Skid pattern in Buff Gelcoat		150
Fiberglass Trailboards - <u>Hand Painted</u>		200
Built-in Foam Flotation		360
Shipping Cradle (only necessary for commercial hauling)		100
Bottom Paint		150
Trailer		1,200
Bilge Pump	STANDARD	
Mainmast tabernacle to fold mast	STANDARD	

THE ABOVE PRICES AND SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE***

MENGER ENTERPRISES, INC.

P. O. BOX 141
77 CEDAR STREET
BABYLON, NEW YORK 11702