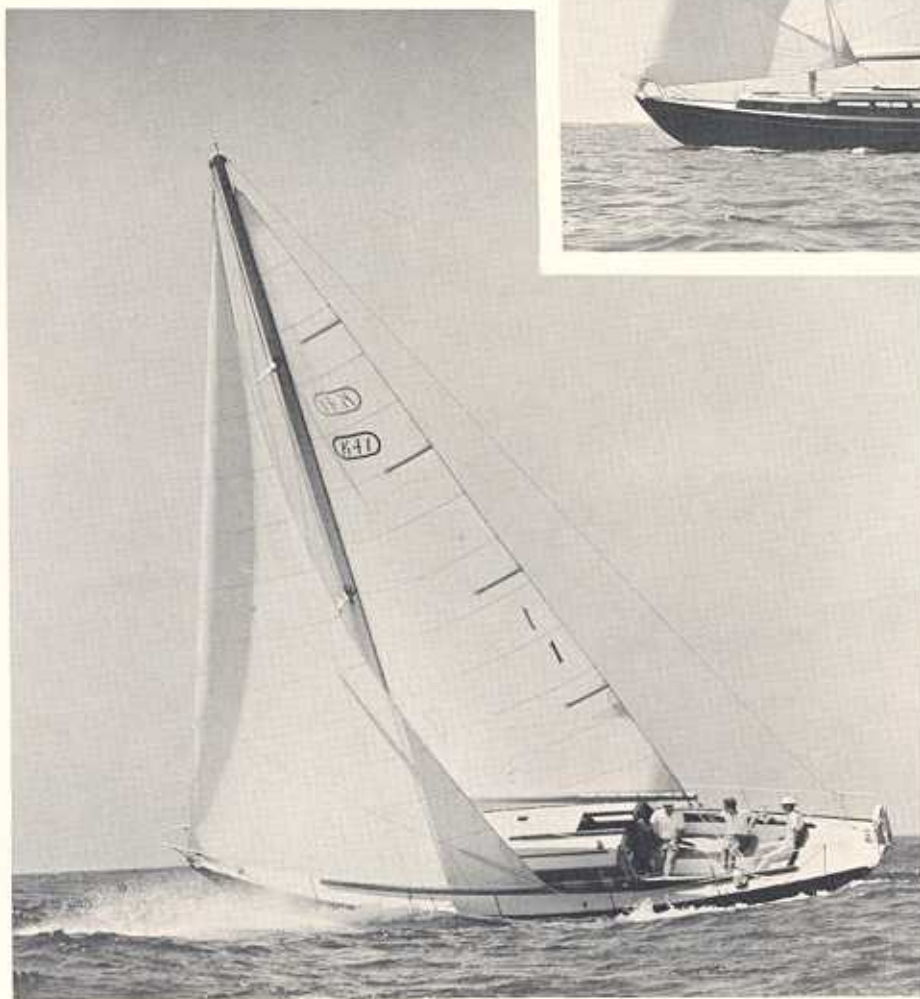


# THE NEW *K41*

## A Fiberglass Hull



Tomboy V



IN THE CLASS-CATEGORY OF SAILING CRAFT between 32 feet and 50, Kettenburg, the firm whose name is strongly associated with San Diego yacht building, has built 223 wooden-hull sailboats since the yard was founded in 1918. And they are still building K43's and K50's.

Now, the 224th in that list is also a number one in a new series, a K41 with a molded fiberglass hull. The first one off the "line" is named *Tomboy V* and will be sailed and shown by Paul Kettenburg. The boat is scheduled to be a participant in Southern California races and is an expected entry in the coming Mazatlan race.

It might leave an erroneous impression in discussing the first fiberglass yacht with a K on the sail if it is not mentioned that the Kettenburg yard has been "in fiberglass" before, turning out some 500 in the smaller powerboat category and also producing a Navy prototype of 36 feet.

The new K41 is not an all-fiberglass yacht by any means. The wood-products tradition is continued and the decks and cabin top, sides and interior are all finished in the quality tradition

# K41



(Above, right) Tomboy's cockpit... (above) main cabin, looking toward forward stateroom. Settee makes into a double berth... (right) main cabin looking aft. Galley has two-burner range with oven, ice box, chart table over quarter berth



and woodworking of the K43's and K50's. The mast and spars of *Tomboy V* are of light-finish Sitka spruce in hollow-box design further giving the feel that, once aboard, this is another of the regular "K's". Aluminum spars are available by owner's choice.

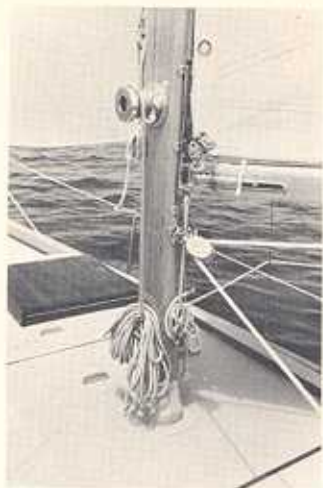
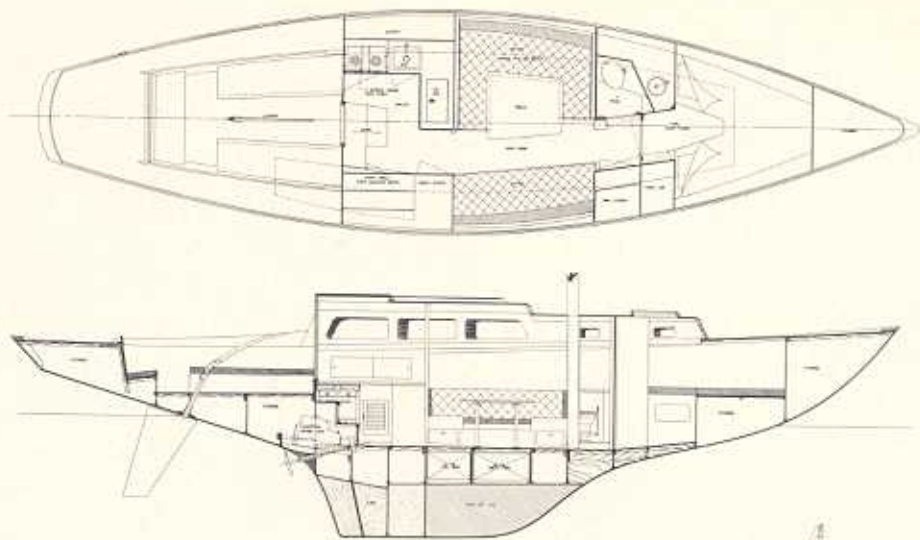
The interior planning and accomplishment is very remindful of the cruising-yacht interiors of the K50 and the 6'5" headroom in the large main cabin is a noticeable part of this design-continuity. The interior is nut-brown mahogany; the cabin exterior sides are teak (finished) on the *Tomboy*, and planned for either teak or mahogany on the individual yachts to follow—with the choice of the teak varnished or plain.

A query about the planked decks with gridded-fiberglass covering brought a wry grin to Paul Kettenburg's studied answer as he moved the tiller during a sail when SEA was

represented aboard: "You know, I have been quoted in print about the marine-plywood decks covered with resin and fiberglass on the K50's and others. This is the same deck construction brought to the new K41. All I can say is that we have been using this method for 20 years. There have been no problems and no deterioration of the wood. The facts have proved it as a good combination and it gives that extra solidness underfoot."

All-in-all the new K41 is a beauty. Admirers of this line can go fiberglass and forget many hull maintenance chores; go aboard and forget the hull and stay with the usual K's-impressions. The boat gives the feeling she wants to foot out fast and lightly. She steadies very well at the tiller. She is cruising and racing; either or both.

MEASUREMENTS: LOA 41', LWL 27'6", beam 10'4", draft 5'6"; displacement at design condition, 14,000 lb.; ballast of



The spruce mast, its winch and fittings



A casual view from the deck looking forward



One of the Barient winches

Note the special tiller offset handle



lead, fiberglass enclosed, 5000 lb.

**RATING:** at present 29.7. However, it is possible that by adding approximately 1000 lb. of additional ballast, the rating could be slightly reduced.

**ENGINE:** Universal Atomic Four at 2.00-to-1 reduction, V-drive, two-blade, 14-in. propeller; tanks are 30-gal. for fuel and 45 for water, galvanized or Monel.

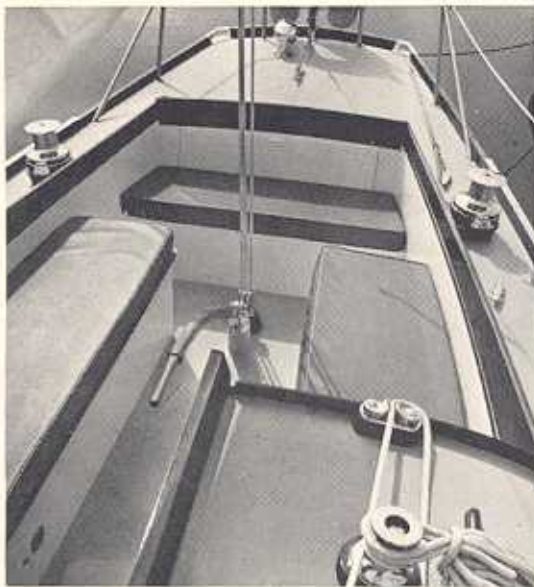
**OTHER ITEMS:** Barient and Merriman winches, rigging and fittings of stainless steel or bronze as required; rudder is of spade-design, foam with fiberglass and resin skin, shaft of stainless steel, and oak tiller with the "patented" Kettenburg offset fitting for ease of reaching the tiller from a far athwart position of the helmsman.

**PRODUCTION:** By the time this appears in print, two more will have been built, and production will be shaped to a basic two-a-month schedule, adjusted to orders for these

\$32,000-to-\$37,000 yachts (prices dependent upon equipment and racing sails and winches and other optionals). Colors can be chosen, *Tomboy V* is a deep green, giving an almost black look in some light refractions.

**KETTENBURG, INC:** 2810 Carleton St., San Diego; President, Paul A. Kettenburg; Vice President, Charles Underwood, who is in charge of new-boat design and construction including the fiberglass K41; and among others, Bill Kettenburg, the son of the late George Jr., is treasurer. The firm was founded in 1918 by Paul's father, the late George W. and by George Jr.

There is a pleasant finish to these statistics: *Tomboy V*, sailed by Russ Lamoreaux and San Diego crew (owns *Venture* the K43) in the summer regatta of SCYA, won Class C, ocean racing.



## K41 THE INSIDE STORY



She's beautiful. Just look at her. And she's fast. First in Ocean Racing Class C in the recent S. C. Y. A. Mid-Summer Regatta.

But even more important to many yachtsmen is the richly handsome yet practical interior of the new K-41. Honduras mahogany (or teak) cabin sides and interior trim develop a warmth and beauty rarely found in a fiberglass-hulled yacht.

Her functional L-shaped galley featuring a gim-balled 2-burner range and oven is designed to please the hard-to-please first mate.

Better look into it.

L.O.A.: 41'0"  
L.W.L.: 27'6"  
Beam: 10'4"

Draft: 5'6"  
Displacement: 15,000 lbs.  
Base price\*: \$29,975

\*Included as standard equipment: bow & stern pulpits, lifelines, two #6 Merriman winches, Universal Atomic Four Marine Engine, plus much more.

## K-41, K-43, K-50 KETTENBURG

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