



# Lumberjack

FOLLOWING various racing and cruising designs, Michael Pocock was asked to design *Blackjack* for Rodney Barton. This boat was to be a comfortable shorthanded racer/cruiser and acquitted herself well in the 1981 Observer/Europe I Two-handed Transatlantic Race, with owner and designer as crew. Rodney's company has now decided to diversify into producing mouldings for other companies, or individuals, to complete. The prototype of this class, the Migrant 45, is *Lumberjack*, for Rodney Barton.

The moulds for the Migrant 45 are designed to provide an optional fixed keel arrangement drawing jft 4in (2.2m). *Lumberjack* is to be rigged as a yawl, but for more cruising orientated

owners, a ketch option will be possible. The yawl rig is virtually a single masted cutter rig which, on account of a Stoway mainsail system, will have the benefit of the mizzen for a bit of extra drive and balance aft.

## The designer comments:

"The opportunity to design a second yacht for the same owner is all too rare. Having designed *Blackjack* and sailed with Rodney Barton for 4000 very testing miles, I felt that I knew his requirements very well, when he suggested that I should draw *Blackjack*'s successor. Rodney's style of racing is such that there can be no way of compromising the essential cruising functions of the yacht in search of pure speed. The yacht must be capable of self steering in all conditions, requiring consistency of balance at all angles of heel. She must have a very wide tolerance with regard to sail changing—no leaping up on deck for a small change in wind speed. She must have a motion that is acceptable to live with for long periods and a layout to suit. Finally, when the races are over, it must be possible to cruise to interesting places and this, particularly around Newport, Rhode Island, and Rodney's home port of Poole, puts a limitation on draught. Our solution to this last problem is the introduction of a dagger board which extends the fixed draught of 5ft 9in (1.7m) to 8ft 6in (2.5m) for serious windward work. The choice of a daggerboard in preference to a pivoting centreboard was governed by the simplicity of operation and the fact that the casing would interfere with the ballasting to the least degree.

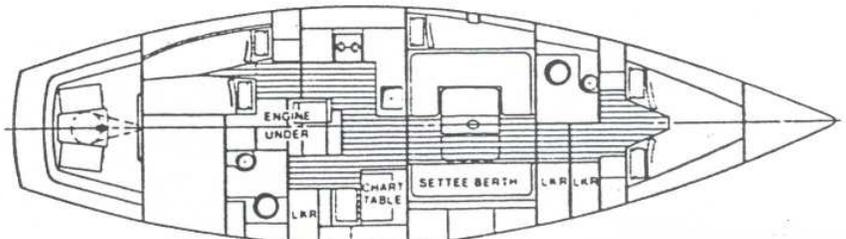
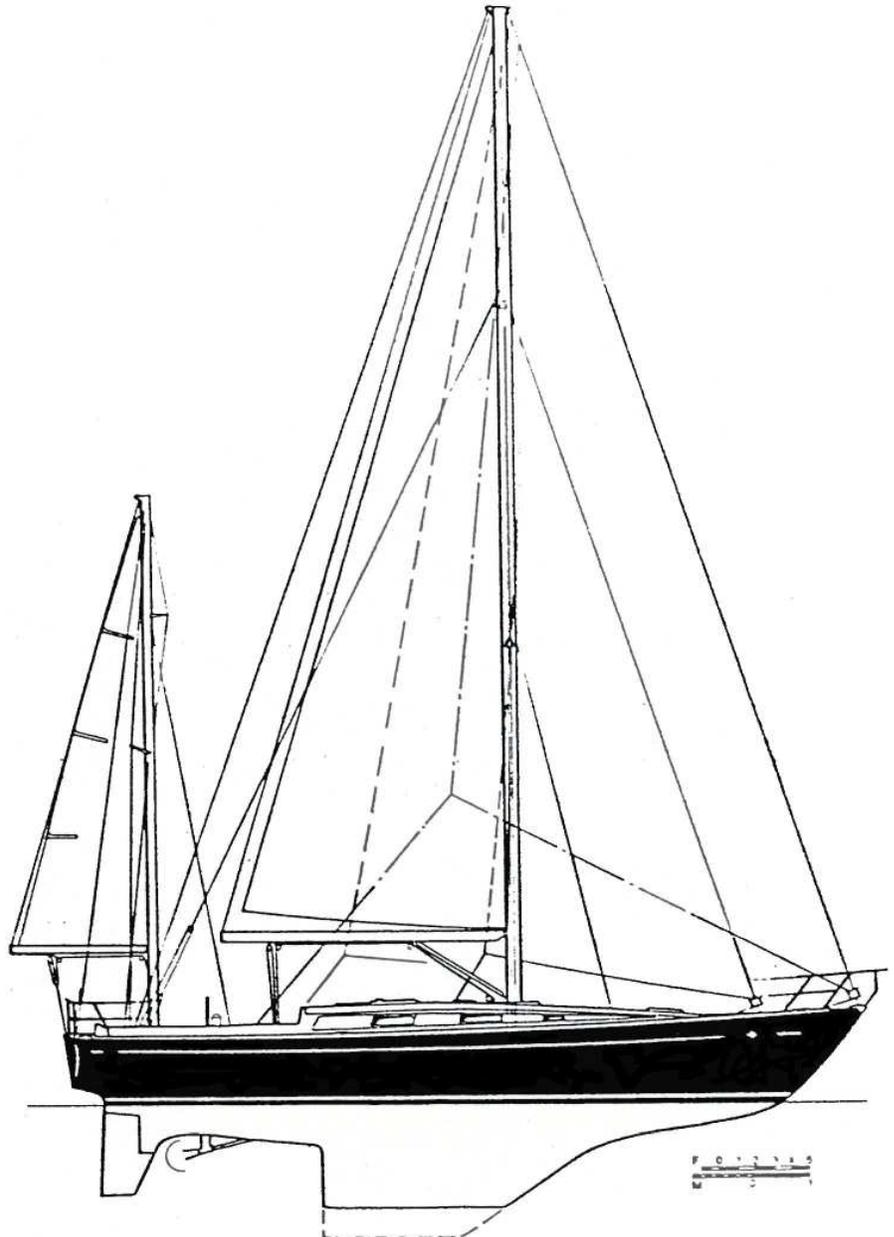
### Dimensions:

LOA	44ft 11in	13.7m
LWL	35ft 5in	10.8m
Beam	12ft 10in	3.9m
Draught		
	keel up 5ft 9in	1.7m
	keel down 8ft 8in	2.6m
	fixed keel 7ft 4in	2.2m

Displacement 11 tons

Designed by: Michael Pocock, Spring Corner, Spring Road, Lymington. Hants SO49SP. Tel: 0590 73838. Telex: 47674 Matcom G Att M.P.

Built by: Macbar Marine Ltd. 25 Nuffield Road, Poole, Dorset BH17 7RA. Tel: 0202 683414.



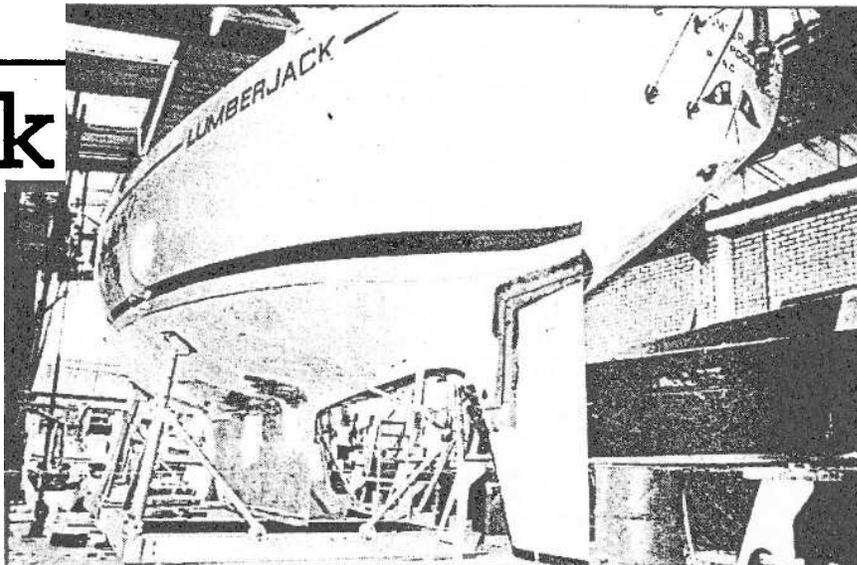
# On Board Lumberjack

## Centreboard yawl version of the Migrant 45

IN 1980 RODNEY BARTON commissioned Mike Pocock to design a 38-footer that would be suitable for shorthanded racing in TWOSTAR and the Round Britain Race as well as normal family cruising. The result was Blackjack, custom-built by Jeremy Rogers, in which the pair acquitted themselves well by being second British monohull to finish the 1981 TWOSTAR.

Looking around for a larger boat after last year's Round Britain, Rodney Barton decided that there was no British-built boat, around 45ft in size, that suited his needs. He wanted a fast, easily handled cruiser, again suitable for shorthanded racing (he's entered in next year's OSTAR), yawl rigged and, with a relatively shoal draught keel and centre board to give that extra windward edge when racing. On top of that he wanted her fitted out to the highest standards. Again he turned to Mike Pocock and the result is the Migrant 45.

Instead of going for a one-off, he decided to make moulds for production building by his own company, Macbar Marine. Lumberjack UK is the first boat from the mould, so named after Sir Max Aitken's school. The boat is a development of Blackjack and the designer's aim was to produce a boat with exceptionally good balance which would be easy to steer. The vertically operating centreboard is aerofoil in section and increases draught from 5ft 9in to 8ft 6in. Relatively beamier than

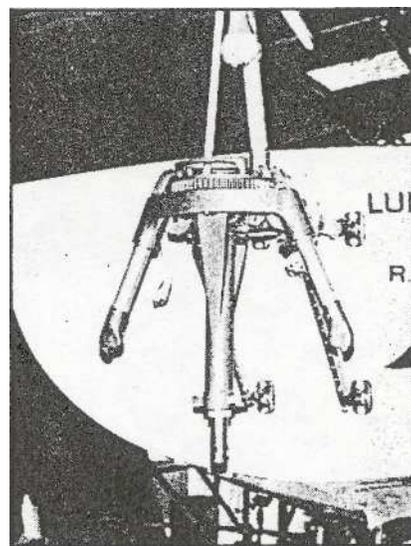


During building, showing shoal fin keel (housing the centerboard) and substantial semi-balanced rudder

ratio to give good off-the-wind performance. Sail handling aids include a Hood Stoway luff roller mast and Hood roller gears for foresail and staysail (mainsail in accompanying drawing shows conventional slab reef main).

The Migrant is to be offered with a variety of rig and hull configurations. Mike Pocock has drawn up a masthead sloop, ketch, cutter and even schooner on the same hull, which in turn comes with the option of deep or shoal fin or centreboard. Hull and deck are moulded using Kevlar and woven rovings with foam core, and obviously there is a fair latitude in layout possible below.

Lumberjack offers an owner's cabin aft to port, with heads and bosun's store the other side of the companionway. To one side of



On Lumberjack self-steering is provided by Aries vane gear as well as an Autohelm 5000

DATA	
LOA	13.7m (44ft 11½in)
LWL	10.2m (33ft 5in)
Beam	9.3m (12ft 10in)
Draught (centreboard)	1.75m-2.6m (5ft 9in-8ft 6in)
Displacement	11 tons
Sails	Main, mizzen & 100 per cent foretriangle, 92.8m <sup>2</sup> (999sq ft)
Engine	Volvo Penta MD30, 66hp 4-cyl diesel
Tanks	Water: 430 lit (95 gal in 3 tanks) Fuel: 250 lit (55 gal)
Designer	Michael Pocock
Builder	Macbar Marine Ltd, 25 Nuffield Road, Poole, Dorset BH17 7RA (Tel: 0202 683414)
Price	Hull and deck mouldings bonded, main bulkheads and rudder fitted, from £28,175

the steps leading to the cockpit via an offset hatch is a watch keeper's seat, well protected but high enough to offer good visibility. The galley and navigation area in the central part of the boat are enormous, the latter being fitted with almost every conceivable electronic aid from satnav, Decca and Loran to B&G Hercules, weatherfax and RDF equipment. The galley has good working surfaces, stowage and a fridge and there is also a deep freeze fitted in the main saloon below one of the settees. In the accompanying GA plan a pilot berth is shown to port, but on Lumberjack this has been turned into what must be a unique arrangement, a dog kennel in the after part and lockers forward. Although all the joinery on Lumberjack was built off-site, to full sized templates by Custom Yachts of Bitterne, Macbar will offer a complete building service from moulding to engineering and fitting out.