

Reaching light airs, Hullmaster 27 details are visible: cast chocks at end of toerail, long after stay chain plate, traveller, slab reefing, hatch cover. On coaming is Meridian Yacht's Roy Appleford, at tiller, PY Associate Editor Graeme Matheson.

## Meridian's Flagship

# A Well-Made Pocket Cruiser: Hullmaster 27

The Hullmaster 27 is a cruising boat built without regard to rating rules with a proper, well laid-up hull and deck, substantial and high quality fittings, and impressive, ungimmicky belowdecks accommodations.

The Hullmaster 27 is billed as a cruising boat. Designed by Brewer & Wallstrom, she is one of the most conscientiously executed of the firm's concepts that I've seen. Ted Brewer has always been the advocate of the solid, honest cruising boat and in Hullmaster he has served a builder who brings good quality to every piece of work turned out.

There is no single thing you could point to and say: that's the unerring indication of quality, or honest workmanship; rather there's the repeated impression, as you poke in the corners, that everything has been done properly and to high standards.

She is an "almost full-keeled" boat, with a generous notch cut out between the ballast keel and the rudder to reduce wetted surface, add speed, and enhance manoeuvrability. By modern racing boat standards, her waterline is not particularly long, but conversely, she has good reserves of buoyancy in the ends and a longer waterline when heeled.

In fact, all the characteristics of hull

and rig are conservative. Sail area is perfectly adequate, but the aspect ratio of the main, for instance, while modern, is not extreme. The aim seems to be respectable performance all around, rather than catering to the fast beat. The aluminum mast and boom are epoxy coated and virtually maintenance free. The stays and shrouds are 3/16-in. stainless wire, and halyards are s/s wire with rope tails.



Example of Hullmaster 27 quality is the largest ice box we've seen on a 27-footer with 3-in. insulation on the cover and around the bins.

The standard rig includes the items genuinely needed for safe, efficient cruising (cruising should not imply inefficiency; quite the reverse). As delivered, the Hullmaster 27 has main and working jib (owners will want at least another foresail), two Barlow 22 two speed winches, a Barlow 15 halyard winch, the snatch blocks, and two items which I think every sailboat should have — a mainsheet traveller and slab reefing gear.

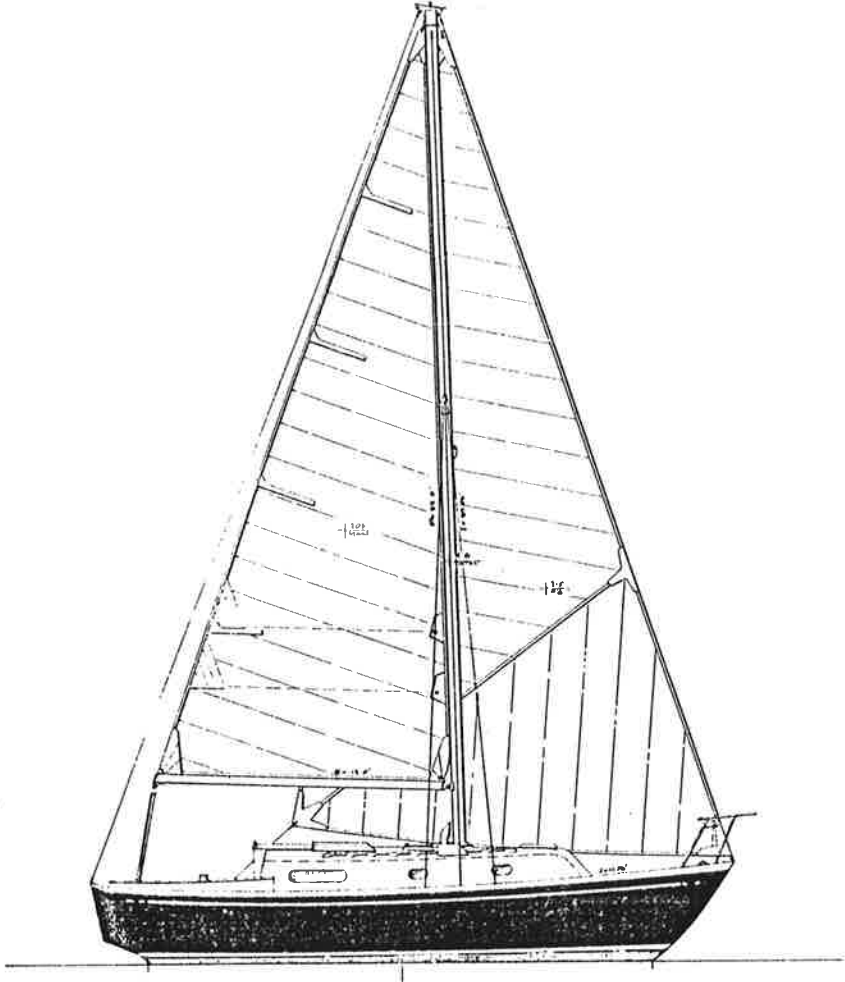
Other notable topside indications of attention to necessary detail are the really good quality mooring cleats, the chocks cast in to the toerail where needed, the placement of running lights on the bow pulpit, the properly fitted scupper drains in the cockpit, the full length teak grabrails.

Below, Hullmaster has the straightforward, and therefore comfortable accommodations you would expect from a builder who is not going to go for gimmickry. The forward V-berths are long and of good width, with thick foam mattresses and with a shelf for personal effects port and starboard. The head, enclosed between the main bulkhead and the forward berths, has a couple of lockers and a pull-out sink/vanity arrangement, which means that the space opposite can be used for a shelf and hanging locker.

The main cabin has settee berths facing each other with a fold down table between them. At the aft end of the main cabin is the galley, with lots of working surface and bins below and a remarkably capacious ice box. Behind it, and close to the afterbulkhead, is an oilskin locker, a feature that winter sailors will consider essential for keeping a dry ship and cheerful crew. The interior decor leans heavily on teak, including the cabin sole and the table.

# Specifications:

L.O.A.	27.3"
L.W.L.	21'6"
Beam:	9'3"
Draft	4'3"
Displacement:	7400 lbs.
Ballast:	3020 lead internal
Ballast ratio	40.8%
Sail Area:	414 sq. ft.
Designers:	Brewer, Wallstrom, & Associates.



  
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