

# e33

## Daysailer

As seen in **Sailing**  
Magazine

It's 2:30 p.m., 79 degrees and I'll be done with these reviews pretty soon. I could go sailing. I have to be home by 7 p.m. but that leaves at least time for a three-hour sail and this e33 would be the perfect boat. The wind is light, out of the south, but it will build as the day wanes. I don't want to hike. I don't want to work real hard. I just want to sail and think, and Jeremy Wurmfeld's e33 looks like the ideal daysailer for my needs. Jeremy worked with veteran racer and sailmaker Robbie Doyle to put this design together.

Most of our newest large daysailers still devote a good part of their volume to cuddy cabin accommodations. I only need a place for the porta potty and the Igloo cooler. There are settee berths in the e33 but I don't think you would use them often. This boat is all about cockpit and daysailing convenience and looking good. The cockpit is long and designed to make all the lines within easy reach of the skipper. You can choose from having the main halyard exit the mast below in the cuddy cabin and led aft or you can run the halyard under the deck and have it exit to a winch right below the head of the tiller. It's nice to set sail while powering out of the moorage and if you don't have an autopilot this arrangement will work nicely. To help lead lines in the cockpit there is a raised "pod" running almost the full length of the cockpit sole. The mainsheet gross and fine tune blocks are mounted on the forward end of this pod. The fine tune upper blocks are all located within the carbon boom just to clean things up visually. The cockpit table mounts in a cup built into the pod. This pod will also make a handy foot brace for when you are heeled.

The tiller is interesting in

that it has a dogleg in it to allow the rudder stock head it to be mounted directly below the mainsheet traveler. It's end-boom sheeting, which is perfect, but in most cases this will interfere with the tiller. Jeremy has solved this with the dogleg tiller. There is a small teak grate seat above the tiller and aft of the traveler so that you won't inadvertently get a foot stuck down and wedged in when you are in the middle of a tack. Traveler controls are at seat height and perfectly placed so the helmsman can get to them quickly in a puff.

You can have a self-tacking jib if you want it and that single sheet exits the pod at the aft end and can also lead to the winch that serves the mainsheet. The jib furling line also exits the pod at that point, as does the tack line for the spinnaker, so all critical controls are very close to the helmsman. If you choose to do a standard jib sheet arrangement the two sheets lead to short tracks on the top of the house

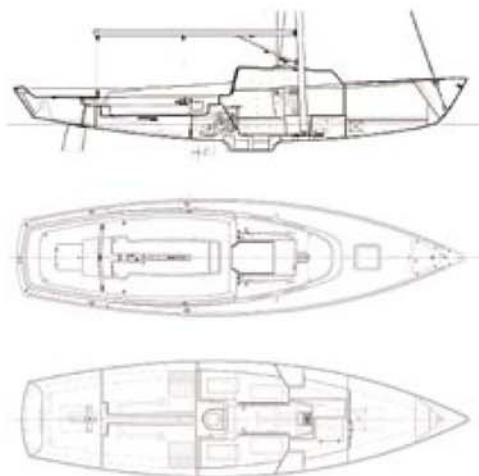
and lead aft to both gross and fine tune controls adjacent to the companionway. Are you with me so far? The gross tune controls are outboard on the housetop and exposed. The fine tune controls,

Etchells style, are inboard and under a fairing piece to keep the deck tidy. This is an

exceptionally well-thought-out deck plan. Of course,

the price you pay for leading lines aft under the deck is friction. You will have enough

friction. You will have enough



deck layout options with this design to make it suit your style of sailing.

The hull is modern in its geometry and classic in its aesthetics. The sheer is gentle and there is enough overhang in each end to give the boat a delicate look. This is a moderately light boat with a D/L of 146 and an L/B of 3.82, making it on the narrow side of moderate. Draft is 5 feet, 9 inches and there is 2,500 pounds of ballast. The blade rudder is tucked well under the counter.

The sailplan shows spreaders swept 30 degrees and no backstay. The angle of the spreaders does the work of the backstay and allows a mainsail with exaggerated roach. This adds sail area while keeping the center of pressure low for enhanced stability. The mast is carbon. If we use 100 percent of the fore triangle and E and P for the mainsail we get a total sail area of 398 square feet for an SA/D of 18.28. But in a design where the mainsail roach is so significant it's a shame not to include it in the SA. So, if I use the actual area of the mainsail, with roach, we get a total sail area of 531 square feet and an SA/D of 24.39. This is plenty of power for a boat where hiking is not permitted. A large asymmetrical chute can be flown if you have crew or are feeling omnipotent.

Construction is underway at Waterline Systems in Portsmouth Rhode Island and you can see the first e33 at the Newport and Annapolis boat shows.

I'd head right down to the dock now, but it's a long drive from Seattle.

LOA 33'8"; LWL 27'1"; Beam 8'9"; Draft 5'9"; Displacement 6,500 lbs.; Ballast 2,500 lbs.; Sail area 531 sq. ft.; SA/D 24.39; D/L 146; L/B 3.82; Auxiliary Yanmar 1GM10-SD20; Fuel 10 gals.; Water 10 gals.

E Sailing Yachts, 43 Norman St.,  
Marblehead, MA 01945, (646) 591-4416.  
[www.esailingyachts.com](http://www.esailingyachts.com).

