

The Tayana 37ⁱⁿ perspective

by Ted Brewer

Comparing a classic bluewater cruiser with three rivals


THE BOB PERRY-DESIGNED TAYANA 37 HAS LONG BEEN CONSIDERED one of the classic bluewater cruisers in her size range, as have the other three yachts in this comparison. Certainly the Tayana has a lot going for her: husky displacement, generous sail area, a high comfort ratio, very low capsizing factor, and reasonable draft, neither too deep nor too shoal. Many cruising sailors will favor her full-keel configuration over that of the moderate fin keel of the Crealock 37 although I, for one, feel that either configuration is quite acceptable for offshore cruising.

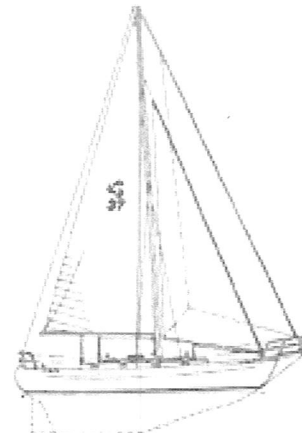
My only concerns about the Tayana would be for her modest ballast ratio and her deck-stepped mast. Her good draft helps allay fears about the ballast ratio to some degree, and the deck-stepped mast (though not my preference) is acceptable, provided the tube is adequately strong. A friend of mine, a retired USCG commander, has sailed all over the world in his Tayana 37, and I've never heard a word from him about any problems with either her stability or her rig.

The three double-enders in this comparison have, far and away, the heaviest displacement/length ratios. There is certainly nothing wrong with that for an oceangoing vessel as long as the sail area is commensurate with the displacement. The Hans Christian has a rather low sail area/displacement ratio, though, and, with her long waterline and full keel, would not be at her liveliest in a light breeze. She may not be the best choice for summer sailing on Long Island Sound, but she definitely appears to be eminently suitable for rounding Cape Horn or equally adventurous voyages.

The Crealock 37 appears a bit light on sail area also, when compared to the Tayana and the Island Packet, but her narrower beam, shorter waterline, and moderate fin keel eliminate a great deal of wetted surface so I expect she would perform quite well in our usual summer breezes. Indeed, if it came to an around-the-buoys race, the Crealock may well have a slight edge over her full-keel competition.

The Tayana and Hans Christian have it in spades when it comes to motion comfort, due to their generous displacement. They would be the boats of choice to ride out a gale, but the other two are still in a normal range for yachts of their size and should have no problems encountering the usual ocean swells.

Selecting one of these four yachts over the others will definitely come down to a personal choice. They all have unique advantages: the versatility of the Tayana, the huskiness of the Hans Christian, the performance of the Crealock and, not to be overlooked, the shoal draft of the Island Packet for the kind of coastal gunkhole cruising that so many of us love. It's your choice. 



Tayana 37



Crealock 38



Hans Christian 38T



Island Packet 38

	Tayana 37	Crealock 37	Hans Christian 38T	Island Packet 38
LOD*	36'8"	36'11"	37'11"	38'0" **
LWL	31'10"	27'9"	33'0"	33'0"
Beam	11'6"	10'10"	12'4"	12'8"
Draft	5'8"	5'6"	6'0"	5'0"
Displacement	24,000 lb	16,000 lb	26,500 lb	19,000 lb
Ballast	7,340 lb	6,200 lb	9,800 lb	7,600 lb
Beam/LWL ratio	0.36	0.39	0.374	0.384
Disp./LWL ratio	332.2	334.3	329.2	236.0
Bal./Displ. ratio	30.6%	38.8%	37%	40%
Sail area	864 sq ft	619 sq ft	791 sq ft	735 sq ft
SA/Displ. ratio	16.6	15.6	14.2	16.5
Capsizing number	1.6	1.72	1.65	1.9
Comfort ratio	42.8	33.7	41.6	28.7

* LOD is Length on Deck and is used instead of LOA. All these yachts have bowsprits so LOD is more descriptive of the actual hull.

** LOA is given as 41 feet in some articles about the boat but appears to include the bowsprit. I've used an LOD of 38 feet for purposes of comparison.