

ALAN PAYNE TALKS ABOUT THE 8.7.



Alan Payne

"The general thought was that if we took a clean sheet of paper and wrote on it all of the desirable qualities and then started on the design with the idea of spend-

ing the time and money that one spends on designing a racing yacht—combining it with a whole lot of actual testing—we might come up with a boat that looked different from anything that had been seen before."

"Even in a racing yacht, it is the package of good qualities rather than any single good quality which counts."

"The 'super-cruiser' design is intended to be a balance of good handling qualities, safety and ability in rough weather, and speed. We wanted a boat that would be used for the kind of cruising most people do."

"There were problems because the average flat-bottom, firm-bilge boat has all sorts of nasty handling characteristics. Now we had to design them out. We had the most terrible time for a while, but in the end, the answer came through."

"The final satisfactory result was achieved by combining a wide beam, a

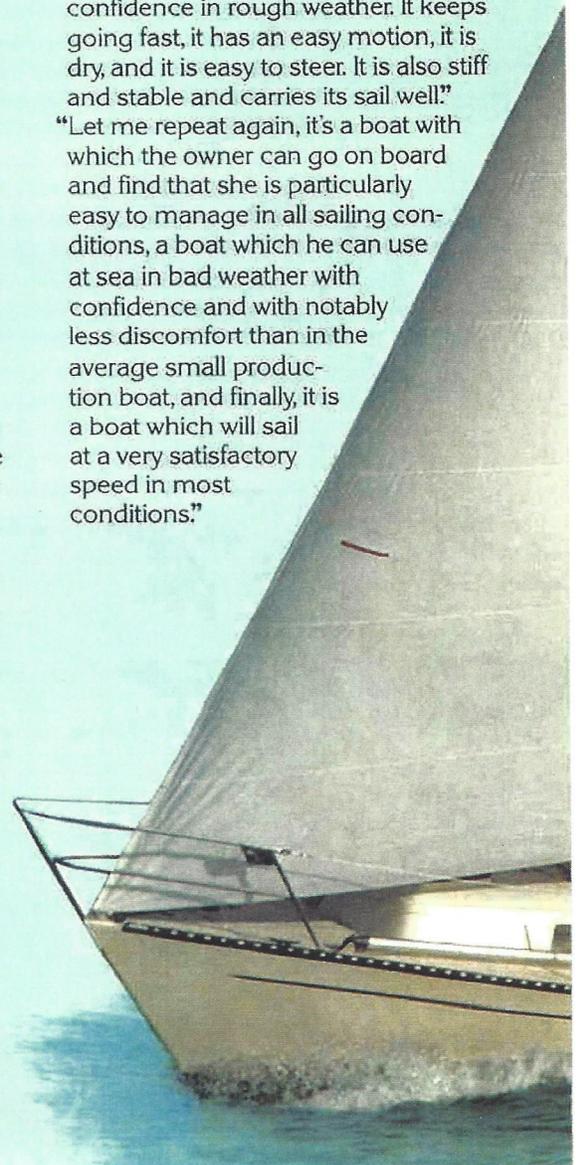
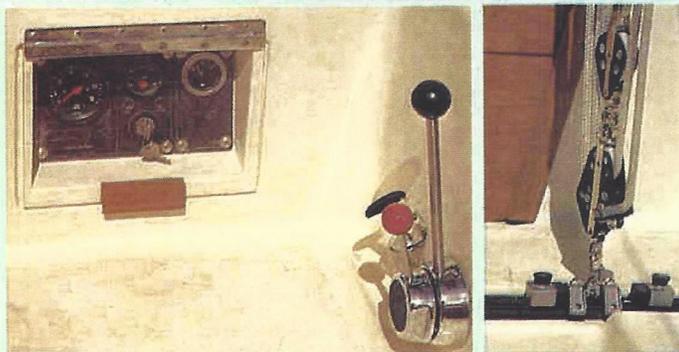
flat-bottomed shape amidships with firm bilges, and bow and stern shapes which are different to the shapes adopted nowadays in rather thoughtless imitation of shapes which have been developed to fit the geometry of a racing rule."

"The bow shape has been chosen principally for its effect on steering. The U-shape reduces weather helm when the yacht is heeled and makes the boat

much easier to steer in a following sea. On top of the veed stern there is a fairly wide spreading out transom in the style of the early American yachts like the schooner 'America'. This stern confers useful deck space and acts as a very good pitch damping device when the yacht is heeled over."

"The net result of the combination of bow, midships and stern shapes is a boat which imparts tremendous confidence in rough weather. It keeps going fast, it has an easy motion, it is dry, and it is easy to steer. It is also stiff and stable and carries its sail well."

"Let me repeat again, it's a boat with which the owner can go on board and find that she is particularly easy to manage in all sailing conditions, a boat which he can use at sea in bad weather with confidence and with notably less discomfort than in the average small production boat, and finally, it is a boat which will sail at a very satisfactory speed in most conditions."



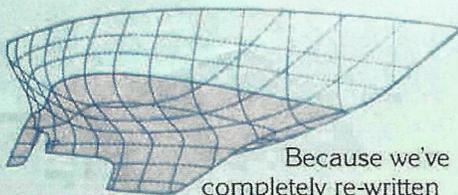
OUR FIRST RULE: FORGET ALL THE RULES.

For a long time, your choice of a cruising sailboat has been limited by a set of unwritten rules. Rules that go something like this:

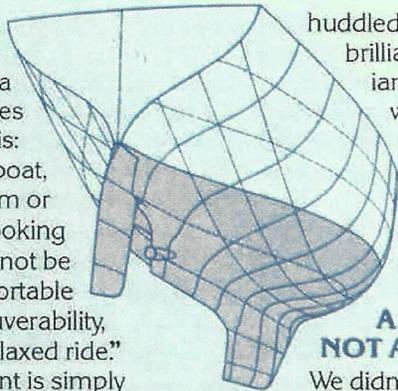
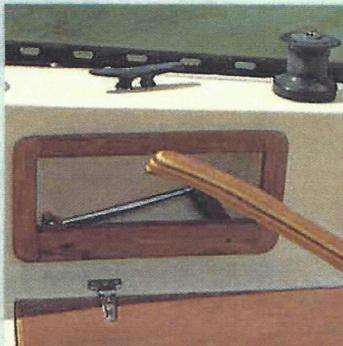
"If you want a fast boat, you can't have elbow room or storage space. If you're looking for power, then you must not be concerned about a comfortable layout. If you want maneuverability, you can't have an easy, relaxed ride."

And so on. The point is simply this. If you wanted one good sailing characteristic, you had to compromise with another.

Until now.



Because we've completely re-written the design rulebook with the Columbia 8.7 Widebody Supercruiser. 29 feet of everything that you want in a cruiser. It was inspired two years ago when we



huddled with Alan Payne, the brilliant 12-meter Australian designer. Together, we drew up a list of all the sailing, handling and comfort features today's cruising family wants.

A BLEND, NOT A COMPROMISE.

We didn't take any short cuts or fall short by compromising when we designed the 8.7. We blended all the most desirable design features together, all of them. And it's the first time any boat has offered all of them.

You'll track straight, maneuver tightly under power, and get great speed downwind. Because she has a long fin keel, a long waterline, a fine entry, a unique "skeg-on-skeg" stern section, a tall rig, and a rudder that's well aft and down deep.

You'll point high, command an effortless helm, and get great speed upwind. Because of her balanced ends, inboard chainplates, narrow sheeting angles, a low wetted surface, U-shaped sections forward, and V-shaped sections aft.

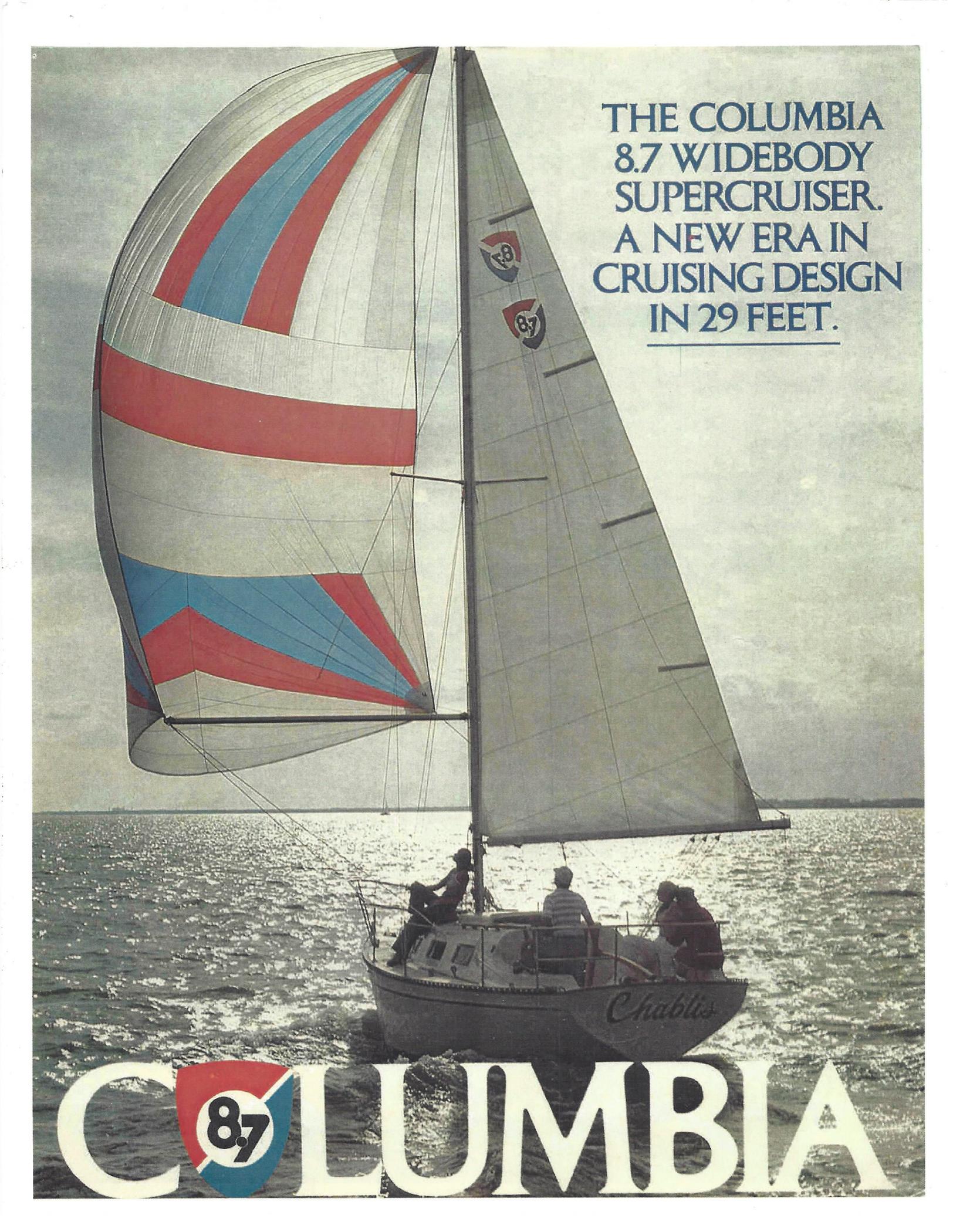
Hard bilges amidships, a flat bottom, and a very wide water plane combine to give you unparalleled stiffness, stability and safety.



ONLY OUR "WIDEBODY" OFFERS SO MUCH BELOW-DECK LIVING SPACE FOR COMFORTABLE CRUISING.

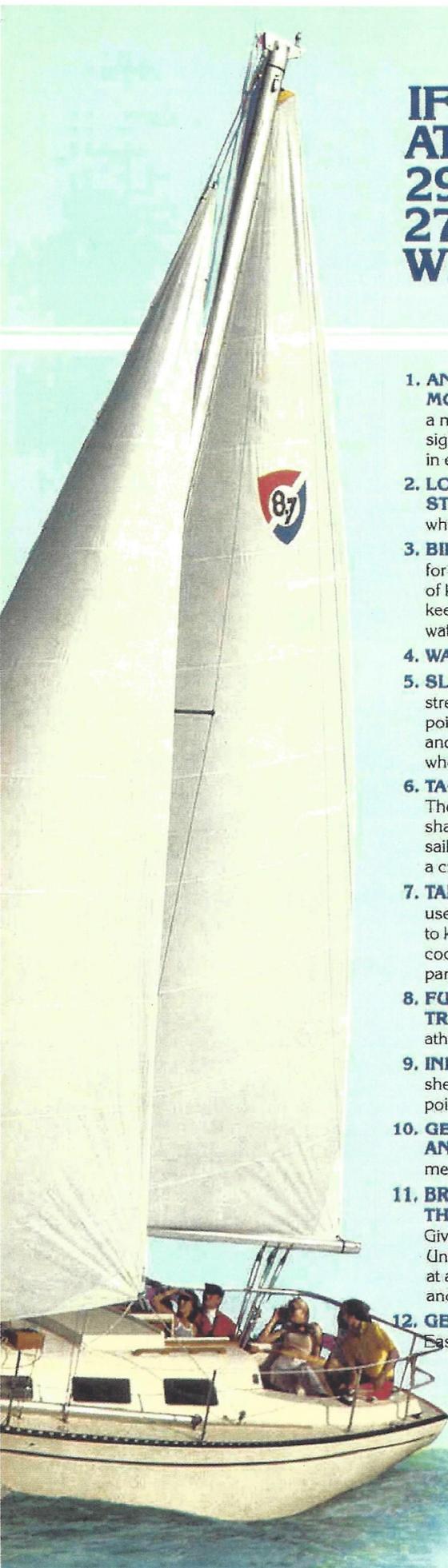
Step through the roomy cockpit and go below. You'll genuinely be surprised at the wealth of teak and the abundance of living area. Hard chines and a wide low sole make it possible.





THE COLUMBIA
8.7 WIDEBODY
SUPERCRUISER.
A NEW ERA IN
CRUISING DESIGN
IN 29 FEET.

C  LUMBIA



IF YOU LOOK AT ANY OTHER 29 FOOTER, TAKE THIS 27 POINT CHECKLIST WITH YOU.

- 1. AN ANCHOR LOCKER FLUSH MOUNTED ON THE BOW.** This keeps a messy anchor and anchor line out of sight, out from under foot, close at hand in emergencies.
- 2. LONGITUDINAL TOPSIDE STRINGERS.** For strength, and rigidity when blasting to weather.
- 3. BILGE SUMP.** Cavity under cabin sole for collection of bilge water and inspection of keel bolts, wiring and plumbing. It also keeps an unexpected increase in bilge water from splashing around in the cabin.
- 4. WARM, NATURAL TEAK INTERIOR.**
- 5. SLOTTED TOE RAIL.** This increases strength of hull/deck joint, provides infinite points of attachment for running rigging and a safe lip for feet to slide up against when deck is pitching and slippery.
- 6. TACK HORNS** (on stem fitting). These reduce time spent fiddling with shackles and pins when changing headsails, allows absolute minimum time for a crew member to be out on the bow.
- 7. TALL BRIDGE DECK.** Serves as a useful cockpit seat, also provides a dam to keep spray from splashing into the cockpit and spilling down through companionway into the cabin.
- 8. FULL WIDTH ROLLER BEARING TRAVELLER.** Provides infinite points of athwartships adjustment for main sheet.
- 9. INBOARD CHAINPLATES.** Close sheeting angle for headsails, for a higher pointing ability when beating upwind.
- 10. GENOA FAIRLEAD T-TRACKS AND CAR.** Effortless, infinite adjustment of headsail fairleads.
- 11. BRONZE SEACOCKS ON ALL THROUGH HULL FITTINGS.** Gives you instant operation of valve. (Unlike plumber's gatevalves, you can tell at a glance whether it's open or closed, and it'll never twist off or freeze).
- 12. GEL COATED INNER HULL.** Easy to clean, "finished" appearance.
- 13. BULKHEAD MOUNTED DROPLEAF TABLE.** Folds up and out of way to open up cabin during day. With starboard leaf down, two people can dine comfortably to port without inhibiting passage forward.
- 14. CIRCUIT BREAKERS.** Unlike fuses, these independent circuits shut down when over-loaded or shorted. There is no chance for overheated wiring or a total system shortout.
- 15. BATTERY CONDITION METER.** You can determine the strength of your battery(ies) and which needs a chargeup just by simply throwing a switch.
- 16. OPTIONAL TEAK SOLE.** Handsome complement to teak interior, and gives you superior footing underway.
- 17. DOUBLE RAIL STAINLESS STEEL PULPITS.** Stronger than single rails.
- 18. 360° ENGINE ACCESSIBILITY.** This is very important when hand starting engine, checking filters, bleeding injectors, changing oil, etc.
- 19. ENGINE DRIP PAN.** Keeps fuel/oil spills from fouling the bilge and attacking bilge pump impellor.
- 20. OPENING PORTS (OPTIONAL).**
- 21. ELECTRICAL BONDING.** This ties all electrically charged systems and dissimilar metals to one sacrificial zinc plate, to reduce galvanic corrosion (electrolysis).
- 22. PROTECTED, NON-STRUT PROP.** This keeps prop and shaft protected from submerged objects, eliminates chance of shaft whip putting shaft out of alignment.
- 23. ATOMIC 4, VOLVO, OR YANMAR.** Quite simply, the best small gas or diesel sailboat auxiliaries on the market.
- 24. LEWMAR WINCHES.** Again, the best brand available.
- 25. TILLER ON TRANSOM.** Keeps it from banging people's knees - can sweep from side to side above knee height.
- 26. 10" DEEP SINK.** Much deeper than most, it provides a handy protected storage place for open bottles, jars, etc.
- 27. TRASH BIN.** A convenient hamper right next to the sink.

COLUMBIA'S 8.7-METER, 29 FOOT WIDEBODY SUPERCRUISER.

THE SPECS.

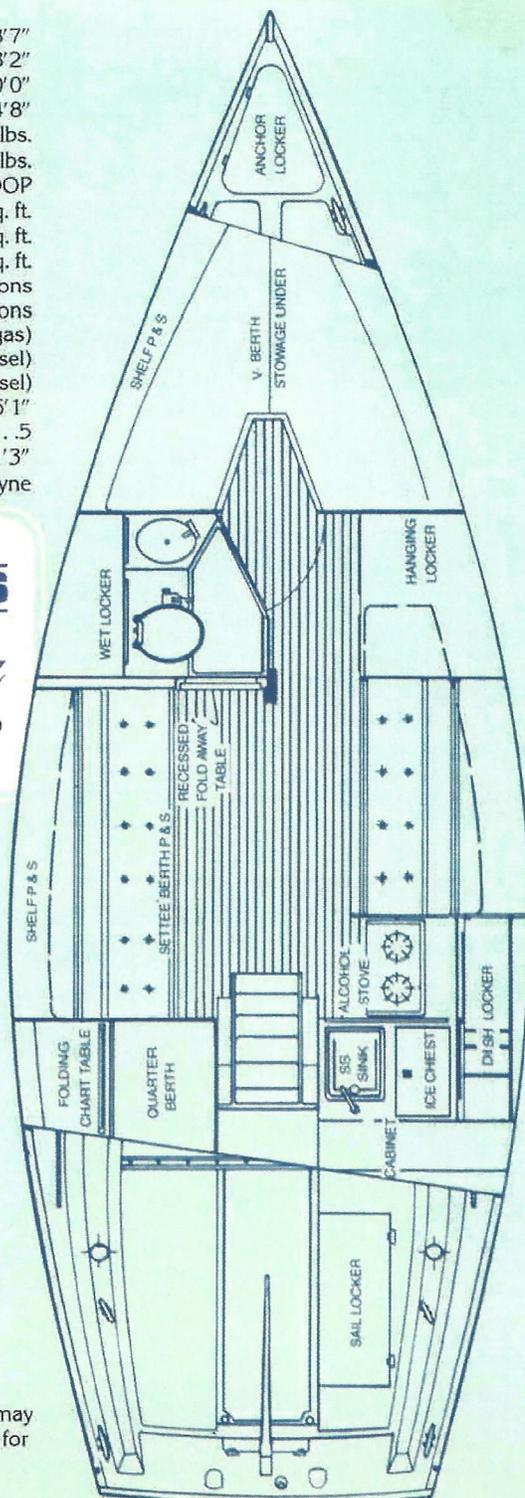
LOA28'7"
 LWL23'2"
 Beam10'0"
 Draft4'8"
 Displacement8500 lbs.
 Ballast3500 lbs.
 RigSLOOP
 Sail Area (Total)424 sq. ft.
 100% Foretriangle238 sq. ft.
 Main186 sq. ft.
 Fuel20 Gallons
 Water30 Gallons
 Power (Std.)Atomic 4, 30 hp (gas)
 (Opt.)Volvo MD-7A 13 hp (diesel)
 (Opt.)Yanmar 2QM15, 15 hp (diesel)
 Maximum Cabin Headroom6'1"
 Sleeping Capacity5
 Vertical Clearance41'3"
 DesignerAlan Payne



HUGHES

Columbia

Huron Park
 Ontario, Canada. NOM 1Y0
 Phone: (519) 228-6962



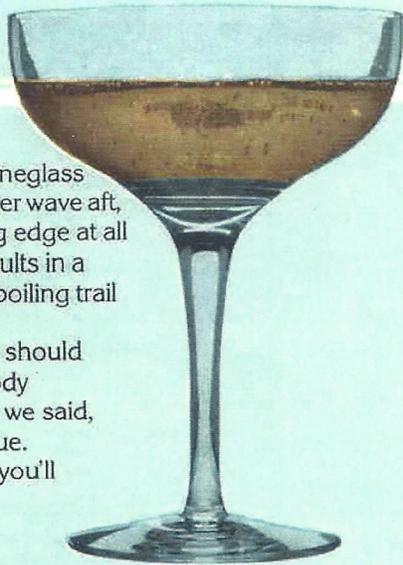
Some of the photographs in this brochure may depict optional equipment. Ask your dealer for a specific listing of options.

TINY BUBBLES.

The 8.7 has a traditional Wineglass transom that pulls the quarter wave aft, and makes for a fine trailing edge at all angles of heel. And that results in a light, bubbling wake, not a boiling trail of foam.

There's a lot more you should know about the 8.7 Widebody Supercruiser. Because, like we said, it sounds too good to be true.

But it is. And we think you'll agree.



The Wineglass Transom
The proud mark of all Widebody Supercruisers.



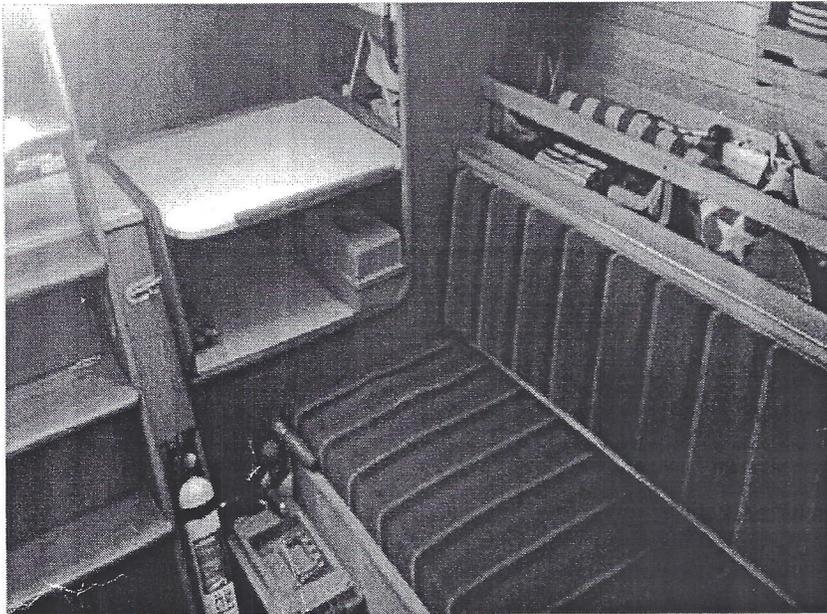
CL > [southern MD](#) > [all for sale / wanted](#) > [boats - by owner](#)

[reply](#)

[prohibited](#) ^[2]

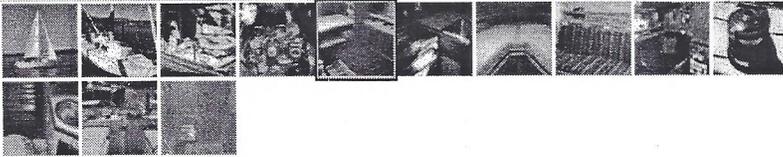
Posted: 5 days ago

1977 Columbia 8.7 (28'7") [REDACTED] (Solomons, MD)



© craigslist - Map data © OpenStreetMap

([google map](#)) ([yahoo map](#))



The Columbia 8.7 is an Alan Payne designed 29-footer (28' 7"). Payne, the Aussie 12-meter designer, blended a number of sailing, handling and comfort features in this and his other wide-body designs to produce a sensible cruising vessel with little compromise. The wide beam carried well aft, along with the low turn of the bilge, provides a generous interior for comfort for a family of 5 with 6'2" headroom. Her bottom is flat flanked with a U-shaped section forward and a V-shape section aft offering a very low wetted surface for speed, yet excellent stability and stiffness, which, along with a superb construction method and materials, transcends into unparalleled safety. Her interior is warm with lush teak. She has a deep bilge. She has a tall bridge deck for safety and an additional seat. Her chain plates are inboard for a tighter sheeting angle and an easy walk to the bow where you can get at the anchor which is stowed in the large anchor locker. The list of features goes on and on.

Full Sail has had many upgrades in the past years. The largest of which is a new (2006) 16 HP Beta Marine diesel. In addition to the engine, the entire exhaust and fuel system was replaced, including a new fuel tank in August 2008. She has a new 7/8" stainless steel shaft. New Groco Bronze seacocks on all five thru-hulls. She sleeps five and has a bulkhead mounted dining table and full galley including CNG stove/oven, deep sink, and refrigeration. Attractive teak interior and teak and holly cabin sole. Manual head with holding tank and y-valve for overboard discharge (where legal). Cockpit features a full compliment of Autohelm instruments and Autopilot, tiller steering, self-tailing winches, newly renovated dodger, swim ladder. Recent upgrades also include cockpit cushions and reverse cycle Air Conditioning with electric heat.

This vessel is in great condition -- must see!

- do NOT contact me with unsolicited services or offers

post id: 4371593818

posted: 5 days ago

updated: 5 days ago

[email to friend](#)

[best of](#) ^[2]

Equipment List

Mechanical

Beta Marine BZ602 16 hp Diesel engine (New in 2006)
20 gallon aluminum fuel tank (2007)
Racor 500 FG fuel filter (2007)
New 7/8 Drive Shaft and Cutlass Bearing (2006)
2-blade 15x8x7/8 fixed propeller
PSS shaft seal
Groco raw water filter (2006)
Single lever Cockpit gear shift and throttle control
Engine instrument panel
Tiller steering

Galley

Force 10 2 burner CNG stove w/oven (1994)
Adler Barbour 12 volt refrigeration (1998)
Stainless steel sink
Freshwater foot pump (rebuilt 2009)
Salt water foot pump
Rail mounted Magna Propane Grill

Electrical

120 volt shore power
50' and 25' shore power cords
(4) 225 AH Trojan 6V Golf Cart batteries (2005)
Link 10 Battery Monitor
70 amp alternator
Adverc Battery Management System
Xantrex 40 amp Smart battery charger
Sony AM/FM stereo w/CD player
Sony 40 amp power amplifier
4 cabin speakers
2 Cockpit Speakers

Ventilation

12000 BTU Reverse Cycle A/C (electric heat) (2010)
Large main companionway hatch
22" Lewmar Roll-Stop forward hatch
Forward Hatch Screen
(6) Lewmar opening ports with screens
Windscoop
(2) 12 volt cabin fans
(1) 12 volt fan in head
(2) solar powered Nicro dome vents

TRACING
OF HULL NUMBER
ON BOAT
NOT 6299

Navigation

Tacktick Wind speed/direction (2009)
Autohelm ST50 knot meter (1993)
Autohelm ST50 depth sounder (1991)
Autohelm ST50 multi-function repeater (1991)
Autohelm ST4000/T autopilot (1992)
Ritchie bulkhead mounted compass (2006)
Standard Horizon Quest+ VHF radio (2006)
RAM+ mike in Cockpit (2006)
12 volt hand held spot light (WM 2006)
Barometer and clock
Chart table with chart storage

Hull and Deck

Stainless steel bow pulpit and stern rail
Stainless steel swim ladder
Double life lines with single gates (new 2000)
Masthead anchor light
Bow pulpit mounted running lights
Stern light
Steaming light on mast
Foredeck flood light
Solid teak drop boards
Bow anchor locker
(4) large mooring cleats
1 1/4" genoa track with cars (rebed w/ new bolts 2006)
Perforated aluminum toe rail
Custom Cockpit cushions

Ground Tackle

200' 1/2" rode
25 lbs. CQR anchor, 50' 1/4" galvanized chain
12 lbs. Danforth anchor, 10' 3/8" SS chain
FX-11 Fortress Anchor, 6' 1/4" galvanized chain
Mooring lines and fenders

Rigging, Sail and Canvas

Cruise equipped
7/32" 7x9 wire standing rigging
Rope running rigging
(2) Lewmar 30 ST 2-speed sheet winches (2007)
(2) Lewmar 10 1-speed halyard winches
(2) snatch blocks
Thurston cruising spinnaker (1982)
Bamar Roller Furling System (2003)

Quantum 140 RF Genoa (2003)
Northwind fully battened main sail (1992)
Dodger (2004) *New glass 2014*
Mainsail cover, Custom (2004)
Sun awning (1978)
Tiller cover (2006)
Drop board bag (1995)

Safety

LifeSling 2
Electric bilge pump
Manual bilge pump
(3) fire extinguishers
Flares (hand-held and 12 ga.)
5 Floatation cushions
4 Type II PFD's
Jack Lines

Plumbing

Raritan PHII manual head (2008)
13 gallon Todd holding tank
20 gallon Todd freshwater tank
Deck wash down pump and hose
5 Groco bronze sea cocks (2006 – 5th added 2010)

Tender

Saturn 8.5' Inflatable (2008)
Nisson 2.5 HP Outboard



CEDAR POINT FEDERAL CREDIT UNION

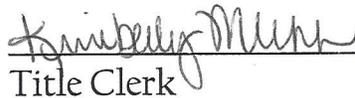
22745 Maple Road • Lexington Park, MD 20653
301-863-7071 • 301-863-0137 Fax
cpfcu@cpfcu.com

Dear CPFCU Member,

Congratulations on paying off your Chattel Loan. Enclosed you will find the Security Interest Filing for the collateral on the loan.

As I am sure you know, Maryland is a two part title system for boats as well as vehicles that have lien placed on them. When filing for a clear title thorough the Department of Natural Resources, you should have the Statement of Title, and the released Security Interest Filing, from the Lienholder.

A lien free Statement of Title exhibits to prospective buyers that the boat belongs to you alone, and make selling or trading the boat much easier. The same information applies to boat trailers. The trailers are titled by the Motor Vehicle Administration, and you will file with the MVA to receive a clear Certificate of Title.



Title Clerk

301-863-7071 ext. 201

