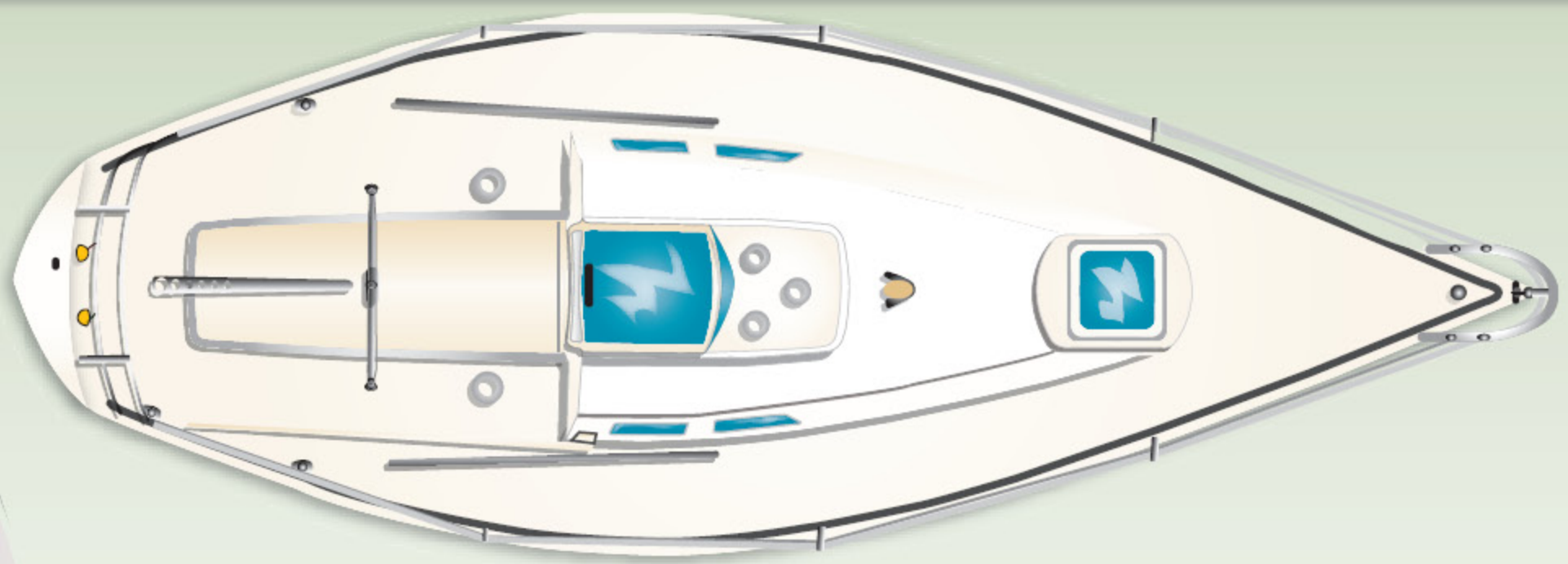
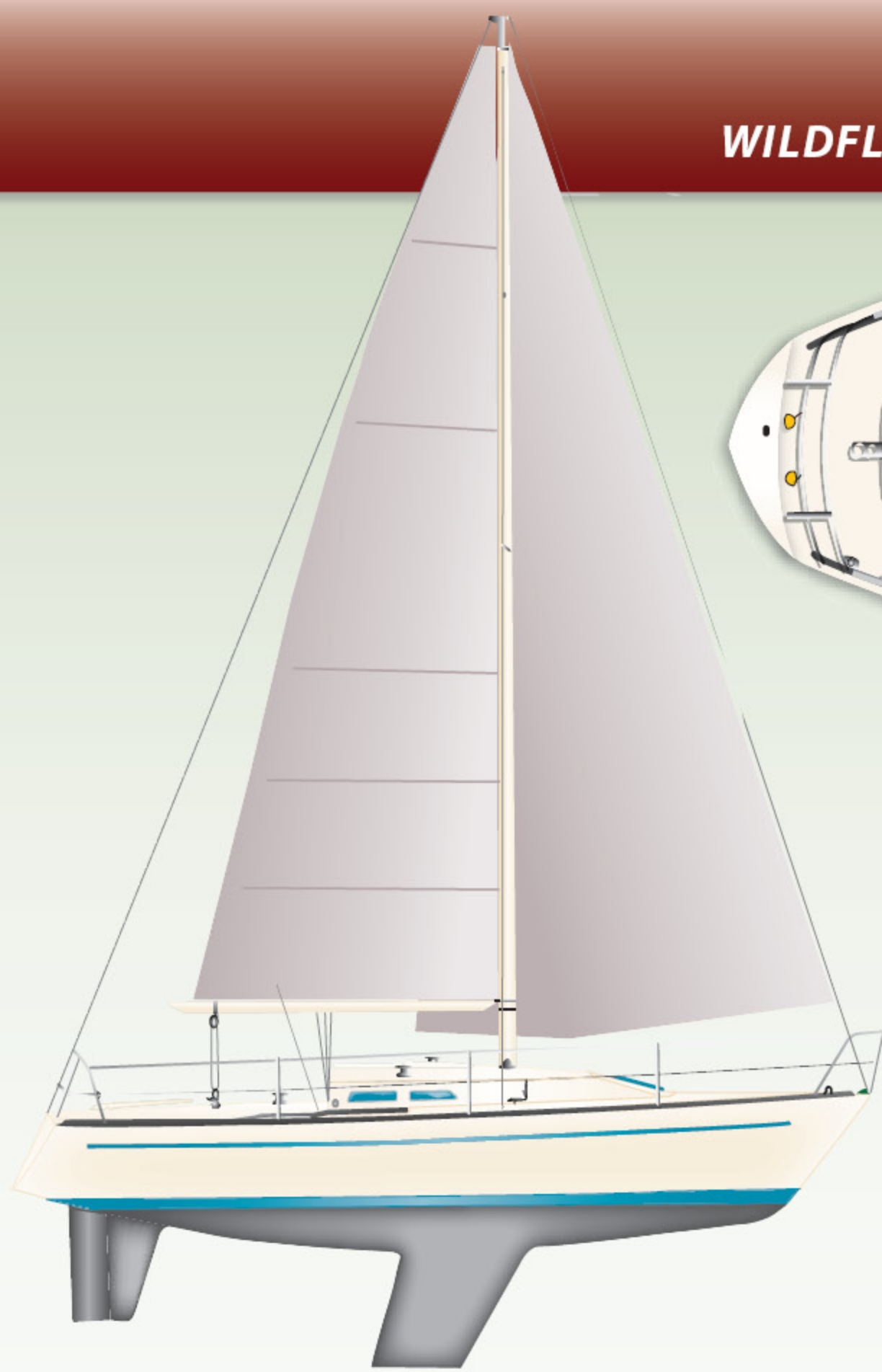


WILDFLOWER DESIGN DETAILS



With singlehanded sailing in mind, Skip Allan modified Wildflower's standard sloop rig (left) by adding a removable inner forestay for a staysail, which helps keep the boat well balanced under sail. A large skeg in front of the rudder helps improve directional stability downwind. The "pumpkin seed" plan (above) is typical of boats of the IOR era. Comparing published specs with two contemporary production boats, the C&C 27 and the Ericson 27, Wildflower competes well with the C&C around the buoys while the heavier Ericson, with its longer keel and conservative sailplan, offers greater stability and comfort in a seaway.

A Performance Cruiser with Some Big Mileage

Wildflower is a 27.5-foot masthead sloop/cutter from the design board of Thomas Wylie. Built as a performance cruiser, *Wildflower* has the wide beam (9 feet, 6 inches), narrow ends, and lead fin keel derived from the competitive Half-Ton racing class and IOR Rule of the early 1970s. *Wildflower's* San Francisco Bay Performance Handicap Racing Fleet (PHRF) rating is 183.

Wylie and *PS* contributor and *Wildflower* owner Skip Allan built the boat at Tom's shop in Alameda, Calif., from a female mold. *Wildflower* was launched in 1975, becoming the prototype of the successful Hawkfarm One-Design class. Its construction is a hand lay-up, solid fiberglass laminate hull, with a balsa core sandwich deck. The puncture resistance of an uncored hull was something Allan purposely chose.

The interior of *Wildflower* is 12 millimeter (½-inch) Bruynzeel mahogany plywood with a comfortable bunk aft under the footwell-style cockpit, a sea berth and nav station to port amidships, and a galley to starboard. Forward of the mast is sail stowage, a hanging locker, and porta-potty. A small canvas dodger shields the companionway hatch, and the boat can be steered from below with lines led forward from the tiller.

Wildflower's pumpkin-seed hull shape and 6,400-pound displacement (D/L ratio 267) is a far cry from more modern ultralight and downwind designs that might be chosen for racing to Hawaii. Nevertheless, with a robust Sail-O-Mat wind vane and a tiller pilot, a good complement of downwind sails and poles, oversize rigging and gear, and Allan's immunity to seasickness, *Wildflower* has proven to be a fast, comfortable, and easily handled passagemaker.

WILDFLOWER IN CONTEXT

	WILDFLOWER	C&C 27 MK II	ERICSON 27
LOA	27' 6"	27' 4"	26' 9"
LWL	22'	22' 2"	20' 6"
Beam	9' 6"	9' 2"	9'
Draft/Shoal	5' 4"	4' 3"	3' 11"
Displacement	6,400 lbs.	5,500 lbs.	7,000 lbs.
Ballast	2,700 lbs.	2,512 lbs.	2,900 lbs.
Sail Area (100 %)	338 sq. ft.	348 sq. ft.	323 sq. ft.
Engine	10 hp	10 hp	10 hp
Water	30 gal. (jugs)	30 gal.	18 gal.
Fuel	14 gal.	12 gal.	12 gal.
SA/D ratio	16	17.3	18
D/L ratio	267	211	362

Allan has lived aboard for 16 years, and cruised and raced *Wildflower* 90,000 miles, including two solo voyages to the South Pacific, as far as New Zealand, and back. *Wildflower* has also been to Alaska, Mexico, and six times to Hawaii. In 2002, Allan and Tad Palmer double-handed *Wildflower* to an overall win in the Pacific Cup Race from San Francisco to Hawaii against 70 competitors.

Though *Wildflower* has cruised 10 miles for every one mile of racing, Allan attributes much of the competitive success of the boat to its ability to be easily singlehanded and sailed at or near 100 percent potential.