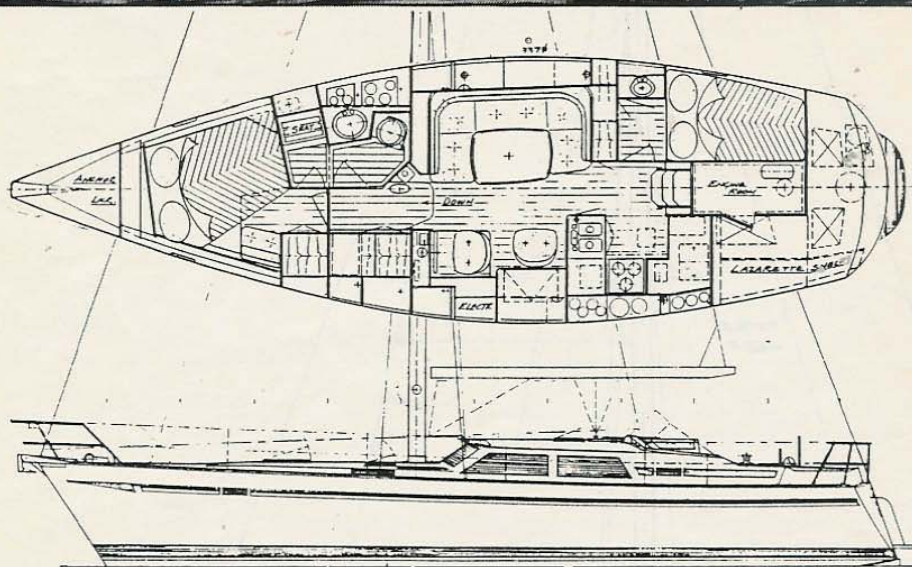




# Sceptre 41



## Specs

LOA 41'  
LWL 36'  
Beam 12'8"  
Draft 5'9" or 6'1"  
Displacement 21,500 lbs.  
Ballast 8,700 lbs.  
Sail Area 804 sq. ft.  
SA/D 16.01  
D/L 201  
Auxiliary Yanmar 4JH-TE  
55 hp  
Fuel 76 gals.  
Water 190 gals.

## Sceptre 41: Redesigned old favorite (Review by Robert H. Perry)

Some designs just keep going, while others die early deaths. If faddish trends and novelty solutions to cruising yachts start to bring you down, just look at the list of designs over 10 years old that are still produced and appreciated by experienced sailors. The Sceptre 41 is a great example of longevity in the marketplace. At the 10-year anniversary of the Sceptre, we find it completely redesigned by Hein Driehuyzen and as vital as ever. Let's take a look at what makes this particular design so long-lived.

To begin with, the Sceptre 41 sails well. I sailed the boat the same week that I also sailed two new designs. The one from the world's leading designer was markedly ho-hum at best. The second boat had a nice combination of sailing performance factors but was quite uncomfortable in the cockpit area. The third, the Sceptre, was a joy to

sail and, in fact, I could have sailed all day had not the temperature finally gotten to me. Under both sail and power, the Sceptre scoots along with a balance and feel to delight the knowledgeable sailor. I feel this design is very well suited to the ex-racing skipper who will not readily give up speed for comfort. Performance is a prime component of the success story of any of the long-lived designs.

Equally as important as performance in the case of the Sceptre is the fact that it has stood alone in a very narrow market niche. In short, the Sceptre has inside steering and a raised settee in the pilothouse. Is it a motorsailer? Maybe, if you put that label in its very best light. I don't think of the Sceptre as a motorsailer. It's just a sailboat with inside steering. If you are in the market for this type of boat, your choice has been severely restricted

and the Sceptre has enticed a lot of owners.

Certainly the quality of workmanship of the Sceptre has helped. I do not usually discuss quality because in many cases, I don't get to see the actual boat. However, I have been aboard several Sceptres and have always been impressed with the joinerwork and the detail design.

The Sceptre's layout gives all the advantages of a center cockpit boat without the disadvantages. Of course, someone is going to argue for two heads, but this new layout seems ideal to me. Changes include fewer berths and much more usable locker space, making this interior perfect for two couples. The large window area of the pilothouse makes the interior very light and airy. With the galley in the up position, this layout makes meal preparation a pleasure by not

isolating the cook from the guests.

Rig-wise, the Sceptre is well suited to the modern sloop/cutter configuration. With its small main and large foretriangle, there is plenty of room to fit in a staysail. In studying the sail plan, note the clean and unaffected lines of this deck. It is hard to imagine a yacht with so much interior volume can be so svelte in appearance. I'm sure this also has a lot to do with the longevity of this design.

Checking basic ratios, I find the D/L of the Sceptre to be 201 and the SA/D to be 16.01, indicating a moderately light cruising boat with a very manageable rig. I predict we will be seeing Sceptres produced for some time.

SAILING • 1992 MARCH