




*Superb performance under sail
sheer luxury inside*





A boat that's designed for relaxed, live-aboard family cruising is one thing – a racing boat that's designed for speed and performance is another. At Cobramold we've put an immense amount of thought into building a boat that combines all these qualities without compromising any of them. For the owner who wants the best of both these contrasting worlds we believe the new Leisure 27 will measure up in every way.

Briefly, the deck layout, sail plan and hull contours are what you'd expect for high-performance club and regatta racing, while the luxurious, incredibly spacious interior and deep roomy cockpit make it supremely suitable for comfortable inshore and offshore cruising.

Fast, safe, stable and predictable, the six-berth '27' is a truly outstanding addition to the highly popular Leisure family – which includes the famous '17', '20' and '23'.

With the hull in solid GRP with foam ribs and stringers for exceptional strength and minimum maintenance, and deck in balsa sandwich for maximum insulation properties, the Frank Pryor designed '27' is 22' on the water line and has a generous 9'2½" beam.

The non-slip moulded deck is clean and uncluttered with a flat foredeck for safe, sure anchor handling, while the sidedecks are wide enough to make movement forward as simple as possible. High topsides give an immense amount of room below with full 6'1½" headroom throughout, making this a really dry boat without creating excess windage. The internal

halyards run direct via deck-mounted turning blocks to their winches and cleats—all other winches, controls and instruments are readily to hand for the helmsman if he wants to sail single handed.

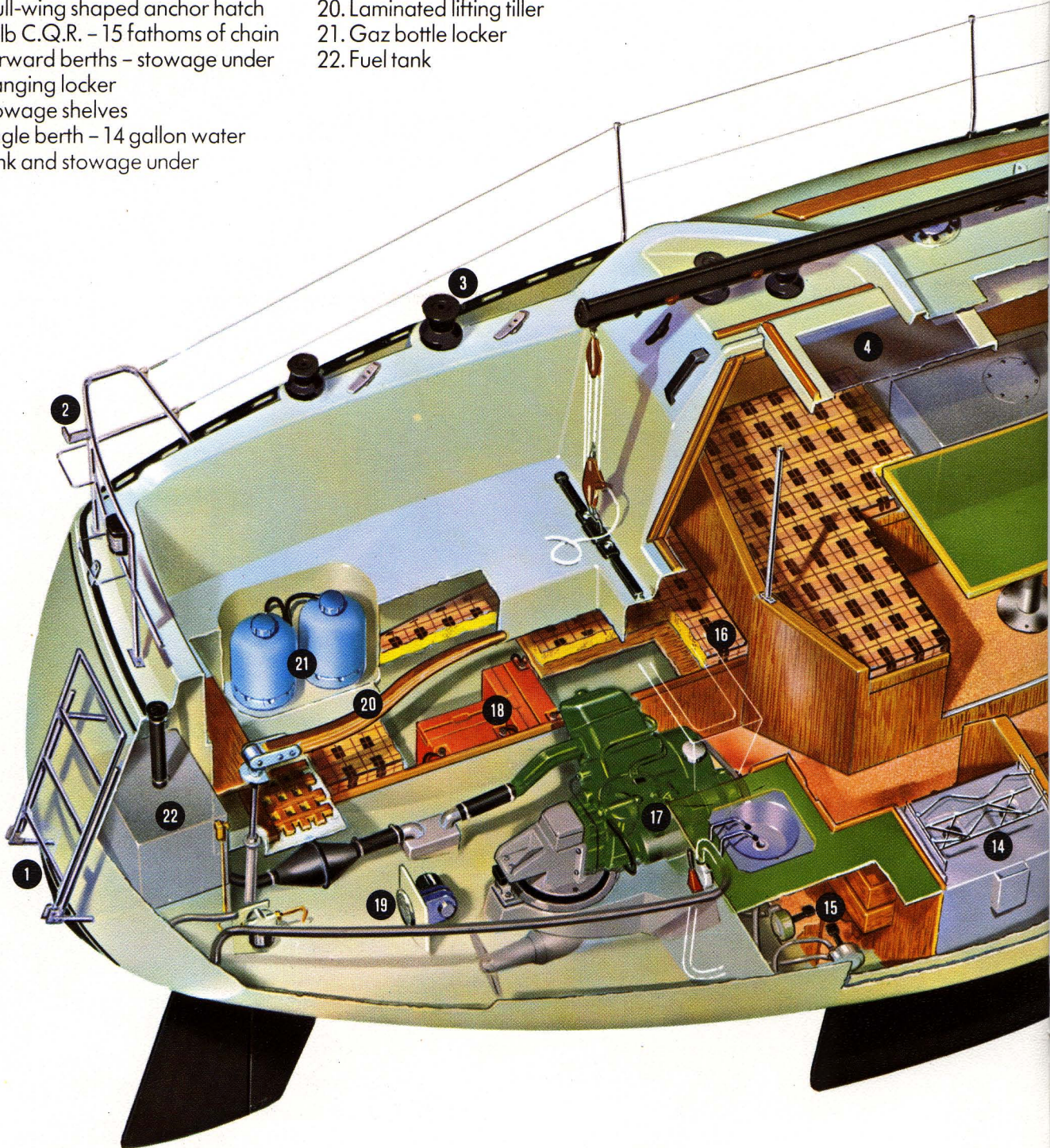
Under sail the '27' is practically vice free and is remarkably fast even in light winds. Whether reaching, running or pointing, it's a boat that always feels stable and sure-footed—and when you want to motor, the single-lever control 7.5 horsepower Volvo Penta Sailboat Drive engine, with its folding propeller, is ready at the turn of a key.

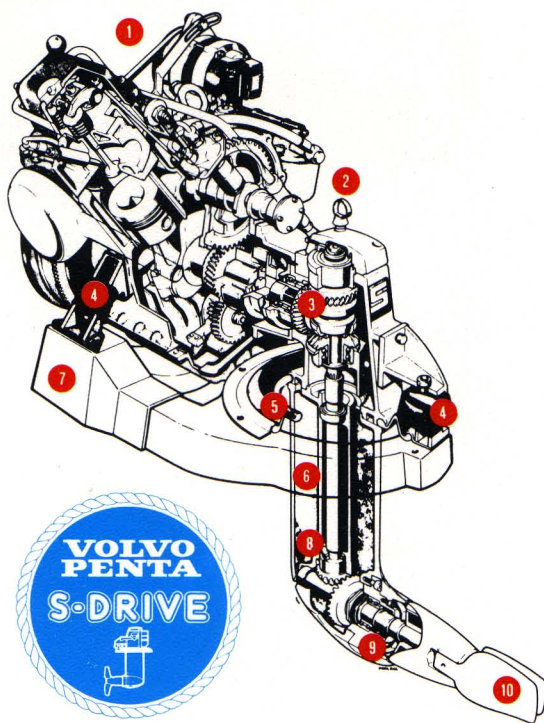
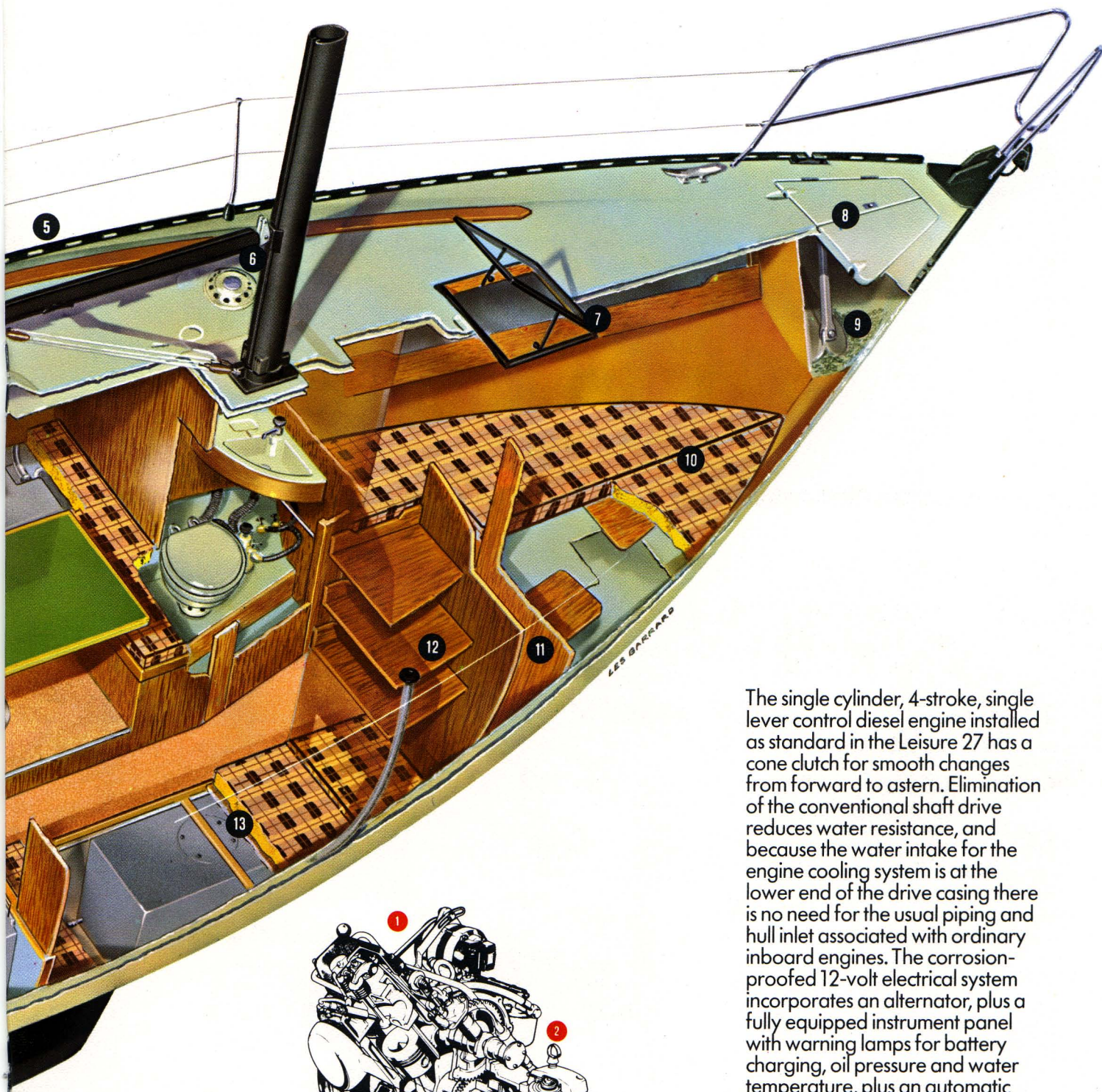
The lockable main hatch is in GRP and tinted perspex with teak runners. The self-draining cockpit has a huge locker with easily accessible bilge pump on the starboard side, and is separated for sail and other stowage—a Gaz bottle locker which drains to sea is on the port side. There's a teak duckboard grating and teak transom seat, and recessed mouldings for engine instruments and echo sounder. The laminated tiller has a stainless steel lifting head. And for really comfortable sailing, deep cockpit cushions are supplied.



1. Folding boarding ladder
2. Life ring bracket
3. 2-speed sheet winch
4. Tinted perspex main hatch
5. Full length black anodised toe rail
6. Black anodised mast and boom
7. 0-90° opening tinted forehatch
8. Gull-wing shaped anchor hatch
9. 25lb C.Q.R. - 15 fathoms of chain
10. Forward berths - stowage under
11. Hanging locker
12. Stowage shelves
13. Single berth - 14 gallon water tank and stowage under

14. Fully gimballed 2-burner oven with grill
15. Fresh and sea water foot pumps to sink
16. Quarter berth convertible to navigator's position
17. 7.5 hp Volvo Penta Sailboat Drive engine
18. Twin 12-volt batteries 55 Amp-Hr
(complete with twin charging unit)
19. Ventilation fan for engine compartment
20. Laminated lifting tiller
21. Gaz bottle locker
22. Fuel tank





The single cylinder, 4-stroke, single lever control diesel engine installed as standard in the Leisure 27 has a cone clutch for smooth changes from forward to astern. Elimination of the conventional shaft drive reduces water resistance, and because the water intake for the engine cooling system is at the lower end of the drive casing there is no need for the usual piping and hull inlet associated with ordinary inboard engines. The corrosion-proofed 12-volt electrical system incorporates an alternator, plus a fully equipped instrument panel with warning lamps for battery charging, oil pressure and water temperature, plus an automatic buzzer alarm for low oil pressure and high water temperature. The automatic folding propeller is fitted as standard.

1. 45-degree inclined power head
2. Drive dipstick
3. Cone clutch
4. 3-point rubber mountings
5. Reinforced rubber diaphragm
6. Drive casing
7. Engine bed
8. Water intake
9. Sacrificial zinc ring
10. Folding propeller

On Deck

The standard sail away inventory is extremely comprehensive, and as on all Leisure boats the fittings are of top quality. The 32' 6" mast is in black anodised aluminium with internal sheeves and halyards, and is fitted with masthead and steaming lights.

All standing rigging is in stainless steel, shroud chainplates being anchored to internal steel brackets through-bolted and bonded to the hull. There are three lighting sockets on deck at the mast base.

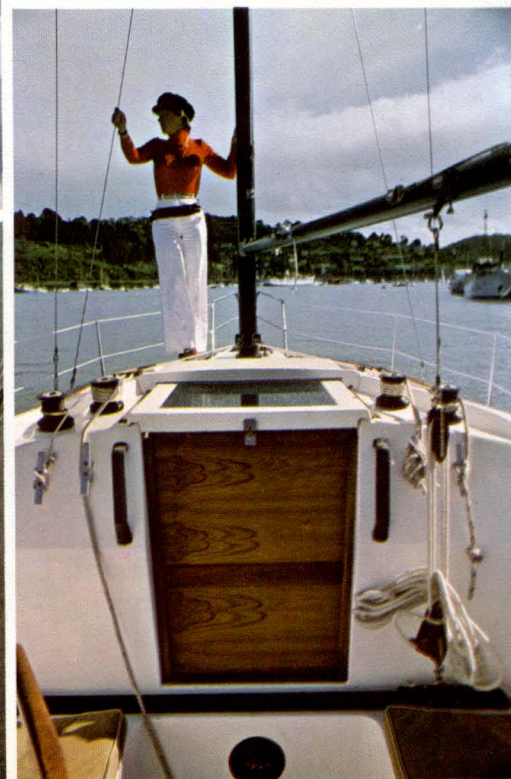
Black anodised aluminium toerails, incorporating four fairleads, run from stem to stern on both sides.

The combined stemhead roller and fairlead is exceptionally robust, leading direct to the gullwing-shaped, two-piece side-hinged anchor hatch, which has ample room for the 25 lb C.Q.R. with its 15 fathoms of chain which is easily fed into the chain locker.

Double lifelines run through substantial stanchions from the butterfly-shaped stainless steel pulpit to the pushpit, which has brackets for two life rings. The lockable front-hinged, tinted perspex forehatch can be locked open at any angle from 0-90°, and has a black finished surround. Teak handrails are fitted each side of the

coach roof which has four stainless steel ventilators for the main saloon, toilet and hanging locker.

Genoa tracks are 6' long and include adjustable swivel blocks. The mainsheet track is mounted on the bridge deck, with a through-bulkhead compass below which can be clearly seen from the cockpit and navigator's position inside. Two deck-mounted halyard winches and two 2-speed sheet winches with jamming cleats are fitted as standard.



Below Deck

The first thing you'll appreciate when you go below is the amazing spaciousness of the accommodation – then you'll notice how thoughtfully this boat has been fitted out in fine teak veneers and quality furnishings. Double lined throughout, the interior has long tinted windows which make the saloon light and airy by day, while by night ample lighting makes it bright and cheerful.

The companionway steps are easily removed for engine access and have a built-in hinged lid stowage box in the top step, while the centre step opens for routine engine inspection. To port there's a large quarter berth which converts to the navigator's area and seat, with a fold-away chart table, flexible light and book locker, plus chart stowage space above. Master control of all lights is from a

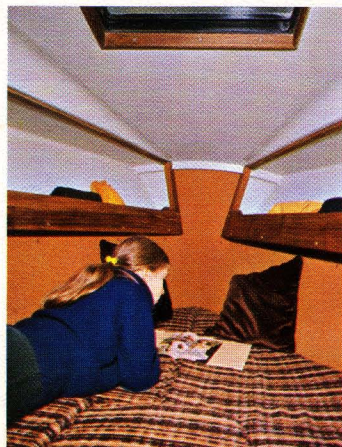
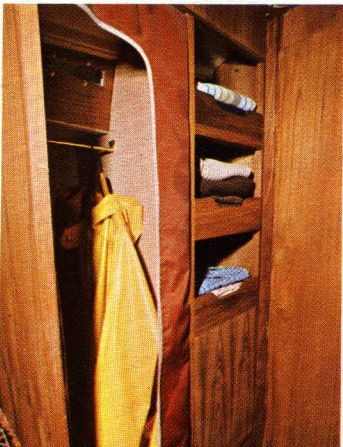
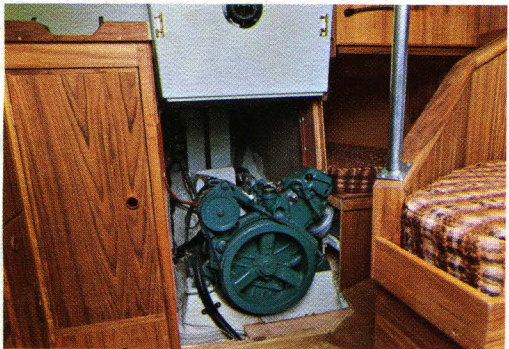
panel over the navigator's position. The twin batteries located under the quarter berth are ventilated to the engine compartment.

Opposite the nav position there's a large galley area with a fully gimballed Gaz operated oven with twin burners and grill, with stacks of cupboard and shelf space for everything the cook is ever likely to need. Fresh water or sea water is pumped to the sink by foot pumps, fresh water being supplied from two 14-gallon tanks under the port and starboard berths. The stainless steel sink has a cover to provide additional Formica-topped flat work space.

The 'U' shaped dining area will seat five people in comfort with four more on the starboard berth – and there's plenty of room for

everyone at the large table which converts to a double berth in seconds. Above all main and forward cabin berths there are full length open lockers. In fact throughout the whole boat there's a huge amount of easy-to-get-at stowage space. The two-berth forward cabin is v-shaped with full length sleeping space, and there are separate lights over each berth head.

Everything about the '27' has been designed for maximum comfort. The carpeted floor is flat to make moving around as easy as possible, grab-handles are just where you need them and when it's time to pipe down the berths are big enough for six people to sleep soundly. In fact there are times when you'll wonder if it's not a thirty-footer!



Specification

LOA	27'	8.23m
LWL	22'	6.70m
Beam	9' 2½"	2.81m
Draft fin	4'11"	1.49m
Draft twin fin	3'11"	1.19m
Displacement	2.75 tons	2.8 tonnes
Keel	3360 lbs	1527 kilos
Total Weight	6750 lbs	3068 kilos
Mast height	32'6"	9.9m
Headroom	6'1½"	1.87m

Standard Sail Areas

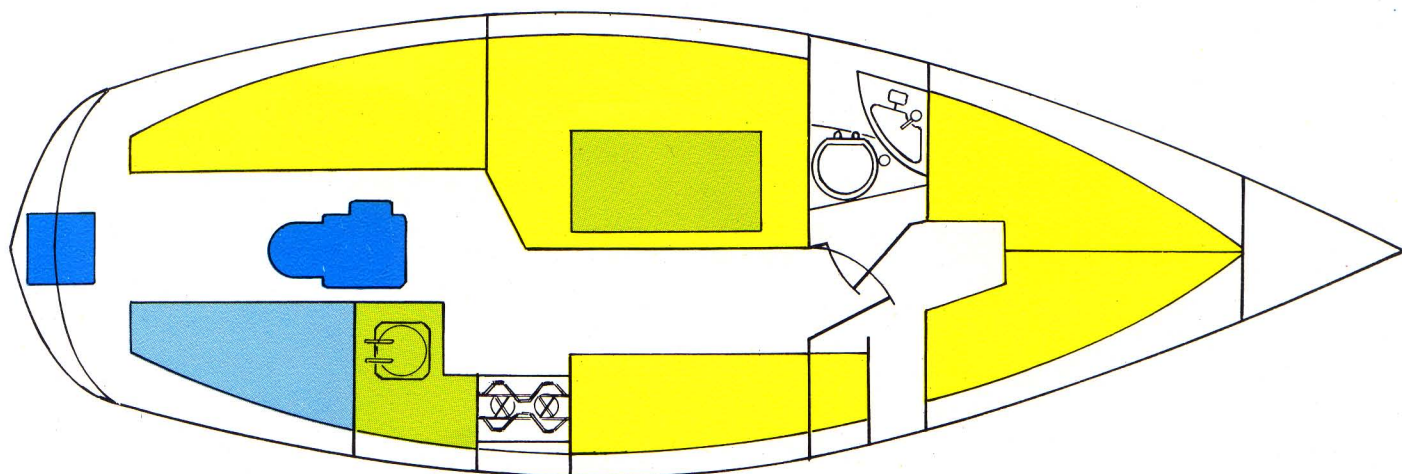
Mainsail	128 sq ft	11.91 sq m
Genoa No. 2	224 sq ft	20.8 sq m
Jib No. 1	137 sq ft	12.73 sq m
Optional		
Genoa No. 1	270 sq ft	25.1 sq m
Storm Jib	58 sq ft	5.39 sq m
Spinnaker	617 sq ft	57 sq m

Optional		
Lake Rig-mast height	35'	10.6m
13 h.p. twin cylinder Volvo		



Designer: Frank Pryor, Marine Consultant.

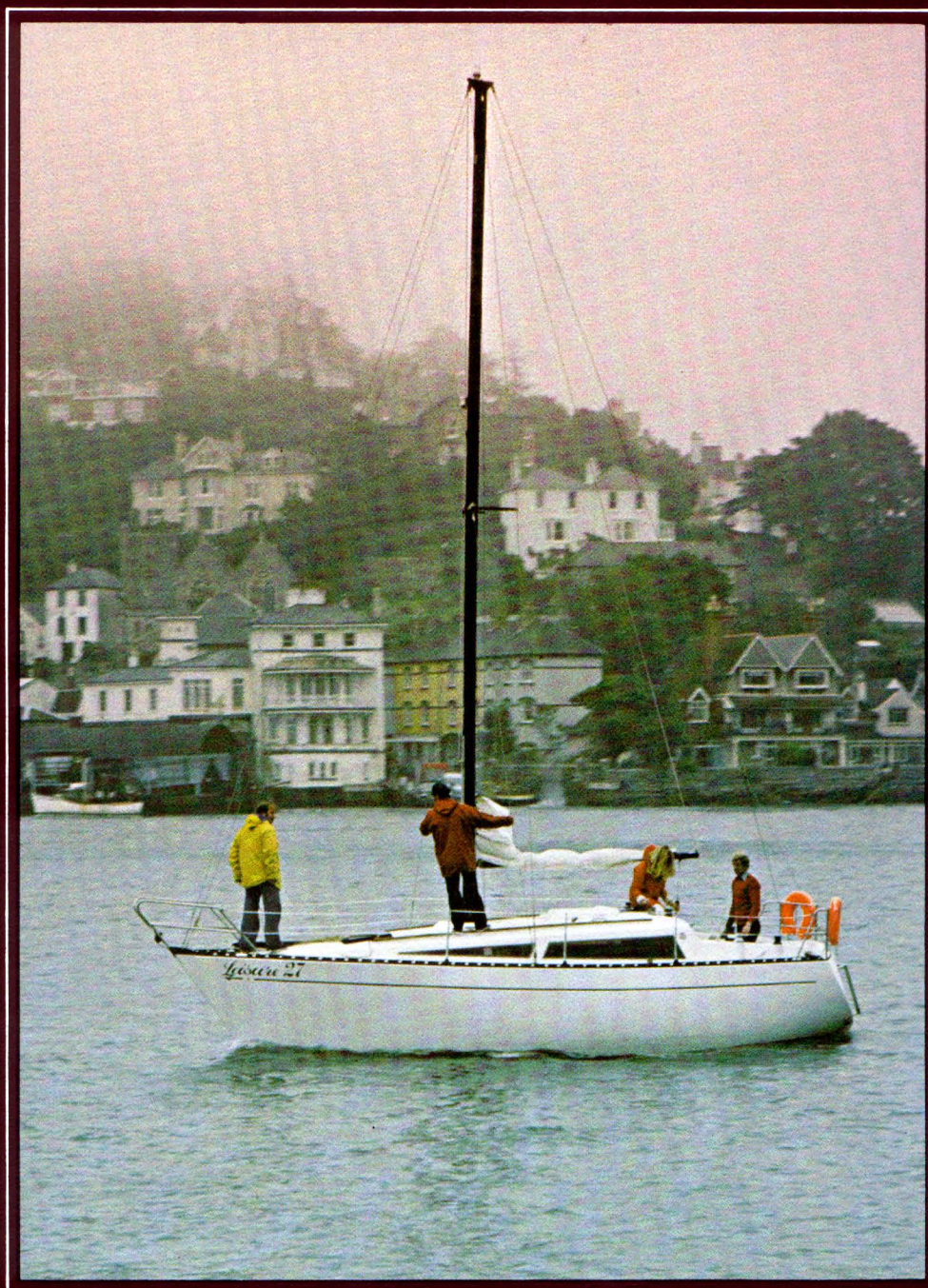
All details are correct at the time of going to press, but Cobramold Limited reserve the right to alter specifications without notice.





"You never enjoy the world aright,
till the sea itself floweth in your veins,
till you are clothed with the heavens,
and crowned with the stars."

Thomas Traherne 1637-1674



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