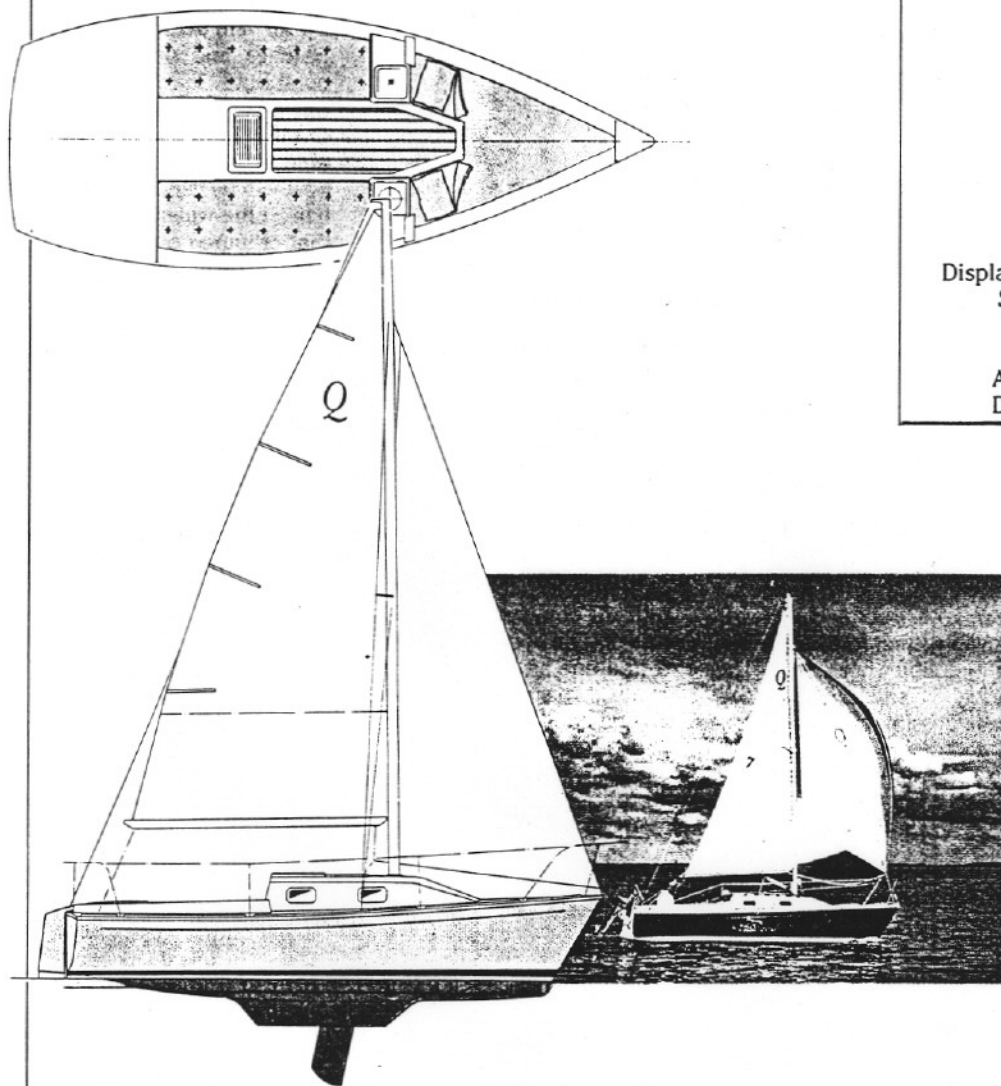


BOAT REVIEWS

In Production

Quickstep 21

LOA	20'10" (6.4 m.)
LWL	18'6" (5.6 m.)
Beam	8'0" (2.4 m.)
Draft	1'11" (board up) (0.5 m.) 4'4" (board down) (1.3 m.)
Ballast	820 lbs. (371 kg.)
Displacement	2,500 lbs. (1,134 kg.)
Sail area	201 sq. ft. (19 sq. m.)
Spars	Aluminum
Hull	Fiberglass
Auxiliary	4-10-hp. outboard
Designer	Michael Price



so that unlike a lot of modern boats a gallon of water in the bilge won't slosh around above the sole. And, because it is small, it offers every offshore sailor's dream: no underwater thru-hulls. The two cockpit scuppers drain through the transom and the sink drains above the waterline.

The $\frac{7}{8}$ fractional rig is available with optional roller furling by Harken or Cruising Designs. Lanigan says most of his customers take it, selecting a 100- to 110-percent genoa for windy New England air, or about a 130-percent genoa for the lighter airs of Long Island Sound and south. A star cut cruising spinnaker, called a "Quickchute," enhances downwind performance. Hood or Thurston sails are standard. The mast is supported by upper and single lower shrouds with swept-back spreaders.

Five of the first seven customers have opted for trailers, which of course optimize the boat's versatility. A kick-up rudder, in combination with the centerboard, makes her ideal for sailing in skinny water. Still she performs. Though not a one-design racer, the name Quickstep is not a misnomer.

For more information contact Quickstep, 47 Gooding Ave., Bristol, RI 02809. Phone (401) 254-0400.

Gary Lanigan, who for years helped C.E. Ryder build the Southern Cross series of ocean cruisers, says he only knows how to build boats one way — solid. The Quickstep 21, which joins the Quickstep 24 in Lanigan's model line, is a small boat built with the same construction features as a much larger boat. She was designed by Michael Price, who won *Cruising World's* multihull design competition several years ago.

"The theory," Lanigan says of his company, "was to build a series of high quality, family cruising boats under thirty feet. Everybody else was dropping small boats for bigger ones." Lanigan, like a lot of small builders, is a niche-seeker.

When I first stepped aboard the 21 at the St. Petersburg Boat Show, Gary and his wife Annie were planning a little R&R after the show at the South Seas Plantation on Captiva. Their two young children were in tow and a quick look below confirmed adequate room for the entire family. The V-berth is over seven feet long and the quarter berths about 6½ feet. Sitting headroom prevails throughout. There is no point in jacking up freeboard and cabin height to fake further headroom at 5'3"; in 21 feet you would only destroy the proportions and desecrate performance.

The features incorporated in this little Quickstep are noteworthy and certainly im-

pressive for a boat so small: single skin hand-laminated fiberglass hull; balsa-cored deck; lead ballast; 90-pound centerboard; ventilated gas can locker; lockers gel-coated inside; Lewmar winches, portlights and hatches; full-size lifelines and stanchions; four-circuit electrical system; four-inch foam cushions with teak retaining strips; padded backrests below; teak and holly sole; teak shelves; deep sump and bilge pump; and chain plates bolted to gussets that are glassed to the hull.

Though the boat is simple, it imparts a sense of strength and integrity — no oilcanning decks, no chintzy joiner work, no undersized hardware. The sump is about 18 inches deep

Dan Spurr