



M/Y RIO RITA, 52 m, built at ↑
DE VRIES SCHEEPSBOUW - AALSMEER



M/Y KATALINA, 48 m, built at shipyard
AMELS - MAKKUM ↓



DIANA[®] YACHT DESIGN

BANKRASHOF 3 - 1183 NP AMSTELVEEN - HOLLAND - TELEPHONE 10120 455150 - TELEX 12774

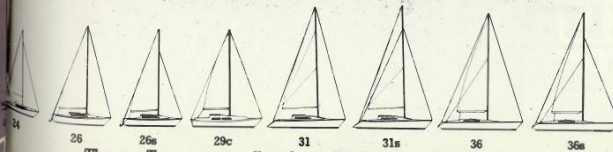
Trapper...the word that's getting around.

...we're back... yes, a great time... Edward, you remember our first
yacht... yes, a Trapper, how clever of you to remember,
anyway, I was looking back at what the mags. said: 'superbly constructed',
'in England', 'cruising craft with a competitive streak', 'clean
cabin and decks', 'big saloon', all that stuff. Well that's what made us
buy a Trapper in the first place. And blow me if they haven't done it
any better. Same sort of clean lines but you should see the interior.
It ticks spots off the other yachts we saw at Southampton.
Anyway we've bought another Trapper, bit bigger this time so you
the family can fit, and what a sailer! We did Brittany
and came back today on a broad reach that would
take your breath away, we were slipping past the
other yachts. So easy on the helm that Diana brought
me back - no trouble at all. Next time, we'll take all
the kids. Feels so spacious even Diana forgot she
was on a boat. Next weekend. Well, that's a bit
difficult, you see the Commodore has just invited
himself on for a run to Brixham.

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Trapper

YACHTS



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If you didn't get along to the show, send for our brochures
or better still come along for your own private viewing.

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THE NEW SUPERCAR FROM LEWMAR.

When it comes to mainsheet systems, no manufacturer can match the sail-control pedigree of Lewmar.

After all, we build the world's most advanced (and most chosen) winches.

In the last America's Cup series, both the victorious *Australia II* and the valiant defender *Liberty* chose Lewmar winches. In fact, no fewer than 9 out of the 12 contenders were won by Lewmar.



Combine that background with our comprehensive mainsheet-system research project (inspired by the intensive 12-metre development programme), and you'll understand why our traveller cars are so special.

Performance under pressure.

Perhaps the most visible breakthrough is the amazingly free rolling action. Special, precision ballraces and a superior track design keep our traveller cars rolling smoothly under incredible mainsheet loads.

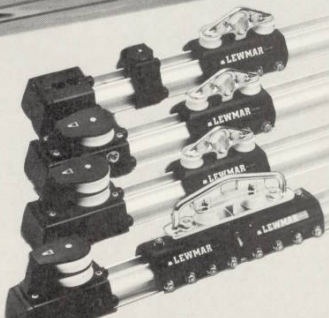
For instance, on the size 3 car, 10 needle-roller bearing wheels provide a safe working load of 6000 pounds. Its bigger brother is a tandem-design 16-wheeler: it'll take the 12000-pound loads encountered on 12-metre and maxi yachts... and keep on rolling smoothly.

12-metre technology for any yacht.

So you don't own a maxi? No problem. Lewmar build mainsheet systems that are performance-optimised for yachts in three size ranges between 25 and 100 feet, cruising or racing. Complete with all the options: adjustable-stop or control-line positioning, stainless-steel eyes or sheaves, cam cleats or blocks. Our smaller traveller cars also have a neat, integrated control-line fixing feature, so you don't need extra shackles and bowlines. Typical, thoughtful Lewmar.

Part of System Lewmar.

Above all, Lewmar mainsheet systems offer one vital feature no one else can match: they're part of System Lewmar, the first *total sailing system*.



System Lewmar includes winches, blocks, shackles, and hatches, all designed as a family, all working together in harmony. All precision-engineered by Lewmar to take you closer to the ultimate sailing experience.

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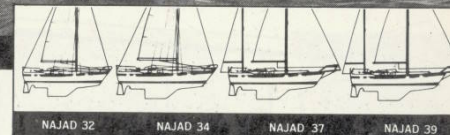
DESIGNED FOR LIVING If your sailing plans are less ambitious, don't worry. Najads are designed to offer all the home comforts that the not so hardy sailors insist upon. Like full standing headroom, wide berths, large galleys, good showers, even real porcelain wash basins. Decks are easy to work with

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