

# KING'S CRUISER 29



**Extremely Fast —  
Uncommonly Luxurious**



The new KING'S CRUISER 29 is a rugged... beautiful... roomy... exciting sailing yacht. Since their introduction in 1954, about 600 KING'S CRUISERS have been delivered, and are now sailing all over the seven seas. Originally custom built in wood, during the past few years the boat has also been produced in fiberglass.

Naval architect, Tord Sundén, is full of the latest ideas on designing fast boats. Because she is spanking new, the KING'S CRUISER reflects these ideas. Note her shallow fin keel, designed for minimum drag; her far aft spade rudder, for maximum control and turning moment; and her exceptionally fine bow for easy entry. If you are determined to win races and also cruise your family in comfort, then the KING'S CRUISER is the only yacht for you.

The hull and deck are made of fiberglass reinforced polyester resin. Hand laminated to insure maximum uniform strength, the KING'S CRUISER features the finest construction techniques known to the industry. This production method is expensive, but it is a condition for the fulfillment of the strength requirements of Lloyd's Register of Shipping. Every KING'S CRUISER is delivered with Lloyd's certificate. The large selfbailing cockpit with teakgrating has room for the whole family. A canvas sprayhood protects you in rough weather. Pulpit, pushpit, stainless steel lifelines, and a Volvo Penta diesel engine are standard equipment of the boat. The beautifully handcrafted interior, made of afromsia teak, gives one a sense of luxury and warmth. Your whole family will be comfortably accomodated in the huge maincabin with headroom of 5'10", the forward stateroom, and private walk-in head. The feeling of home is emphasized by tastefully chosen curtains and nylon carpets. In order to fulfill the desire for a faster and more spacious yacht, we proudly present the new KING'S CRUISER 29. Wondering what it's like to handle the new KING'S CRUISER? Take the tiller and you will be the King of the sea



# KING'S CRUISER 29

## Completely finished and equipped as follows.

Volvo-Penta MD 1B diesel engine, electric starter, battery, generator, fuel tank, Morse control lever, bilge pump, flexible mounting.

Interior of Afrosia-teak, shell and ceiling covered with soft plastic tapestry.

Removable table.

Sink of stainless steel.

16 gallon fresh water tank of tasteless polyethen plastic.

Wash basin in WC, hand pump.

Standing rigging of stainless steel.

Deck completely finished with tracks, bollards, etc.

Halyards and sheets of dacron.

Self-draining cockpit with grating of teak.

Bow pulpit, stern pulpit and lifelines of stainless steel.

Head complete, Raritan sanitation system.

Wardrobe, lockers and cupboard, food box in GRP, bottle and spice rack.

Origo alcohol burner of stainless steel.

2 Tannoy ventilators.

Bunk, ceiling, pantry lights as well as chart table lights.

Polyfoam mattresses covered with Terylene material.

100 % Nylon carpeting on floor.

Curtains.

Golden anodized aluminium mast and boom, one fall winch, two genoa winches.

Main sail and working jib in Terylene.

International navigation lights.

Sprayhood and fittings.

Anchor with chain and rope.

Anchor chain locker.

Two mooring ropes.

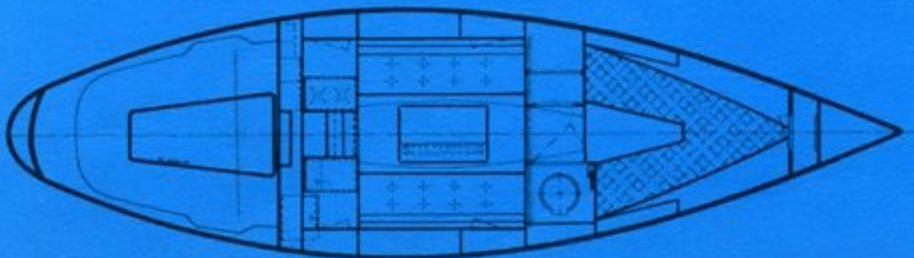
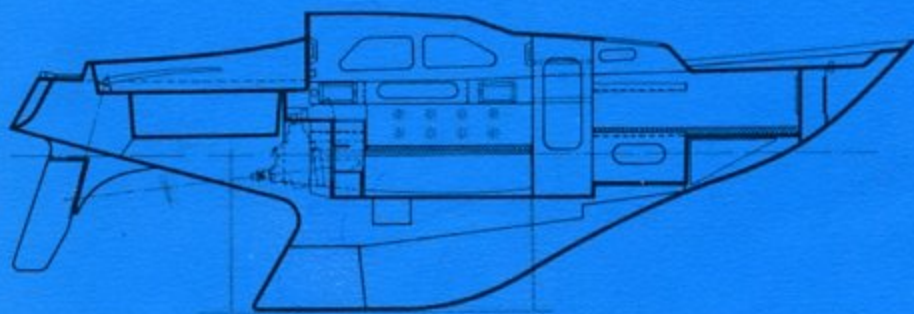
Boat hook.

Transport cradle and reinforced plastic transport cover.

Color: White hull, turquoise water line, white deck with turquoise textured non-skid surface.

## Data

L.o.a.	28'6"
L.w.l.	23'3"
Beam	8'3"
Draft	4'11"
Displacement	6615 lbs.
Ballast	3100 lbs.
Main	172 sq.ft.
Jib	180 sq.ft.
Genoa	269 sq.ft.
Spinnaker	700 sq.ft.
IOR-rating	21 ft.



Specification subject to change without notice.



The single cylinder Volvo Penta MD 1B is a four-stroke, direct-injection diesel engine. The very compact outer dimensions and the high degree of propeller thrust makes this engine extremely well suited for installation in sailing craft as auxiliary engine.

The MD 1B is very economical in operation, using only about one quart of fuel oil per hour. This thrifty fuel consumption is partly the result of the specially designed combustion chamber and the injection pump which features a fuel governor of centrifugal type which ensures that the engine is always metered with the correct amount of fuel no matter what the loading or speed conditions are.

#### Data MD 1B

Type:	Four-stroke, direct-injection diesel
Cont. output, hp (DIN) at r.p.m.:	10/2500
Max. torque lb.ft/r.p.m.:	21.7/2000
Reduction ratio reverse/reduction gear:	1.87: 1
Propeller speed at 2500 r.p.m. engine speed:	1340 r.p.m.
Bore:	3.50"
Stroke:	3.54"
Displacement:	34.2 cu.in
Compression ratio:	17.5: 1
Net weight, incl. reverse/reduction gear, approx. kg:	130

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