

RANGER ONE TON

Ranger
Yachts



Ranger One Ton: New SORC Champion.

Few boats achieve as many victories in a lifetime as the new Ranger One Ton has in her first few months. She is the new 1973 Overall S.O.R.C.

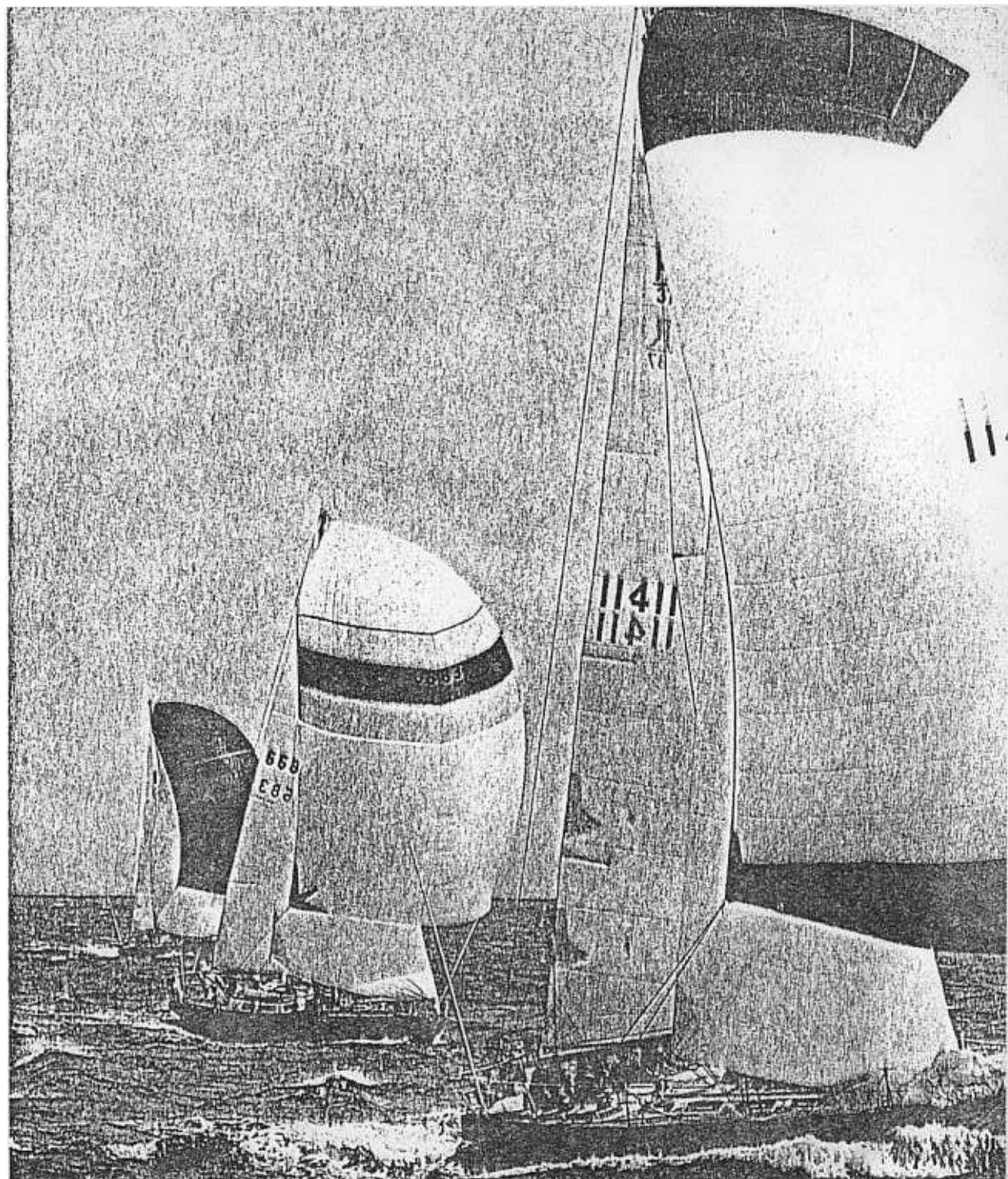
Champion. More incredibly, the Ranger One Ton won every race in Class D — all six. And as an added measure of consistency two other Ranger One Tons finished second and fourth in Class D.

But then, Gary Mull designed the Ranger One Ton for one purpose only.

To win. And she does, convincingly and consistently, beating custom designs costing three times as much. With such a spectacular beginning the Ranger is destined to be one of the winningest boats ever.

In the water the Ranger One Ton is sheer power. Long water line for speed — big beam for stability — fine ends for powerful upwind work and a big streamlined skeg-rudder for superb control. All pressed to the very limit of her I.O.R. rating of 27.5.

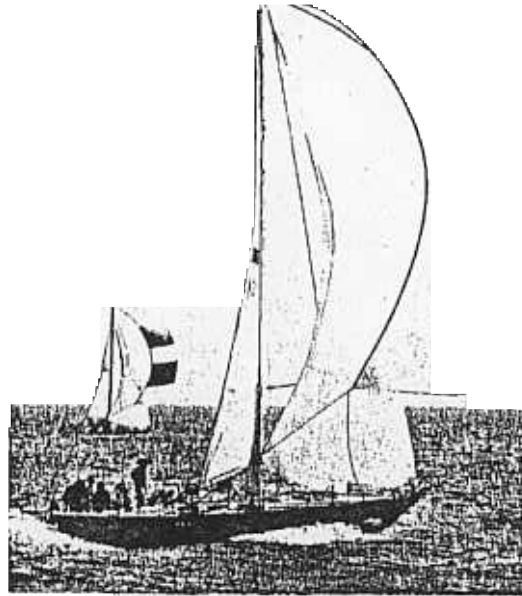
If you want an affordable, proven One Ton ocean racer Ranger is the obvious choice.





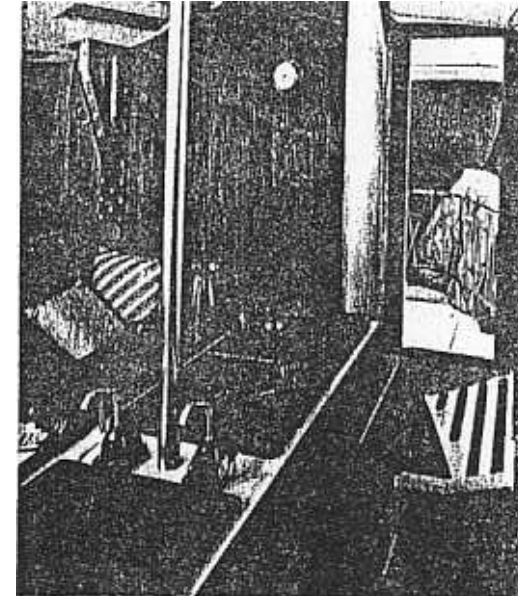
Room to work is a racer's edge.

The spacious, self-bailing cockpit of the Ranger One Ton is carefully laid out for optimum crew placement. The seats are designed for proper back support and visibility. There is a well just forward of the transom for two horseshoe life rings. The deck itself is extremely clean — arched for low profile and excellent footing at all angles of heel, with unique features such as non-fouling built-in hand holds.



The sailplan is the power.

The Ranger One Ton owes her speed to her huge high-aspect sail plan. The mast towers 48½ feet above deck, on a 37 foot boat! The fore-triangle sets enormous headsails and drives her to windward like a train. Off the wind her huge spinnaker gets her surfing before the others. The winds in this year's S.O.R.C. varied from near calms to 60 knot blows. Ranger won consistently under all conditions with no excuses or breakdowns.



Comfort is a winning secret.

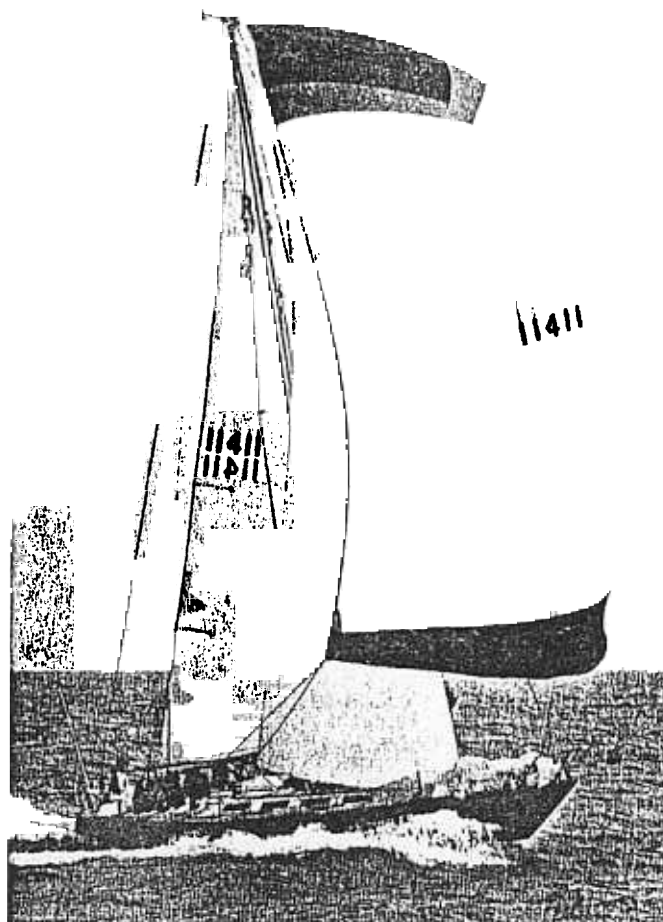
The Ranger One Ton is intended to go the distance with a racing crew. In all conditions. Her comfortable interior is designed accordingly. The layout of the main cabin has two pilot berths with settees inboard, a chart table and accommodations for navigational instruments, a queen-size quarter berth, a port quarter berth and a unique new galley. Forward are two hanging lockers, a sideboy with drawers and a large enclosed head. The forepeak has two berths for in-port sleeping. Ranger's interior is finished in warm hand-rubbed natural teak.

Built tough

The Ranger One Ton is carefully engineered and displacement molded of fiberglass with laminations of woven roving, glass cloth and mat. The hull is painstakingly finished to perfection inside and out. All interior fiberglass is lined with an attractive sound-proofing vinyl which contains zippered storage compartments. Deck, cabin, and cockpit, like the hull, are one-piece moldings with colors and non-skid surfaces for maintenance-free life. The Ranger One Ton is one of a complete line of sailing yachts designed by Gary Mull under exclusive contract to Ranger Yachts, a Bangor Punta Company.

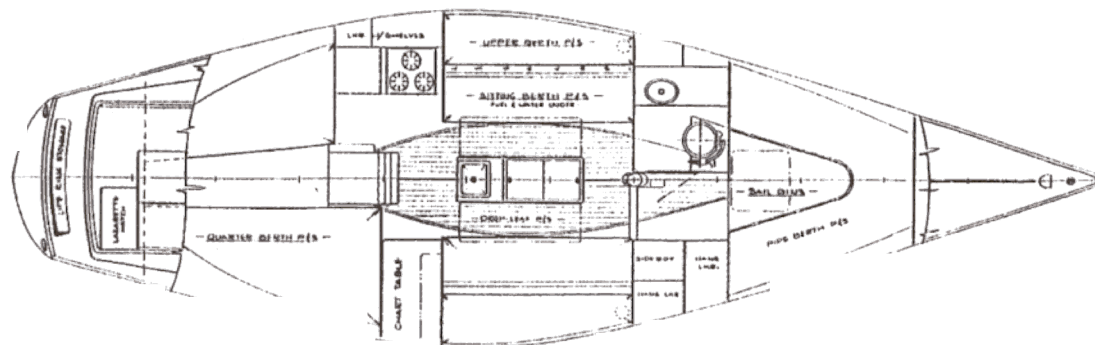
Dimensions

L.O.A.....	37'
D.W.L.....	28'4"
Beam.....	11'4"
Draft.....	6'
Displ.....	15,200 lbs.
Ballast.....	7,300 lbs.
Sail Area.....	628.8 sq. ft.



Specifications

Hull and Interior • Displacement molded fiberglass • Molded in boot top and cove stripe in color • External lead ballast • Teak cabin sole and grate in head • Universal Atomic Four with 2:1 reduction gear • U.S.C.G. recommended engine room ventilation with blower • Four position vapor proof master switch • Electrical panel with 5 spar fused switches • 12-volt electrical system with domed interior lights • 2 - 15 gallon Firestone water cells under port bunk • 1 - 25 gallon fuel tank • Navigator's area with chart table and flexible light • Valves on all through hulls • Self-contained marine toilet with holding tank — shower optional • Galley sink and four cubic foot icebox with teak grate on centerline. A two sectioned drop leaf table is on each side of the center console. Under the sink, a seven gallon sump exhausted by an electric pump. The electric pump doubles as a bilge pump • "Myth of Mulham" bow ventilation • Hand bilge pump • Diaphragm bilge pump with cockpit through deck handle • Overhead finished with demountable sectioned vinyl liner. **Deck** • One piece hand laminated sandwich with 3/8" balsa core • Flush fiberglass forward hatch with recessed lift • Lazarette hatch in cockpit • 2 Recessed "abcite" deadlights • L-shaped aluminum toe rail track • Winch handle boxes in cockpit coamings • Recessed 9 1/2 foot genoa track • Recessed 7 foot staysail track on foredeck • 3 foot staysail tracks shipped loose for installation after sailmaker locates • Main hatch cover • Adjustable cabin top roller bearing traveller • Appropriate chocks and mooring cleats • Special stem head fitting with offset double jib tracks • Custom tiller mounted on athwartship cockpit seat — optional pedestal steering • "Sunshine" ventilation boxes • Life ring stowage in transom. **Rig** • Elliptically tapered spar with internal tangs • Internal main and genoa halyard • Adjustable internal clew outhaul and topping lift on boom • 4:1 purchase with appropriate blocks to connect to roller bearing traveller for mainsail trim • Fixed gooseneck • Dacron running rigging • Stainless steel swaged standing rigging with stainless steel turnbuckles.



Ranger Yachts

3090 Pullman St., Costa Mesa, Calif. 92627
And Marlboro, New Jersey