

# Ensign Classic

**We're not  
just another  
sport boat...**

**...nor do we ever want to be.**

The first Ensign was designed by Carl Alberg and built by Pearson Yachts of Bristol R. I. They were built through 1983 with a total of 1776 built. In the next 18 years the **only** Ensigns that were available were existing boats.

In the year 2000, that all changed -- Ensign Spars Inc. became the official licensed builder of the new Ensign Classic.

## **Introducing The New Ensign Classic:**

- ★ The "Little Big Boat" - Exceptional Handling
- ★ The Original Classic Design
- ★ Family Fun and Racing Excitement
- ★ A Strong Class Association
- ★ Superior Craftsmanship



Photo: © Chris Kogut



Photo: © Chris Kogut



Photo: © Don Moyer



**ENSIGN SPARS, INC.**

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## **The Ensign Classic**

In 1990, the January issue of *Sail* contained a special tribute to those boats considered by the editors to be the most significant of the previous two decades. Of the 34 boats chosen, one was a full-keeled daysailer with soft lines and lots of wetted surface. It seemed completely out of place. It looked too ordinary, too sensible for this group of sailing rockets. That boat was the Ensign.

## **The "Little Big Boat" - Exceptional Handling**

The Ensign has the drive, stability, and smooth handling of a larger boat but has the maneuverability of a small boat making navigation around even the tightest of areas possible. These characteristics have dubbed it the "little big boat."

## **The Original Classic Design**

The first Ensign was designed by Carl Alberg and built by Pearson Yachts of Bristol R. I. They were built through 1983 with a total of 1776 built. In the next 18 years the only Ensigns that were available were used boats. Through a unique arrangement with the Ensign Class Association, Ensign Spars Inc. is the only official licensed builder of the new Ensign Classic.

## **Family Fun and Racing Excitement**

The Ensign is the best family day sailor/racer ever designed. Ideal for family daysailing the Ensign is by far the perfect boat to teach your family how to learn the art of small boat sailing. Its large roomy cockpit (to sail in, instead of on) holds up to 8 sailors at a time. Even with its large full keel displacement and handling characteristics it still has positive floatation.

For the more serious sailor the Ensign is an ideal racer also. With its 4 head sail inventory, 140 sq. ft. Main, 150 sq. ft. No. 1 Genoa, and 375 sq. ft. Spinnaker, the Ensign can turn into the optimal 3 to 4 person racing machine. Although the Ensign is mostly raced as a one-design sailboat its PHRF rating is between 254 to 270 which it can easily keep up to.

## **A Strong Class Association**

When you join the racing fun you will enjoy Regional and National competition, and over 45 active fleets throughout the U.S. The Ensign National Class Association (ECA) is one of the oldest and most well-respected Class Associations in existence. The Ensign Nationals have the reputation of being a best kept secret in one-design racing. Ensign Nationals are still raced with a group of excellent sailors, not Rock Stars. The ECA believe in having the highest quality of racing but with fun and togetherness as the catalyst.

## **Superior Craftsmanship**

Concentrating on detail and workmanship, Ensign Spars Inc. is dedicated to creating a more custom built boat than the original production boat. The company incorporates over 34 years of sailing these beautiful little yachts in order to make new and improved additions to modernize them to the 90's. The Ensign Classic conforms to the strict one-design rules that all the previous 1962 Ensigns have endured. Class legal options not available in the 60's are available to customize your new Ensign Classic.

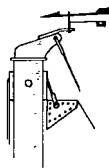


Photo © Chris Kogut

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## Ensign Classic Specifications:

L-O-A .....22'-6"  
 L-W-L .....16'-9"  
 Beam .....7'  
 Draft .....3'  
 Ballast (lead) .....1200 lbs.  
 Sail Area .....201 sq. ft.

Positive Flotation Closed cell foam in sealed lazarette, bunks, foredeck, cabin floor, and aft keel trunk.

**Boat Profile:** .....Hull Nos. 2000+  
**Model Name:** .....*"The Ensign Classic"*  
**Weight:** .....2850 lbs.

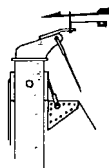
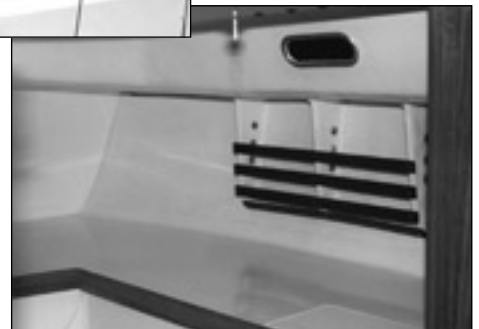
Standard Hull and Deck,  
 Mahogany or Teak Coamings,  
 Painted Bulkheads,  
 Rudder (Fiberglass)  
 Fiberglass Seats and Floor  
 Teak Floor and Seats  
 Additional Flotation  
 Lead Ballast – 1200 lbs.  
 Standard Standing and Running Rigging



Photo © Chris Kogut



Photo © Don Meyer



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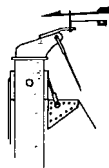
## Price will include standard hardware listed:

Standard Standing Rigging  
– (Mast, Boom and Wire)  
Standard Genoa – 1" tracks  
Standard Traveler System  
Standard Dock, Jib and Main Halyard Cleats.  
Internal Outhaul System  
Standard Cunningham System  
Standard Jib Winches  
– (3 Harken B8A and Handle)  
Jib, Main, Sheets.  
Standard Jib and Main Halyards

**Price \$27,900.00  
(with fiberglass seats and floor) and  
\$29,500.00 (with teak seats and floor)  
(10/1/2001)**

## Additional Options:

Roller Furling Jib sys. • Race packages: Spinnaker system • Blade system, Halyard system • Traveler system  
Boom Vang • Windex and Bracket • Trailer • Motor • Sails (Race or Cruising) • Cockpit Cover, Main Cover  
Pop Up or Pull Up Cleats • Navigation Lights • Electronics systems including Speedo, Depth, Lights, Radio, Bilge Pump  
Solar recharging system • Compass • Stereo / CD • Safety Equipment – Lifejackets, Flare Kits • Cushions  
Cabin Doors • Portapotty



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