

*Orion*

★ TWENTY SEVEN MARK TWO ★

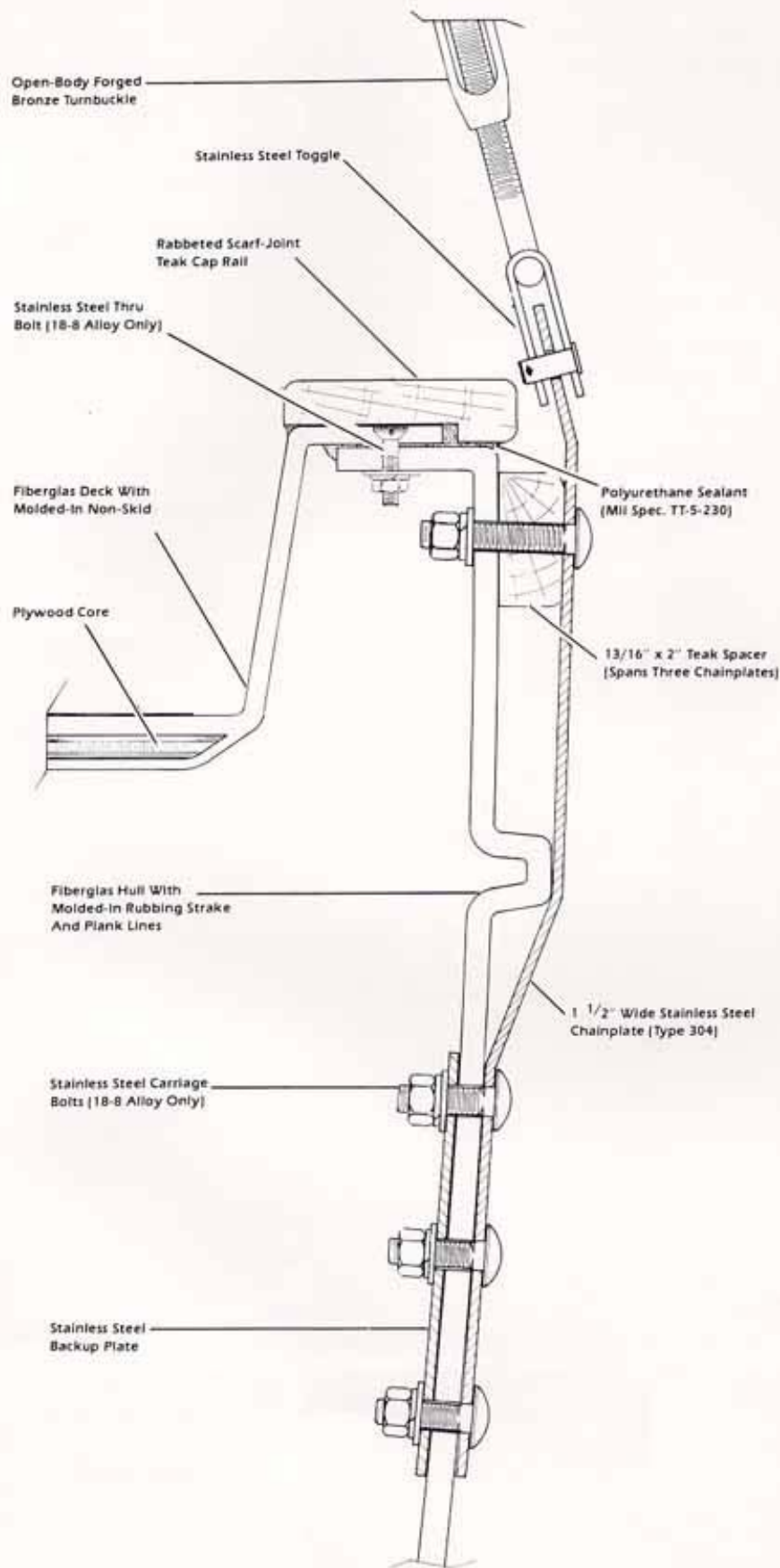
*by Pacific Seacraft*

FOR THE SAILOR WITH CRUISING ON HIS MIND



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**Plan A Arrangement** The focal point of the Plan A interior is an unbelievably spacious main salon with a congenial wrap-around dinette area that provides a comfortable space for dining and conversation. Teak planking above the dinette is yet another indication of thorough attention to detail.

The navigator's station is located on the starboard side of the companionway ladder and features a teak chart table with lift-top storage compartment, secure navigator's seat, master control panel, book shelf and facilities for radio communications. A flip-up counter extension at the end of the galley can provide space for an extra dinner guest when used in conjunction with the navigator's seat.

**Plan C Arrangement** The Plan C interior is a cruising sailor's delight. Her accommodations are comfortable, versatile and functional. The main salon includes a large dinette with adjacent cabinets and shelves for fingertip access to everyday necessities. The table is extra sturdy and can be easily converted into a comfortable double berth.

In wet weather, you will be grateful to find an oilskin locker directly adjacent to the main companionway, a feature found on few boats of this size.

Opposite the head compartment is the hanging locker and a space that has been designed to help tailor your Orion Twenty-Seven Mark II to meet your specific needs. In this space you may opt for a second hanging locker or additional cabinet storage and a marine cabin heater.

**Built To Endure** In addition to her beauty, comfort and sailing abilities, the Orion Twenty-Seven Mark II by Pacific Seacraft offers engineering and construction that is unsurpassed. Her fiberglass hull and deck are built to the most rigorous specifications, 100% hand laid up and squeegeed for optimum strength to weight ratio. Deck strength and insulation are increased with high-compressive strength plywood core construction. The vital deck/hull connection is engineered with a double flange bedded in high tensile polyurethane adhesive compound and thru-fastened with stainless steel bolts. It is the strongest, most water-tight connection available in current production technology. Adding even greater strength and resistance to torsion and flexure is the yacht's highly sophisticated reinforced fiberglass interior module. Hull

**Two Interiors** The Orion Twenty-Seven Mark II is available with two distinctive interior arrangements. No matter which you choose, 6'-2" head-room and comfortable accommodations create a feeling of home which is seldom found aboard a sailing yacht. As you step below, you will be greeted by a spaciousness and warmth you may not have imagined existed aboard ship. Sunlight and fresh air pour in through ten polished bronze opening ports and one overhead hatch. Two dorade vents provide additional dry ventilation, even in heavy going. Throughout the cabin, a soft white matte finish provides just the right counterpoint for the abundant hand-rubbed teak joinery. It is a combination that creates a rich, warm appearance that is also light and cheerful. Seat cushions are 5" thick spun polyester wrapped foam; a wide choice of designer fabrics is available.

The forward cabin is downright luxurious with a vee berth that is 6-1/2' long and 7' wide with shelves port and starboard, plenty of space for the ship's library and personal items.

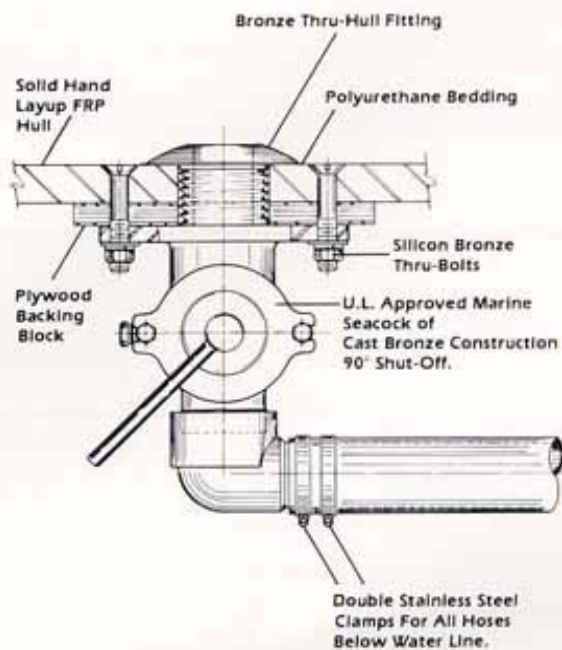
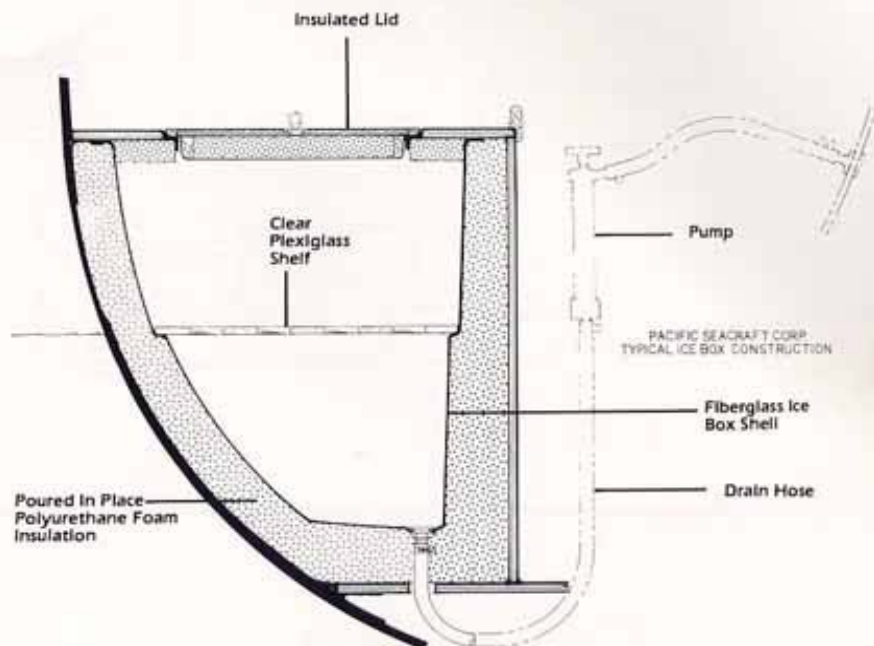
Aft of the forward cabin on the port side is the head compartment with top quality marine head, sink, shower pan and teak shower grate.

The gourmet galley includes a two burner stainless steel stove with oven; 8" deep stainless steel double sink; stainless steel safety bar/towel rack; plenty of storage for cookware, dishes and food and an ice box that should warm your heart.

Ice box construction is a subject that the average sailor does not often ponder, but the quality of that construction can have a serious impact on his cruising plans. Many manufacturers use thin slab foam glued to the ice box walls; corners and other difficult areas are often left uninsulated.

The ice box insulation on the Orion Twenty-Seven Mark II is rigid polyurethane foam, poured in place in a liquid state so that it fills every cavity around the box. The top and lid are also insulated. An ice box such as this will keep ice many times longer than others, thereby greatly extending your supply of fresh provisions.

Ice box spills do not drain into the bilge aboard the Orion Twenty-Seven Mark II. A readily accessible pump is installed adjacent to the ice box. It pumps melted ice and spills overboard before they have a chance to befoul your tidy bilge. This feature also prevents cold air from escaping through the drain, further extending the life of your ice.



and interior are bonded into one monolithic structure, a method far superior to conventional techniques.

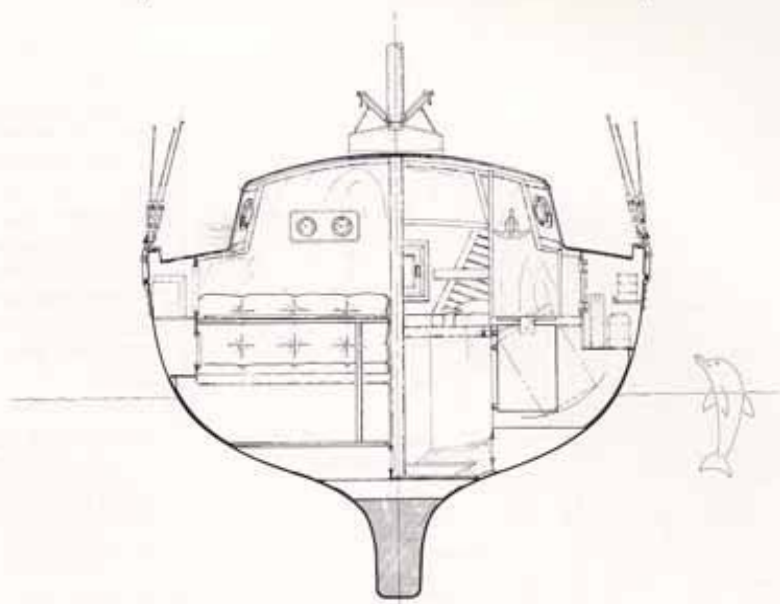
Since the rudder is one of the most vulnerable parts of a boat, particular care has been taken in the design and construction of the Orion Twenty-Seven Mark II to insure that she keeps hers intact. The stainless steel rudder shaft is welded to a 3/8" thick "backbone." The rudder is stressed and constructed to be self-supporting, but it is further supported by a bronze gudgeon which is securely bolted to the trailing edge of the keel.

The attachment of bulkheads to the hull and deck of a sailboat is critical; large dynamic loads are placed on bulkheads by the strain of mast, rigging and waves. The main structural bulkheads of the Orion Twenty-Seven Mark II are bonded and bolted in place to assure long term integrity.

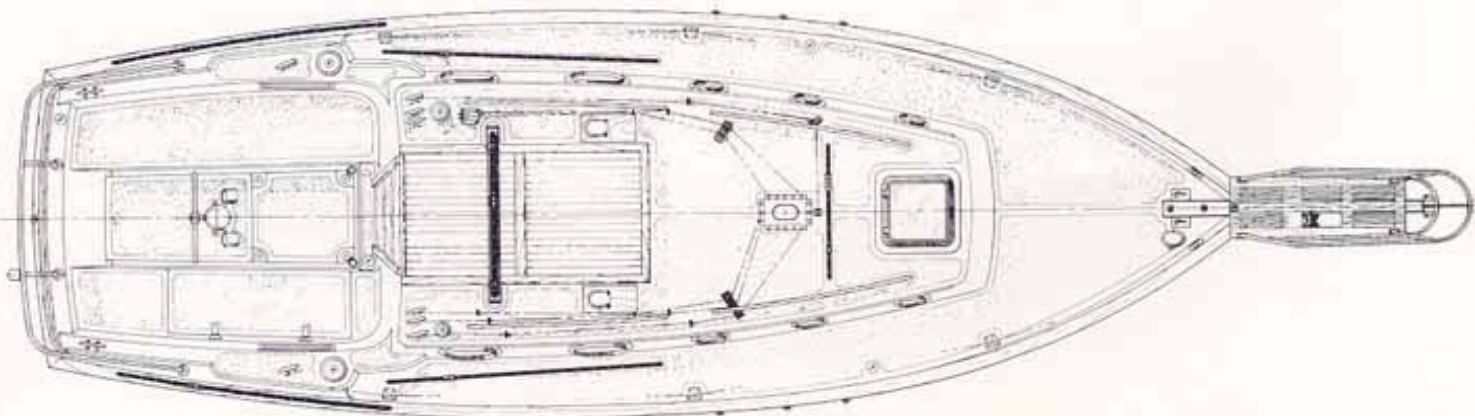
Electrical and mechanical installations on the Orion Twenty-Seven Mark II are also first class. The layout of the engine compartment is orderly, clean and has outstanding access. For routine maintenance, the engine can be reached from behind the companionway ladder. For more serious work, there is a removable hatch in the cockpit sole. Below the engine is a molded fiberglass drip pan to keep fuel and oil spills out of the bilge. The fuel tank is located in the keel and can be easily removed from the boat for inspection or repair.

All thru-hull fittings are solid bronze; those below the waterline have U.L. approved marine sea-cocks which are bedded in polyurethane and thru-bolted to the hull. Those above the waterline have high quality bronze ball valves. Heavy duty hoses are secured by two stainless steel hose clamps at each connection.

**You Be The Judge** We are proud of the Orion Twenty-Seven Mark II. She sails extraordinarily well in all conditions. Her full keel with cutaway fore-foot, combined with her high aspect, well balanced sail plan, make her fast on and off the wind, responsive and easily maneuverable. You'll find her interior luxurious and comfortable whether you're on a long voyage or in port. We believe she is the best all around yacht available in her size range. But you be the judge. Compare the Orion Twenty-Seven Mark II with other boats her size. Compare her with larger boats. Feature for feature and dollar for dollar, you'll find the Orion Twenty-Seven Mark II by Pacific Seacraft the perfect cruising yacht for you.



ORION  
STATION 5  
LOOKING FWD



Plan C Arrangement



Plan A Arrangement



**Orion Twenty-Seven Mark II** is one of the finest and most practical cruising sailboats ever built. Her splendid design and robust construction provide the special kind of performance and accommodations that the cruising life demands. From keel to masthead, from bowsprit to backstay, she reflects a singleminded dedication to perfection.

**Cruising Performance** Performance, as it relates to racing yachts, is easy to define; they must be fast. In this sense, the design parameters of a cruising yacht are somewhat more complex. Unlike the racer, it is imperative that a proper cruising yacht be able to provide comfortable passages for its crew. To do

this it must have a kindly motion at sea and be well balanced under sail. After size, displacement and hull shape are the principle factors that affect motion. If displacement drops too low, the boat's motion can cause considerable discomfort for the crew. Hull shape refers to the bow, stern and midship section shape. In designing a racer, the designer may have to compromise these elements to conform to a particular set of racing rules. The Orion Twenty-Seven Mark II was not designed to any such rules, so her hull form was not compromised. She has a traditional wineglass shaped midship section, well known for producing a gentle motion at sea, and

capable of providing the kind of stability required for comfortable cruising. Balance is that coveted but elusive quality that makes a boat responsive under almost any conditions, which means the crew does not have to fight the boat every yard of the way. When you are shorthanded and weary of long night watches, a balanced boat can make a world of difference.

The performance of the Orion Twenty-Seven Mark II is sensational. The benefits of modern full-keel with cut-away forefoot, wineglass sections and well distributed beam result in a yacht of exceptional balance, responsiveness and speed.

### Orion 27 MK II

LOA	27'4" (30'11" inc. bowsprit)
WL	22'2 1/4"
Beam	9'3"
Draft	4'0"
Displacement	10,000 lbs.
Ballast	3,500
Sail Area (approx.)	
Sloop	428 sq. ft.
Yawl	452
Cutter	508
Headroom	6'2"
Mast Clearance	40'11"

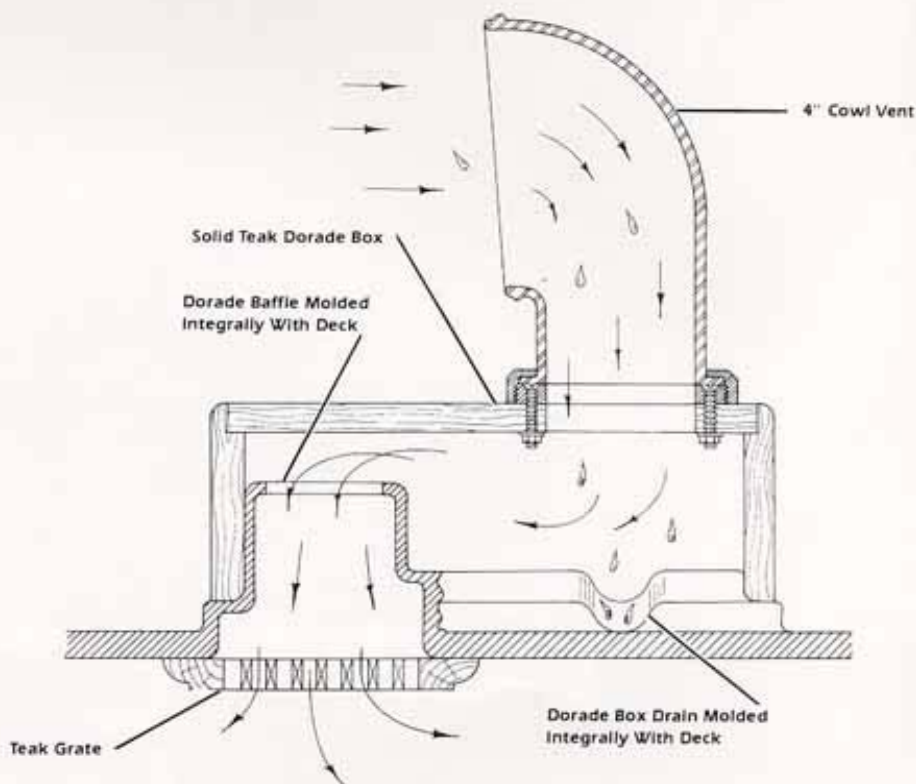
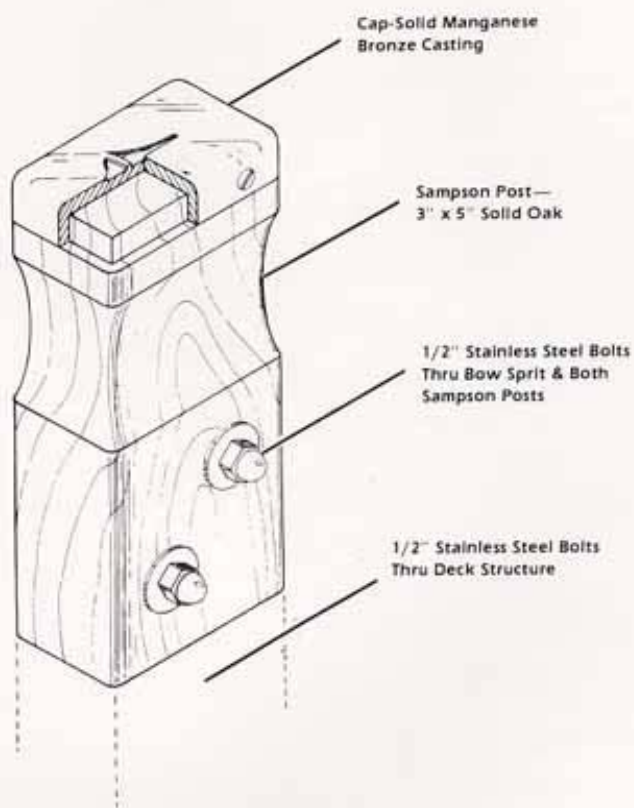


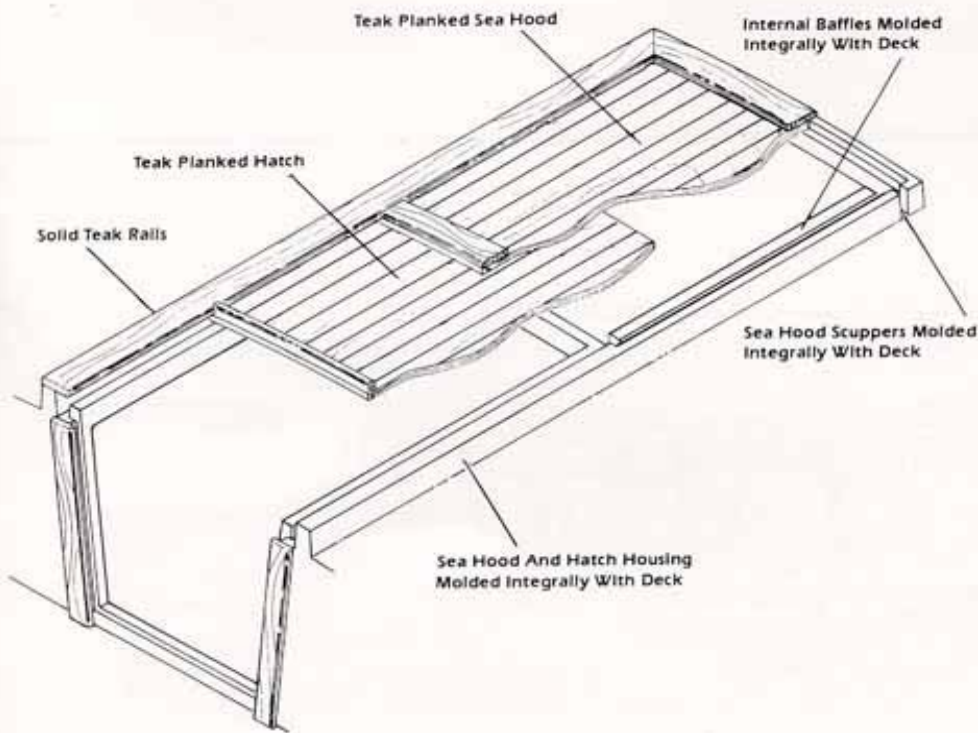
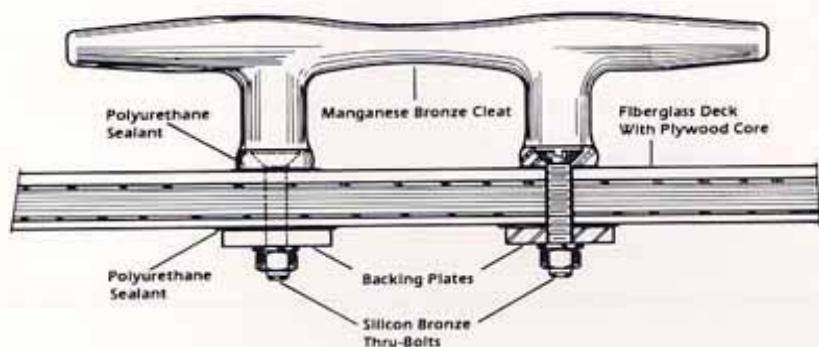
**Sailing Rig** The Orion Twenty-Seven Mark II is a sailing craft first and foremost, yet her sailing rig is not at the forefront of technological fad or fashion. Cruising calls for reliability, so her rig is designed for strength, simplicity and ease of maintenance. Her spars are linear polyurethane coated aluminum stayed with premium 1 x 19 wire and forged bronze open-body turnbuckles. Chain plates are 1-1/2" wide type 304 stainless steel, thru-fastened to the hull with 3/8" stainless steel bolts and full stainless steel backing plates. Thru-bolting to the hull creates a wide shroud base for superior mast support and greatly reduces stress on hull, deck and mast. Such gear has proven durability and can be easily repaired at any port.

**On Deck** At the bow, the bowsprit with bronze eyeband forms a solid base for the teak bowsprit platform, stainless steel pulpit and heavy duty anchor roller. Two large oak sampson posts are thru-bolted to the sides of the bowsprit, the ideal solution to numerous ground tackle problems. Topping the posts are two polished bronze caps; beautiful, but not there for decoration. The sampson post caps protect against abrasion and exposure to weather.

The deck is completely surrounded by bulwarks, stainless steel rails and sturdy lifelines that provide sure-footed trips to the foredeck. Custom teak caprails finish off the bulwarks and are another example of Pacific Seacraft's attention to detail. Caprail joints are locked together with "Butterfly" inserts to insure that they will never separate. Here is the shipwright's traditional craft at its finest, the skillful joining of wooden parts into a beautiful and functional part of the yacht's equipage. Features such as this are found on no other production yacht, regardless of price. To further assure safety during heavy weather, four thru-bolted teak handrails extend from the cockpit to the forward end of the house.

Throughout the Orion Twenty-Seven Mark II you will find examples of the exceptional thought that has gone into design and engineering. Dorade vents, for example, are molded into the cabin roof with teak boxes fitted over them. No chance for a leaky fitting. These dorades assure proper ventilation below decks, eliminating the problems of mildew and water condensation.



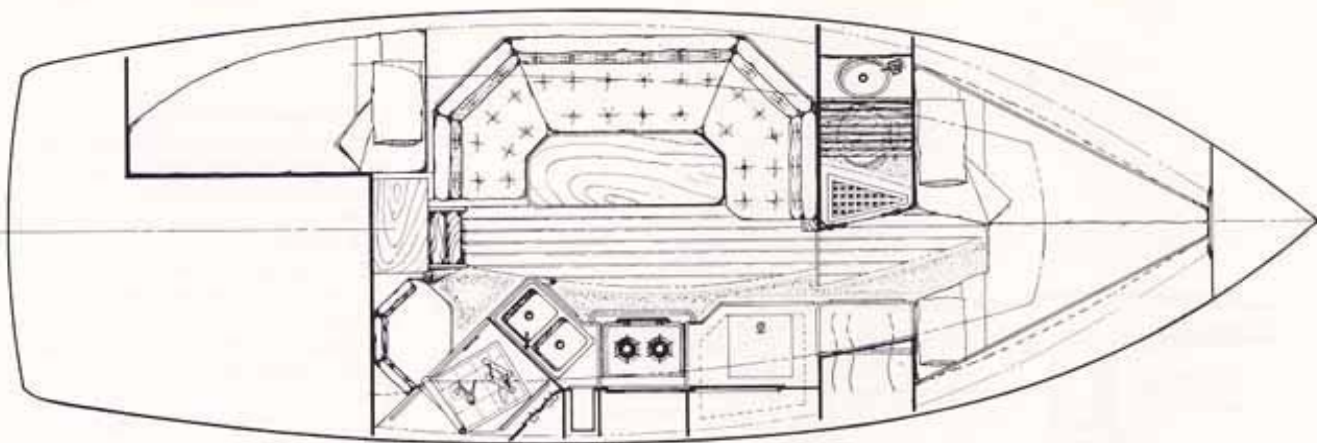


At the base of the mast is a stainless steel plate with secure attachment points for blocks, shackles or other gear. Deck drains are molded in and trimmed in bronze to keep side decks dry. All cleats, ports, winches and chocks are solid bronze. These, along with the lifeline stanchions and deck blocks, are thru-bolted to the deck, reinforced with full backing plates and caulked both sides. A roller-bearing mainsheet traveler is installed over the companionway hatch for high performance sail control. Nothing is more annoying in a cruising boat than deck leaks. On the Orion Twenty-Seven Mark II, extra thought has been given to the design and engineering of the deck so that your crew will stay cozy and dry. The lifeline stanchions, for example, are thru-bolted to pads, which are raised above the decks. This prevents water from finding its way through the bolt holes, a common problem on lesser fiberglass yachts.

On most production boats, the chainplates pass through leak-prone slots in the deck. However, on the Orion Twenty-Seven Mark II, the chainplates are thru-bolted to the hull and cannot leak. The sea hood is another engineering feature on the Orion Twenty-Seven Mark II that is frequently omitted on so-called cruising boats, yet no boat can provide comfortable cruising without one. On the Orion Twenty-Seven Mark II, the sea hood is designed with a series of integral baffles and drains which prevent water penetration even when driven by gale-force winds. No other manufacturer offers a hatch of such sophisticated and effective design.

**The Cockpit** This is the heart of the cruising boat. It is the clubroom, the patio, and frequently the cocktail lounge and dining room. A cruising boat's cockpit should provide comfortable seating, plenty of protection from wind and water, and convenient access to needed gear. The Orion Twenty-Seven Mark II excels in all categories. Her 6'-8" long seats provide ample space for sunbathing, sleeping or entertaining. Her high coamings offer protection from wind and water while her integral winch islands provide for convenient and efficient sail handling. Fast self-bailing is assured by two extra large drains. A structural bridge deck separates cockpit and interior accommodations. A large cockpit seat hatch to starboard makes convenient storage for cruising gear.

Plan A Arrangement



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INCHES SCALE IN FEET

