



# Leisure 20

*Fin, twin or centreboard, here's the  
twenty-footer that gives you the choice....*





# ....plus high performance and real comfort for four

With its long waterline and generous beam, the Leisure 20 is a superbly balanced four-berth family cruiser that can be sailed just about anywhere in absolute safety and complete comfort. Designed for both serious offshore cruising and inshore pottering, it's the ideal trailer-sailer – giving you a virtually unlimited choice of horizons.

Built in GRP for strength, rigidity and minimum maintenance, the '20' is surprisingly roomy for its size. The cockpit is deep and wide, and features a special outboard motor well in the stern, the cover providing an additional seat or table.

The accommodation includes four sensible size cushioned berths, a full galley and ample stowage space, and is finished in warm teak timbers. With two large coachroof windows on each side, and translucent forehatch it is particularly light and airy.

Under sail the Leisure 20 is extremely stable, vice-free and fast, performing well under all types of conditions. Under power it will cruise happily and economically with a 5 to 7 horsepower outboard, and is very manoeuvrable whether going ahead or astern. Fitted with a centreboard it will draw as little as 1'10" (0.56m).

Whatever type of cruising you prefer, you'll find the Leisure 20, with its comprehensive standard inventory, will measure up in every way.

## Hull, Topside and Deck

Fin keel and twin bilge keels are of cast iron, the latter being of high aspect ratio hydrofoil section – the centreboard is galvanised mild steel plate, housed in a cast iron stub keel. Rudder and skeg are moulded GRP with steel framework and stainless steel fittings. A teak rubbing strake is fitted as standard.

Moulded-in non-slip areas on deck are designed for extra safe deck work. The self-draining anchor and chain locker is accessible from the forward hatch, and stemhead and chain roller together with anchor, chain and warp are standard equipment. There's a large cabin ventilator over the galley area on the starboard side, and teak handrails are fitted on both sides of the coachroof.

The deep, roomy, self-draining cockpit is 5'9" (1.76m) long by 5'3" (1.6m) wide, and is supplied with seat cushions and duckboard. There's a locker on either side of the outboard well for sails, petrol tank and other storage. The hinged, alloy tiller head allowing the tiller to be angled back when not in use.

## Below Deck

The accommodation is formed from a one-piece internal moulding, with optional teak panel inserts in the GRP deckhead lining. All other timber surfaces and features are also in teak, which adds a real touch of luxury.

In the fore cabin there is a full length deep-cushioned double berth, with shelving and stowage under. The hinged, lockable translucent hatch giving extra light and through ventilation. A chemical toilet is housed in its own separate compartment – sea toilet is optional.

In the main cabin on the starboard side is a full size gimballed alcohol cooker, plus a moulded sink unit with water pump and draining board. There's stowage under the sink, which has a teak-finish laminate cover for extra workspace. Aft of the galley, and over the quarter berth, is a swivel dining table, which is also big enough for chart work. Headroom is 5'4" (1.62m), sitting headroom is 3'9" (1.14m).

Opposite the galley is a hanging locker with a drawer underneath and drinks shelf over. Both main cabin berths have stowage under, and padded backrests with shelves, and together with the table convert the cabin into a comfortable entertainment area. The companion way bulkhead incorporates teak handholds, stowage racks and light switch panel.

## Spars and Fittings

Mast and roller-reefing boom are in black anodised aluminium alloy. The mast being fitted with a hinged heelplate. All standing rigging and rigging screws are stainless steel. Sheets and internal halyards are terylene and coloured for easy recognition, halyards being supplied complete with snap shackles.

Other standard equipment and fittings include stemhead and roller, anchor, chain and warp, pulpit, forward mooring ballard and stern cleats. Plus jib downhaul and kicker unit, aluminium main and genoa tracks, adjustable plunger stop travellers, sheet winches and cam cleats.

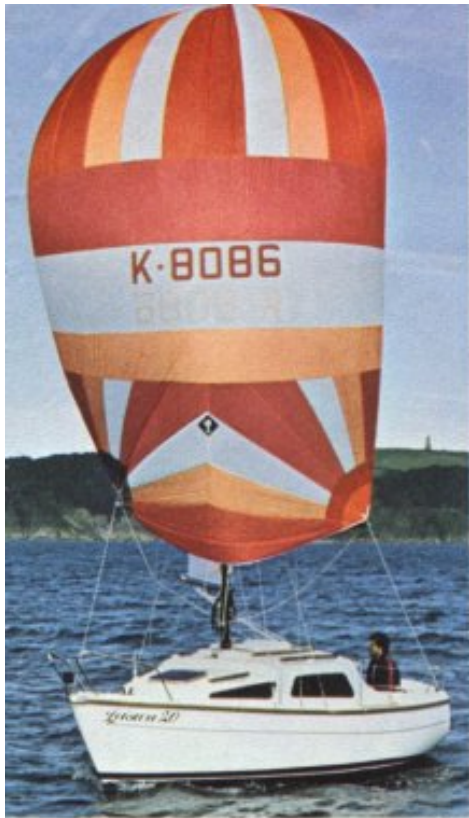
## Sails

Terylene Main 86 sq. ft. (8.0 sq.m).

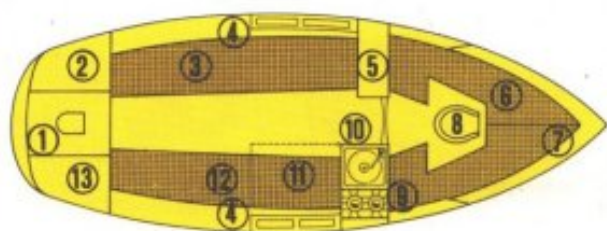
Terylene Jib 104 sq. ft. (9.7 sq.m).











- |                               |                                      |
|-------------------------------|--------------------------------------|
| 1. Outboard engine well       | 7. Chain locker above forward berths |
| 2. Port sail locker           | 8. Toilet                            |
| 3. Quarter berth and stowage  | 9. Two burner cooker                 |
| 4. Seat back and side stowage | 10. Sink unit                        |
| 5. Hanging locker             | 11. Swivel table                     |
| 6. Double berth and stowage   | 12. Quarter berth and stowage        |
|                               | 13. Starboard sail locker            |

## Specification

LOA	20'0"	6.09m
LWL	18'3"	5.56m
Beam	7'7"	2.31m
Draft Fin	3'9"	1.16m
Draft Twin	2'5"	.80m
Draft Centreboard	1'10"-4'0"	.56-1.22m
Design Weight	2860lbs approx	1300kg approx
Ballast	1050lbs	477.3kg
Fore Berths Triangle	6'2" x 5'10"	1.88m x 1.78m
Port Quarter Berth	7'3" x 2'3"	2.16 x .68m
Starboard Quarter Berth	6'3" x 2'3"	1.91m x .68m
Cockpit	5'9" x 5'3"	1.76m x 1.6m
Main Cabin Headroom	5'4"	1.62m
Standard Mast	24'0"	7.32m

## Sail Areas

Mainsail	86 sq ft	8.0 sq m
Working Jib	104 sq ft	9.7 sq m
Optional Sails		
Storm Jib	35 sq ft	3.3 sq m
Genoa	145 sq ft	13.5 sq m
Spinnaker	305 sq ft	28.4 sq m
Lake Rig - Optional		
Mast	26'	7.93m
Mainsail	95 sq ft	8.9 sq m
Jib	115 sq ft	10.7 sq m
Genoa	160 sq ft	14.9 sq m

## Optional Equipment

Pushpit · Stanchions and Safety Lines · Interior and Navigations Lights · Carpet · Sea Toilet · Curtains · Cockpit Duckboard · Trailer.

All details are correct at time of going to press, but Brinecraft Limited reserve the right to alter specification without notice.

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