

LEISURE 22

The Leisure 22 is designed and built to meet the demands for a 4/5-berth family cruiser without sacrificing the versatility and performance required by the yachtsman. If you like to spend the weekends with your family on board then the stability of the twin bilge keels will be ideal for exploring the creeks and riverways . . . whilst for those with ambitions of racing, the deep fin keel version will leave the swans way behind.



In either version you will find a boat that is well balanced (ballast ratio of 43%), easy to handle and designed to provide dry, comfortable sailing in any weather. The 22 feet of spacious accommodation is furnished to high standards, with fittings in attractive non-corrosive materials requiring the minimum of maintenance, yet providing comparative luxury for a boat of this size.

Below deck the interior of the forward cabin is designed to sleep an adult and child on deep cushioned bunks, with ample stowage space underneath; surfaces are lined with special washable fabrics. The chemical toilet is housed in a separate compartment, with opening portlight. A large translucent opening fore hatch gives easy access to the fore deck and self-draining locker providing stowage for the anchor and chain.

The main cabin is very spacious having a standing height of 5' 8"; the table may be lowered to provide a double berth with the deep seating cushions. A complete moulding extended on the port side to provide a large quarter berth forms the galley area, incorporating the sink, water pump, water tank and cooker. Generous storage shelves, cupboards and drawers are fitted, with stale air withdrawn from the galley by a ventilator.

A comfortable eating-space, with large rigid table and deep cushioning, is provided in the dinette area. Stowage is within the large open-type locker and below the seating units. Teak roof lining, wall fabrics, moulded floorings and wide fixed windows help towards creating a light, relaxing atmosphere after the children are tucked up safely in the forward cabin.

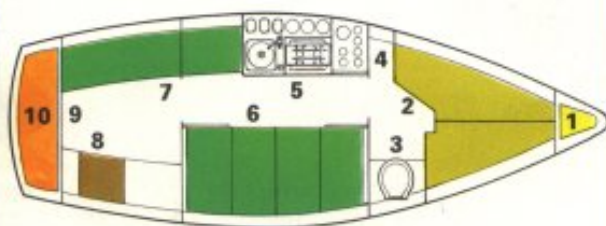


Behind the cabin companionway doors, the lockable hatch slides to allow complete access to the cockpit. The sail and fuel stowage lockers are located within easy reach on starboard and at the transom, which is also locally relieved, to give easy access to an outboard motor. The main sheet track and lifting-type tiller are situated at the rear of the cushioned cockpit, which is of a deep self-draining design.

Under sail the cockpit will be in constant use. The contoured design is well protected to offer comfort in the worst of any bad weather.

The Leisure 22, designed by Graham Caddick, FRINA, is a natural development of the well-proven Leisure 17. The high manufacturing standards are achieved by Cobramold Limited, a family business based in Essex.

Cobramold's experience of moulding GRP has extended over ten years; during this time they have undertaken many precise and specialist projects including replacement minarets for the Royal Brighton Pavilion, anatomical models for the Science Museum, Georgian porticos and Doric and Ionic column work. This knowledge of precision mouldings was recently extended to building the Leisure 17; the quality of the designer's planning and Cobramold's manufacturing skills (essential to a boat of this class) are reflected in the sale of over one thousand boats within four years.



- | | |
|------------------------|---------------------------|
| 1 anchor locker | 6 double berth (stowage) |
| 2 fore cabin (stowage) | 7 quarter berth (stowage) |
| 3 toilet | 8 sail locker |
| 4 hanging locker | 9 self-draining cockpit |
| 5 galley and storage | 10 transom locker |

For further information and sea trial of the Leisure 22 please contact

Cobramold Limited

22nd Street, Stansted Airport,
STANSTED, Essex CM24 8QZ

Telephone Takeley 551 and 794

Briefly the Leisure 22 specification comprises a one-piece hull moulding in GRP, with reinforcement at points of stress. The superstructure is designed to give strength where it is most needed, with a permanent non-slip surface on all walking areas.

The interior consists of several mouldings and bulkheads bonded to the hull, which gives enormous strength; exceptional stowage space is also created.

A choice of twin bilge keels or fin keel in cast iron are available. Stainless steel is used with GRP for the high aspect ratio skeg and rudder.

Spinnaker track, kicking strap points, stainless steel fittings, gold anodising, Barton roller reefing and ample cleats are incorporated within the extruded aluminium mast and boom.

Standing rigging is of 4 mm stainless steel with manganese bronze rigging screws, with pre-stretched terylene for all running rigging. Working jib and mainsail are provided from finest-quality 6 oz terylene. The non-corrosive fittings include anchor and chain, winches and sheet tracks. Stainless steel is used for the bow and stern pulpits.

A heavy-duty teak outboard motor bracket is incorporated on the transom to take a longshaft 7-10 hp engine.

Many useful items are also available at some extra cost: Genoa, storm jib, spinnaker and gear, jib down haul and kicker units, marine toilet, navigation and 12 volt interior lighting, anti-fouling, road trailer, Vire 6 hp inboard engine.

Dimensions measurements in length x width x depth

LOA	22' 0"	6.71 m
LWL	19' 11"	6.07 m
Beam	7' 10"	2.39 m
Draft twin	2' 8"	0.81 m
Draft fin	3' 11"	1.19 m
Design weight	3,300 lb	1495 kg
Ballast	1,400 lb	635 kg
Quarter berth	7' 3"x2' 2"	2.21x.66 m
Foreberth port	5' 10"x1' 9"	1.78x.54 m
Foreberth starboard	6' 2"x2' 4"	1.88x.71 m
Dinette	6' 5"x3' 4"	1.96x1.01 m
Hanging locker	4' 8"x9"x1' 2"	1.42x.23x.36 m
Galley locker	3' 5"x1' 4"x1' 11"	1.04x.41x.58 m
Cockpit area	6' 3"x5' 6"	1.91x1.67 m
Cabin headroom	5' 8"	1.73 m

Sail Areas		
Main sail	105 sq ft	9.8 sq m
Standard jib	110 sq ft	10.2 sq m
Jib No 1	85 sq ft	7.9 sq m
Storm jib No 1	51 sq ft	4.7 sq m
Storm jib No 2	30 sq ft	2.8 sq m
Genoa	180 sq ft	16.7 sq m
Spinnaker	350 sq ft	32.5 sq m
Total sail (standard)	215 sq ft	20.0 sq m
Mast height	26' 0"	7.93 m