

and so on) and a mostly mahogany interior, so the Yankee Dolphins have the “air” of classic wooden boats without any of the complications. The Yankee Dolphin brochure boasts of the boat’s hull molding, thickness, woven roving content, and “longer-lived” isophthalic resin. “The Dolphin is a sound investment in racing and family fun,” it states. “Truly a maximum boat with minimum maintenance — a real value.” Base price in 1969 was \$5,195.

Sparkman & Stephens designed an improved high-lift centerboard (lead-ballasted fiberglass), a cockpit-operated board hoist, and an updated rudder. Keel ballast is 1,650 pounds of lead. The self-bailing motor well accommodates outboards up to a 9-hp standard shaft, though today’s four-strokes have a hard time fitting. The spars are aluminum; the mast hinges and steps on deck and is more than adequate in size and strength. The mainsheet acquired a traveler with cam controls.

Yankee offered a new interior plan that made very efficient use of space with a complete glass headliner and hull liner. The double V-berth remained, but aft of that was a fully enclosed head compartment with a head to starboard and a hanging locker and shelves to port. The wooden sliding door disappears into the main bulkhead and thus takes up no swinging room at all. Several lockers and drawers provide storage, and the galley includes a sink, pump, water tank, stove, and icebox. A dinette to starboard converts into a double berth, and to port are a small seat, galley, and icebox. Cockpit lockers without quarter berths are thus capacious.

The Pacific Dolphin

In 1976, Pacific Dolphin, Inc., of Anaheim, California, became the last major manufacturer of the design. As a supplier to Yankee Yachts, the owners of this company had inherited the molds when Yankee folded. Base price had risen to \$9,750 by then. Construction began with a close replica of the Yankee version, complete with teak exterior trim and a teak interior. Later versions eliminated almost all exterior wood. Options introduced wheel steering, a slide-out galley that disappears aft toward the port locker (providing a fifth berth), jiffy reefing, and Vire or Yanmar inboards.

Other Dolphins

Other firms made a few Dolphins each. J. J. Taylor in Toronto offered some — about 10 to 12 — which were probably O’Day hulls finished in Canada. They had a galvanized rudder, the removal of which for replating became a problem. Lunn Laminates of Long Island built copies of the O’Day boat complete with Palmer inboards after O’Day ceased production. There may well be more builders. One caveat: the 23-foot Olympic Dolphin is something else entirely — a 2,000-pound trailersailer designed by Derek Angus in 1970.

Trailing

In the words of Dolphin sailors, the experts themselves:

- **Jim Sutro (Yankee Dolphin #84):** “My trailer is fairly substantial — GVW 7,000 pounds — and hauls *Duckling* handily. The roof of my E-250 (3/4 ton) stretch van supports a sawhorse, which makes a tolerable workplace for rigging the mast, whether for sea or for the road. The mast is supported by a tabernacle, and the boom is rigged as a gin-pole for erecting the mast. I can do it alone. The trailer has a caster wheel and rolls into the water on a chain.”
- **Ron Breault (O’Day Dolphin #12):** “I don’t really trailer this boat, except to and from her home in our barn in the spring and fall. I step the mast at my yacht club where we have a hoist. Stepping/unstepping on a trailer or at a dock can be done, but it’s a heavy mast and a bit exciting for two people, never mind one. I think this boat is at the heavy end of what one would call “trailerable.” I thought about trailering her back from Maine, but in the end it was easier, less hassle, and more fun to sail her back.”
- **Duane Post (Yankee Dolphin #184):** “At best it would take three of us four hours to launch, rig, tune, and prepare for the cruise. And that was working really fast.”

Trina’s interior, top three photos above, is similar to the interior in the O’Day

*Dolphins with two quarter berths and an open V-berth, which can be lengthened with filler cushions. A marine head is under the settee on the starboard side. A flip-up table extends the counter space by the galley sink and adds an eating surface for informal dining. A cover converts the sink to an additional countertop. The Yankee Dolphin was introduced with an updated interior plan. *Trina’s* cockpit, lower two photos.*

