

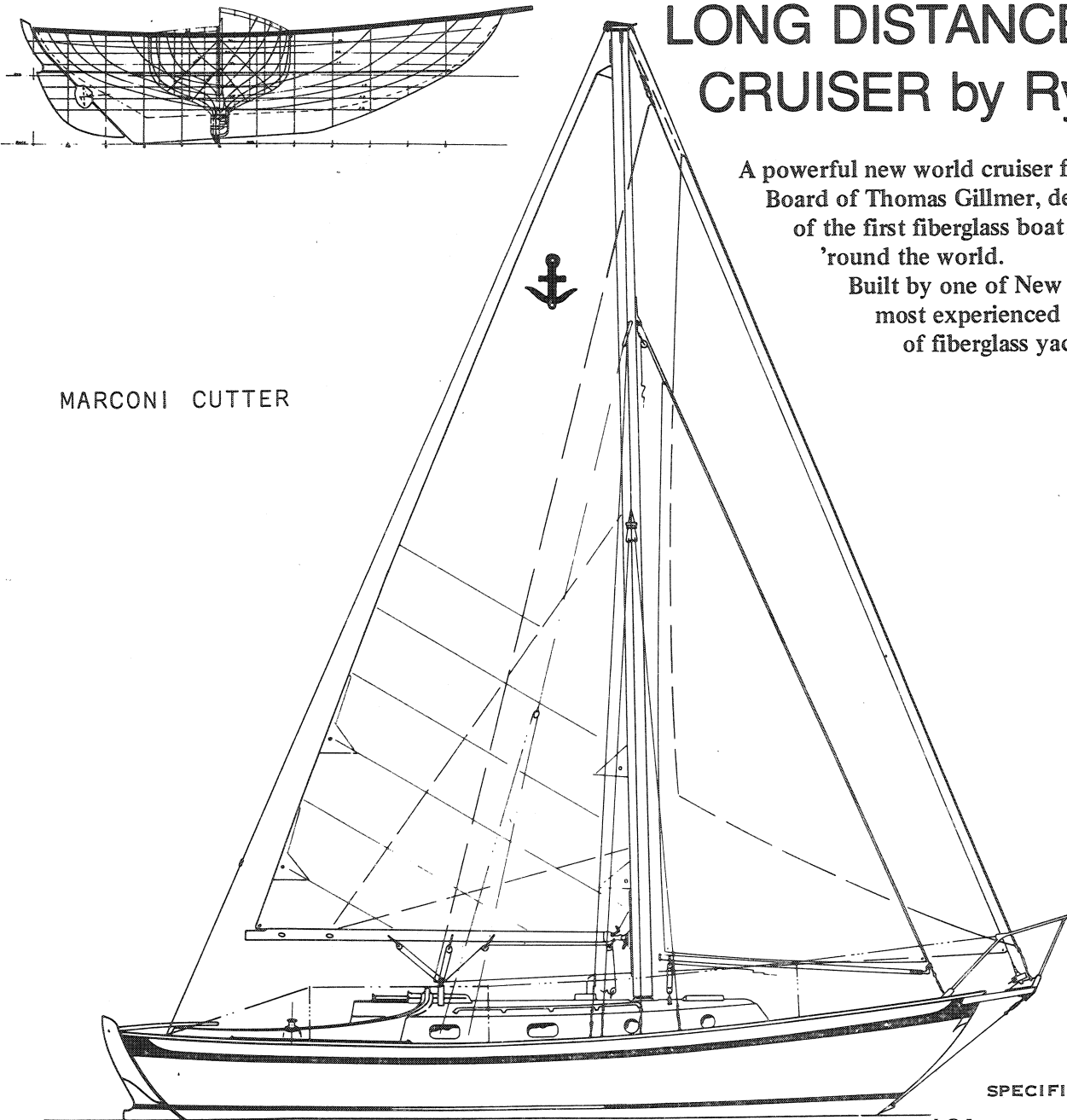
SOUTHERN CROSS 31

LONG DISTANCE CRUISER by Ryder

A powerful new world cruiser from the Board of Thomas Gillmer, designer of the first fiberglass boat to sail 'round the world.

Built by one of New England's most experienced molders of fiberglass yachts.

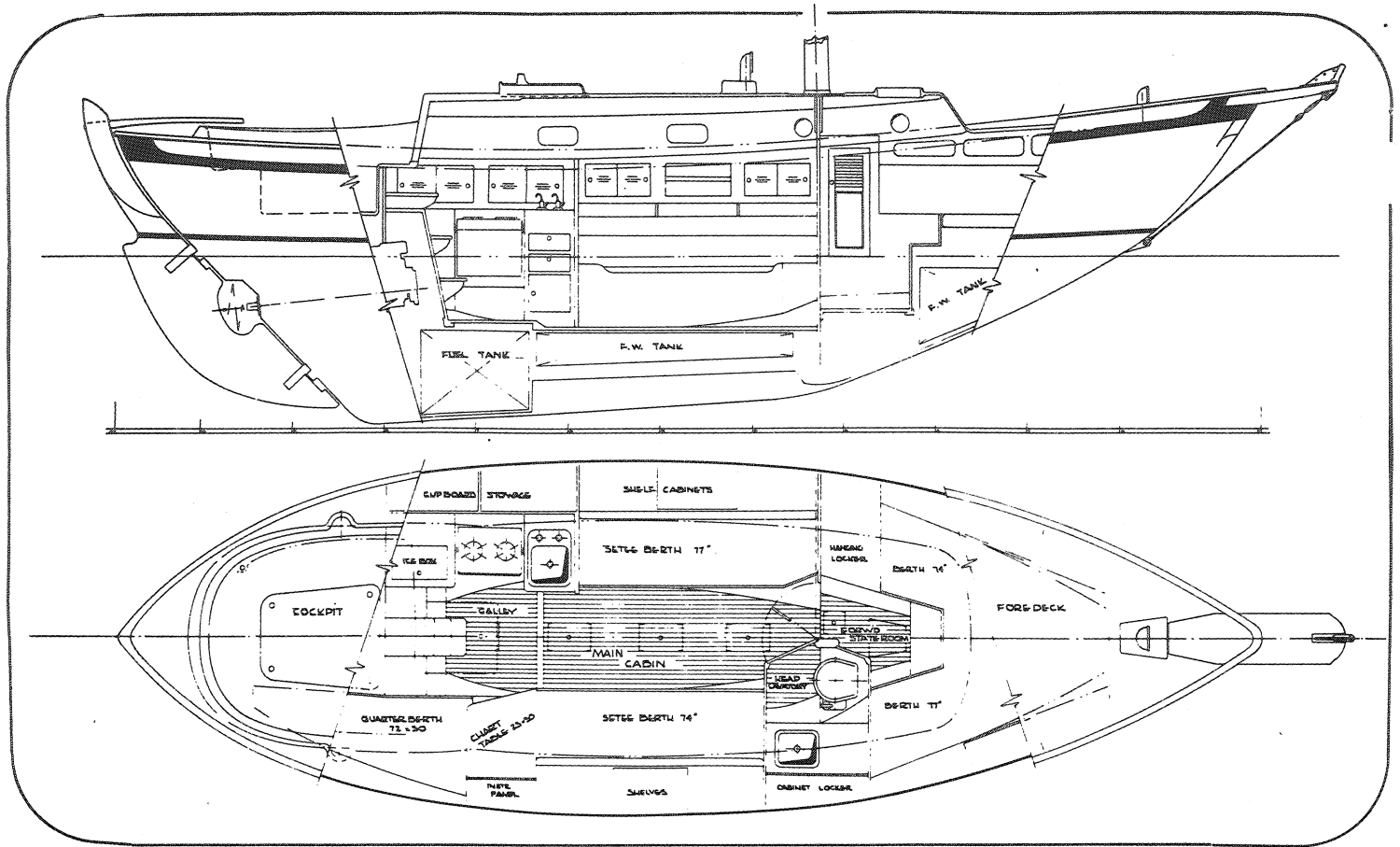
MARCONI CUTTER



SPECIFICATIONS

LOA	34'6"
LOD	31'0"
LWL	25'0"
BEAM	9'6"
DRAFT	4'7"
DISPL.	13,600 LBS.
BALLAST	4,400 LBS.
SAIL AREA	447 SQ. FT.
HEADROOM	6'2"
AUXILIARY	DIESEL

SOUTHERN CROSS' SAIL EMBLEM is an anchor cross, a symbol of Christ carried over from the days of persecution before Constantine. While early Christians saw in this cross a hope "sure and steadfast" (HEB 6:19), Persecutors saw nothing but an anchor. We thought the symbol especially fitting because it speaks of hope and salvation in the midst of howling winds on a perilous sea.



Since the Creation, men have gone down to the sea in ships, and naval design has responded to the ageless challenge of the sea.

Southern Cross has been distilled from the shore based theory and shipboard experience of Tom Gillmer, one of America's foremost naval architects. Educated at the U.S. Naval Academy in Annapolis and Johns Hopkins, Mr. Gillmer spent several years at sea as a Navy officer. Returning to the Academy, he served as Professor of Naval Architecture and Director of the Ships Hydrodynamics Laboratory and of the Model Rowing Basin, and is the author of several books. Mr. Gillmer designed the first fiberglass boat to circumnavigate the globe.

Southern Cross combines the best of modern design with the sea-keeping ability of the traditional double-ended Colin Archer boats to create a fast, rugged vessel capable of extended passages. She has been designed for men who are going to sea, for a weekend or lifetime.

Southern Cross' deck and rigging configurations traditional and proven, with safety and ease of handling prime considerations. Her snug, contoured cockpit is safe, dry, and comfortable. The walkways are wide, and deck obstructions are held to a minimum. All sheets lead to the cockpit. A seahood encloses the companionway hatch. The mechanical and electrical systems are functional and rugged. Hull, deck, and other fiberglass components are overbuilt and reflect years of experience in yacht building.

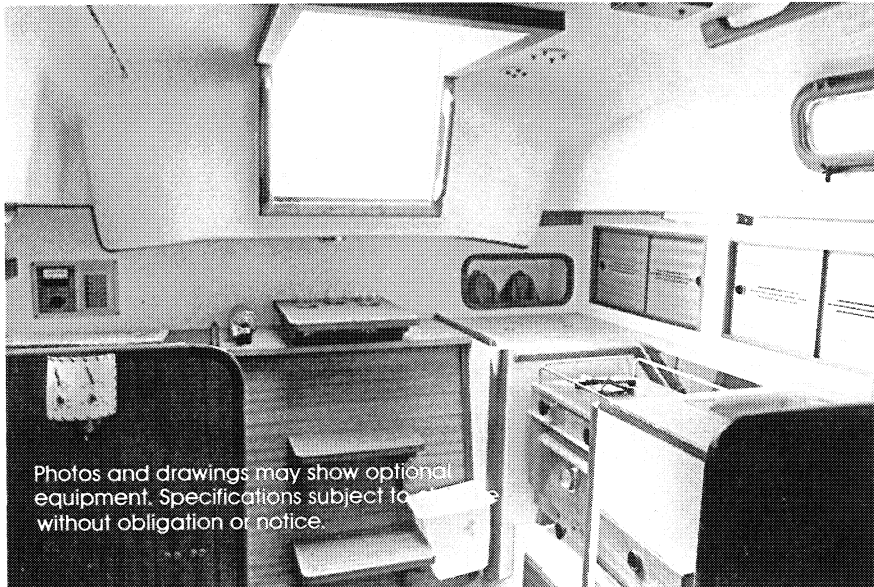
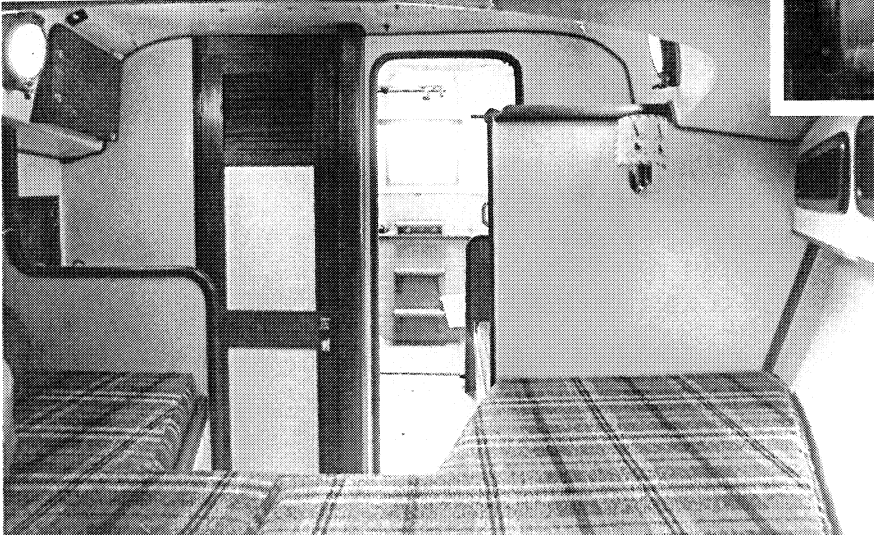
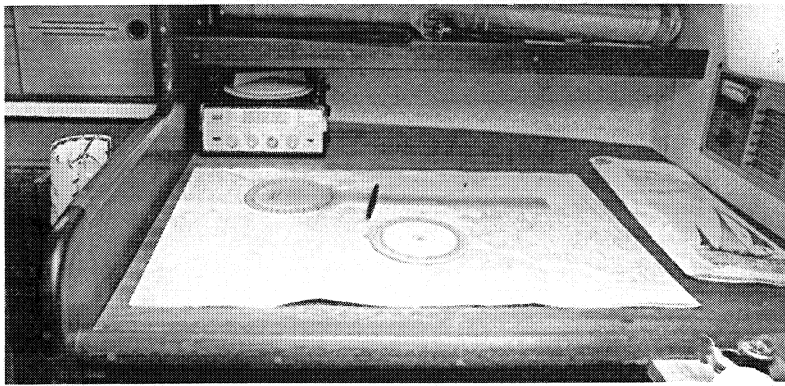
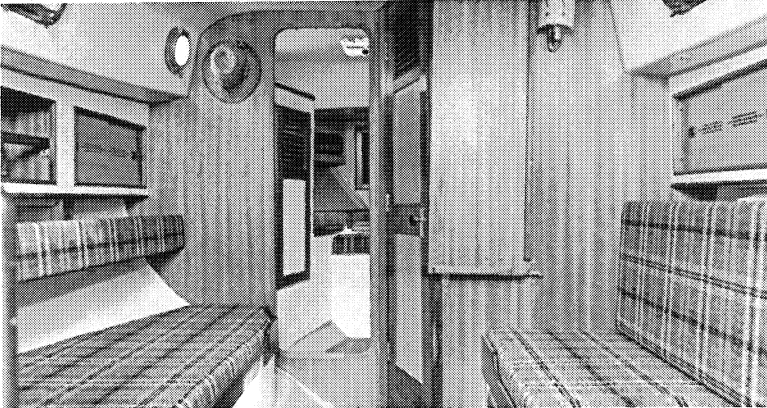
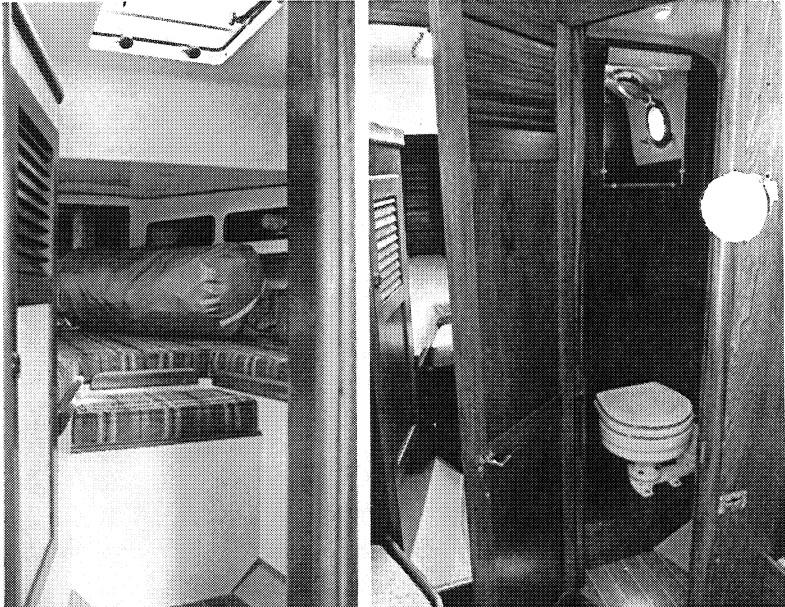
Outside and in, Southern Cross has been built for the high seas, not a dealer's showroom. Yet her functional aspects are not compromised by her comfort and roominess below decks. Her all-wood interior layout is designed for safety and comfort: her galley is huge, her storage space ample, and her appointments warm and inviting.

If you would like more information on this fine passagemaker, write us or contact one of our representatives.

SOUTHERN CROSS . . . A MODERN CLASSIC by



THE C. E. RYDER CORPORATION
47 GOODING AVENUE
BRISTOL, RHODE ISLAND
401-253-8554



Attention to detail is a hallmark of every Southern Cross. Handrails above head level for safe moving around. Ample storage compartments beneath berths for your gear or stores. A shower/head that is airy with storage for your toiletries. The secure, solid click of a bronze latch and the perfect fit of a louvered mahogany door will earn your appreciation as time goes on.

Like every Southern Cross, your 31 will be made with painstaking care and close personal attention by New England's finest craftsmen. Discover for yourself why Southern Cross is oceans apart from the rest.

Photos and drawings may show optional equipment. Specifications subject to without obligation or notice.



Southern Cross[®] 31

Oceans apart from the rest.

“With all the sailboats for sale, what makes the Southern Cross[®] so different from the rest?”

One answer is design.

The Southern Cross fleet is designed by Thomas Gillmer, one of the country's foremost Naval Architects. Educated at the U.S. Naval Academy and Johns Hopkins, Mr. Gillmer spent several years at sea as a Navy officer. He has served as Professor of Naval Architecture and Director of the Ships Hydrodynamic Laboratory and of the Model Towing Basin, and has authored several definitive books on naval design.

Gillmer's Southern Cross designs are more than pretty to look at. They are extremely fast in light air. They go well to windward. And they are comfortable and seaworthy. Quite simply, total performance. Boat for boat, the Southern Cross will leave most cruisers and many racers behind in any kind of weather. We know it! We've done it! The Southern Cross is an all-out cruising boat, design-engineered with the serious sailor in mind.

Another measure is top grade construction without compromise.

Everyone talks about top grade construction, few people do it. We start with a rugged, hand laid-up fiberglass hull with Airex[®] sandwich core, a method used only by a few custom and semi-custom builders. Airex[®] provides structural rigidity with resiliency, and excellent sound and thermal insulation. Bulkheads that are glassed to the hull, (not to a floating pan), using special Airex[®] fillets. Deck edges that are fiberglassed and stainless steel thru-bolted. Aircraft-quality rigging built to military specifications for utmost dependability and long, rugged use. Seacocks on all thru-hull fittings. Grounded chainplates, electrical connections conveniently located and grounded. All wood joiner work executed by master craftsmen.

Southern Cross is design-engineered from the keel up by builders who have more fiberglass boat building experience than any crew in the country, bar none. When you see with your own eyes how we put a Southern Cross together, we know you will be impressed. The enclosed sheets will provide you with more details.



A third answer is owner satisfaction.

We work directly with each owner to insure that his Southern Cross fulfills his individual requirements. Your boat is built to your specifications . . . not to a variation of a dealer's showroom special. We are very proud of our boats and recognize the fact that our owners and their boats have proved to be the best sales force.

Our boats are not inexpensive, but they are done right and design-engineered and built for an investment. And we stand behind them. All arrangements can be made for you through our office: specification, delivery, launching, commissioning and financing.

One final note.

Please feel free to call us should additional questions come up. And we cordially invite you to visit our Bristol yard to inspect first-hand the Southern Cross 28, 31 or 39.



C. E. Ryder Corporation
47 Gooding Avenue
Bristol, Rhode Island 02809

... A brief explanation of Owner Completion Levels ...

Level 1 was developed to satisfy the needs of experienced craftsmen (or fast learners) who want to build a custom yacht. Most of the structural work has been completed. Some secondary fiberglass work is required. Level 1 offers the biggest potential for savings.

Level 2 is virtually complete on the outside and except for a single bulkhead is clear on the inside, leaving the owner with almost complete freedom to design his own interior. With the addition of sails, she can be launched and sailed immediately.

Level 3 is designed for the beginner. No fiberglass work is required and very little is needed in the way of tools.

Sail and interior plans are provided, as are a few shop drawings. A boat building manual is included.

Other information ...

Lead time for delivery varies with the time of year and our existing order backlog.

Transportation can be arranged by our office. Insurance is provided free while your yacht is under construction and in shipment.

Financing information can be provided by us and we can arrange for it directly.

Engineering advice and consultation is provided at no charge while you build your boat.

Additional equipment and parts can be supplied by us at a substantial savings over published list prices.

Terms: A 10% deposit is required with your order with progress payments due as construction progresses.

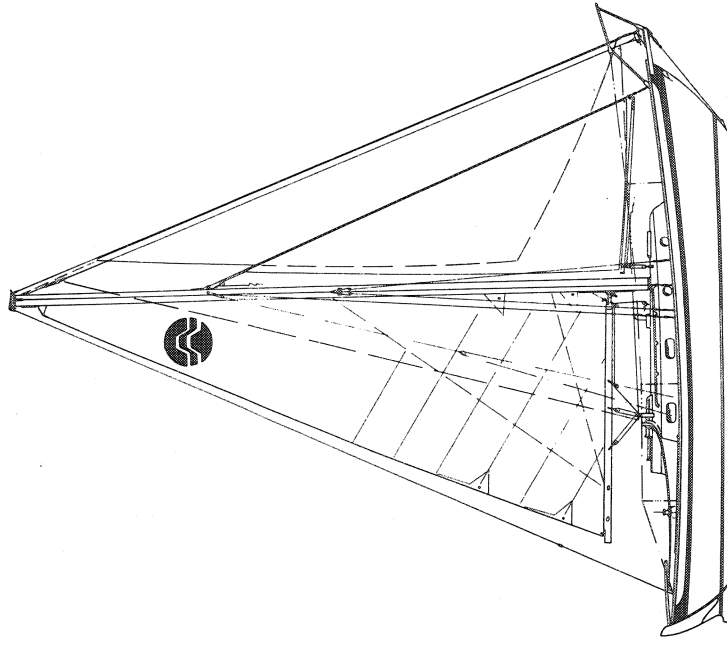
References: We are prepared to supply bank and trade references and are listed in Dun and Bradstreet. We are also a member of the National Marine Manufacturers Association and the Bristol County Chamber of Commerce.

Ryder Custom Yachts

A division of C. E. Ryder Corp.
47 Gooding Avenue
Bristol, Rhode Island 02809
401-253-8554

Ryder Custom Yachts

Owner Completion Price List



GILLMER 31

Effective for boats delivered before 9/30/83.

GILLMER 31

Level 1

- Hand built one-piece fiberglass hull in ivory gelcoat
 - Integral fiberglass deck with molded in non-skid in ivory
 - Solid cast lead ballast fiberglassed in place
 - Fiberglass cabin headliner
 - Hull and deck attached
 - Mast support bulkhead
 - Fiberglass outboard rudder with laminated tiller
 - Cockpit scuppers and thruhulls
 - Fiberglass deck hatches ready for installation (4)
 - Anti-fouling bottom paint (red)
 - Awlgrip boottop and sheer stripe (red)
 - Teak bowsprit
 - Wiring harness in headliner
 - Blueprints and shop drawings
- Price \$19,125

Level 2

- All of Level 1 plus:
 - Companionway hatch installation with seahood
 - Seat hatches installed
 - Teak cap rails and cabin nosing
 - Black hardware
 - Cleats, chocks, and deck blocks
 - Hawsepipes amidships
 - Opening ports with screens
 - Anodized aluminum spars (sloop)
 - Stainless steel standing rigging (sloop)
 - Stainless steel chainplates
 - Dacron running rigging
 - Teak handrails
 - Teak weatherboards
 - Bronze scupper seacocks
 - Bow rail
 - Mainsheet traveller and winch
 - Jib sheet fairlead blocks
 - Bomar forward hatch
 - Navigation lights, less wiring
 - Teak bulkheads per standard layout
 - Fir plywood cabin sole
 - Head compartment with shower stall
 - Jib sheet winches with handle
 - Main and jib halyard winches on mast
 - Custom stainless steel stemhead weldment
 - Engine beds
 - Fuel and water tanks
- Price \$28,500

Level 3

- All of Level 2 plus:
 - Interior layout which includes: V-berths (2)
 - Main cabin berths (2)
 - Quarter berth (1)
 - Icebox cabinet with foam insulation
 - Sink cabinet and vanity cabinets
 - All structural bulkheads
 - Toilet mounting platform
 - Shower sump
 - Shelf bases
 - Universal 21 h.p. diesel (M25) ready to run
 - Bronze propeller shaft
 - Two blade sailboat propeller
 - Fuel tank
 - Electrical panel
 - Wiring, less fixtures
- Price \$43,500

Level 1 Options

- Alternate hull color 550
- Contrasting non-skid 400
- Alternate boottop color 50
- Alternate bottom color 50
- Airex cored hull 1,395
- Exterior teak kit 1,095
- Spars and rigging (sloop) 3,475
- Chainplates, stemhead, and backstay chainplate 775
- Oak storage cradle 475

Total

Level 2 Options

- Midship opening hatch 375
- Lifelines, stanchions, and stern rail 595
- Anchor roller (added to stemhead) 75ea.
- Diesel engine 5,950
- Bronze hardware option 1,500
- Teak cockpit coaming cap 350
- Teak rubrail with half oval 595
- Options from Level 1:

Level 3 Options

- Berth cushions 950
- Cockpit cushions 300
- Sails, main and yankee jib 1,491
- Marine toilet with holding tank 695
- Cockpit mounted bilge pump 185
- Staysail option less sail 1,295
- Staysail 327
- Options from levels 1 and 2:

Total

options 2820

SOUTHERN CROSS® 31

April 1, 1980

STANDARD EQUIPMENT: CUTTER

Construction:

One piece hand-laminated fiberglass hull with Airex® core
Stiff balsa cored deck with molded-in nonskid
Weather resistant ivory gelcoat on hull and deck
Fiberglass outboard rudder with laminated tiller
Large self-bailing cockpit with scuppers
Sliding companionway hatch w/teak trim, weatherboards, and sea hood
Bomar watertight translucent forward hatch
Black anodized or epoxy coated hardware
Teak toe rails, coamings, handrails, and bowsprit
Eight opening ports
Cockpit sail lockers with bronze hinges and locking hasps
Aft cockpit seat locker
Antifouling bottom paint
Awlgrip boottop
Thrubolted, no leak, hull deck joint

Deck Hardware, Rig, and Equipment:

Wear resistant anodized aluminum spars
Aircraft quality stainless steel standing rigging
Chrome bronze turnbuckles
Custom stainless steel stemhead weldment with integral chocks
Thrubolted stainless steel chainplates and bobstay *Pulleys*
Prestretched Dacron® main, jib, and staysail halyards
Dacron main, jib, and staysail sheets
Halyard and sheet cleats
Hawsepipes, stern and amidships
Teak dorade boxes with cowl vents
Winch base storage compartments
Rope locker with deckplate
2 Slab jiffy reefing
Fixed topping lift
Navigation lighting group
Foredeck and anchor lights
Adjustable roller bearing mainsheet traveller
Bariant mainsheet winch
Staysail traveller
Bariant 2 speed genoa sheet winches with handle
Genoa tracks with adjustable standup blocks
Bariant main, jib, and staysail halyard winches on mast with handle
Stainless steel bow and stern rails
Lifelines (single) and stanchions
Cockpit mounted bilge pump
Custom bronze Southern Cross insignia

INTERIOR

Choice of fixed chart table with storage under or foldaway with quarterberth
Waxed teak bulkheads
Solid teak interior trim
Lockers over berths in main and forward cabins
Full headliner
Four or five full-sized berths
Huge private forward cabin with hanging locker lined in cedar
Separate head compartment with stainless steel sink in vanity
Mirror in head
Manual shower and shower pan in head
Clothes hamper
Approved marine toilet with holding tank
Butcher block formica counter tops
Teak and holly cabin sole
Storage lockers under counters
Storage under berths
Stainless steel double galley sink with footpump
Gimballed Shipmate 2 burner stove with oven, alcohol or kerosene
Heavily insulated icebox
Foam filled, fully zippered fabric cushions

Power, Electrical, & Water:

Yanmar 22 HP Diesel, ready to run
Bronze propellor shaft
2 bladed sailboat propellor
Corrosion proof waterlift muffler and riser
34 gallon fuel tank
47 gallon fresh water keel tank
Dual 85 amp marine battery installation with battery boxes
Battery shutoff switch
Battery charge indicator
12 volt cabin lights
Marinetics electrical panel with circuit breakers
Color coded electrical wiring system
Electrical bonding
Sea cocks on all underwater fittings

Sails:

Hood mainsail with 2 sets of reef points
Hood No. 3 jib topsail
Hood selftending staysail

SOUTHERN CROSS 39

May 1, 1980

STANDARD EQUIPMENT: SLOOP

Construction:

One piece hand-laminated fiberglass hull with Airex® core
Stiff balsa cored deck with molded-in nonskid
Weather resistant ivory gelcoat on hull and deck
Fiberglass inboard rudder with bronze post
Large self-bailing cockpit with scuppers
Sliding companionway hatch w/teak trim, weatherboards, and sea hood
Domed watertight translucent hatch, forward and amidships
Black anodized or epoxy coated hardware
Teak toe rails, coamings, handrails, and bowsprit
All opening ports
Cockpit sail lockers with bronze hinges and locking hasps
Aft cockpit seat
Antifouling bottom paint
Awlgrip boottop and sheer stripe
Thrubolted, no leak, hull deck joint

Deck Hardware, Rig, and Equipment:

Wear resistant anodized aluminum spars
Aircraft quality stainless steel standing rigging
Chrome bronze turnbuckles
Custom stainless steel stemhead weldment with integral chocks
Thrubolted stainless steel chainplates and bobstay
Prestretched Dacron® main and jib halyards
Dacron main and jib sheets
Halyard and sheet cleats
Hawsepipes, bow, stern, and amidships
Teak dorade boxes with cowl vents
Winch base storage compartments
Rope locker with deckplate
2 Slab jiffy reefing
Fixed topping lift
Navigation lighting group
Foredeck and anchor lights
Adjustable roller bearing mainsheet traveller
Barent mainsheet winch
Barent 2 speed genoa sheet winches with handle
Genoa tracks with adjustable wide sheave blocks
Barent main and jib halyard winches on mast with handle
Stainless steel bow and stern rails
Lifelines (double) and stanchions
Cockpit mounted bilge pump
Custom bronze Southern Cross insignia
Edson steerer with 5" Ritchie compass
Flag pole socket
Anodized aluminum mast partners
Stainless steel mast tie rod

INTERIOR

Choice of layouts
Waxed teak bulkheads
Solid teak interior trim
Lockers over berths in main and forward cabins
Full headliner
Full-sized berths for seven
Hanging locker lined in cedar
Separate head compartment with Dupon Corian® vanity top
Mirror in head
Shower and shower pan in head
Clothes hamper
Approved marine toilet with Mansfield holding tank
Formica counter tops
Teak and holly cabin sole
Storage lockers under counters
Storage under berths
Stainless steel double galley sink with footpump
Gimballed Shipmate 3 burner stove stainless steel with oven
Heavily insulated icebox
Foam filled, fully zippered fabric cushions
Waste basket and dust bins
Pine ceiling in main and forward cabins

Power, Electrical & Water:

Westerbeke 50 HP Diesel, ready to run
Bronze propellor shaft
2 bladed sailboat propellor
Corrosion proof waterlift muffler and riser
50 gallon fuel tank
100 gallon fresh water keel tank
Dual 100 amp marine battery installation with battery boxes
Battery shutoff switch
Battery charge indicator
12 volt cabin lights
Marinetics electrical panel with circuit breakers
Color coded electrical wiring system
Electrical bonding
Sea cocks on all underwater fittings
Hot and cold pressure water

Sails:

Hood mainsail with 2 sets of reef points
Hood 110% lapper
Hood mainsail cover, acrylic

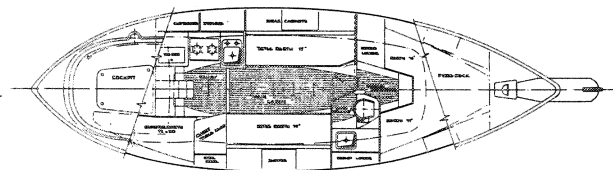
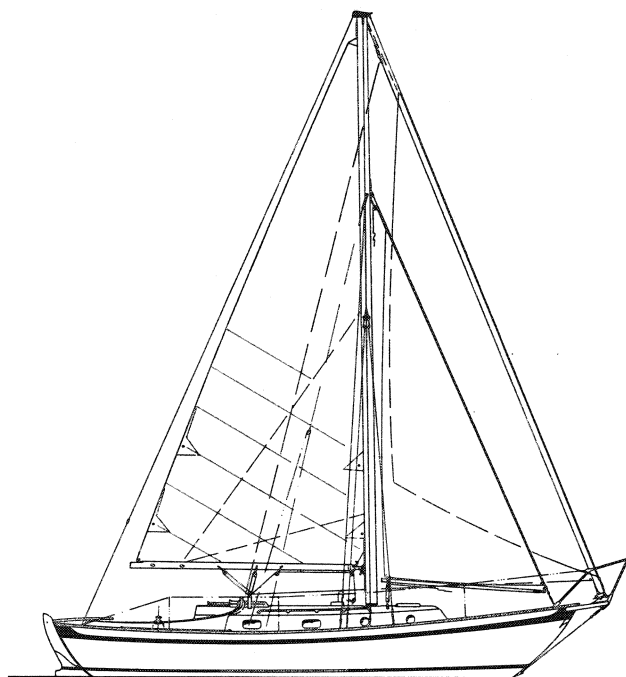
SOUTHERN CROSS 31

MANUFACTURER'S COMMENT

Since the Creation, men have gone down to the sea in ships, and naval design has responded to the ageless challenge of the sea.

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Outside and in, Southern Cross has been built for the high seas, not a dealer's showroom. Yet her functional aspects are not compromised by her comfort and roominess below decks. Her all-wood interior layout is designed for safety and comfort: her galley is huge, her storage space ample, and her appointments warm and inviting.

If you would like more information on this fine passage-maker, write us or contact one of our representatives.

L.O.A.....	31'0"	Headroom	6'3"
L.W.L.....	25'0"	Berths	5
Beam.....	9'6"	Auxiliary:	
Draft.....	4'7"	Diesel.....	Yanmar 22 HP
Rated Sail Area	447 sq. ft.	Designer.....	Thomas Gillmer
Hull.....	Airex Cored Fiberglass	Price:	
Spars	Aluminum	With main &	
Ballast	4,400 lbs.	working jib.....	\$54,500
Displacement	13,600 lbs.		

THE C. E. RYDER CORPORATION, 47 Gooding Avenue Southeast, Bristol, Rhode Island 02809 (401) 253-8554
All prices and specifications subject to change.

Southern Cross[®]

Options

	SC28	SC31	SC35	SC39
Special Hull Color	650	750	850	950
Two-Tone Non-Skid	275	295	395	445
Bronze Hardware and Ports	500	600	700	1030
Cockpit Grate	400	450	1200	1300
Cockpit Cushions	350	350	450	450
Swim Ladder	380	380	380	380
Anchor Windlass (S-L)	700	700	1075	1320
Second Anchor Roller	200	200	200	STD
Flag Halyards (each)	40	45	50	50
Boom Vang / Preventer	225	250	270	280
Hood Furling Gear	1100	1400	2050	2200
Complete Spinnaker Gear	1150	1600	3290	3490
Complete MPS Gear	1000	1175	1520	1970
Halyards to Cockpit	500	600	STD	STD
Extra Lockin Winch Handle	74	74	74	74
Second Jib Halyard	150	180	STD	STD
Shore Power with 50' Cord	400	550	STD	STD
Aquasignal Tricolor with Strobe	275	275	275	275
Extra Breaker Panel	190	190	190	190
Constavolt Battery Charger	620	620	620	620
Horizon Maxi VHF with Antenna	700	700	700	700
Datamarine Depthsounder	690	690	690	690
Datamarine Knotmeter/Log	690	690	690	690
Datamarine CRIS Package	2400	2400	2400	2400
Sitex Loran "C"	N/A	1650	1650	1650
Ritchie Compass	350	400	400	400
Autohelm Autopilot with Vane	N/A	N/A	3490	3490
Electric Bilge Pump	235	235	235	235
Hot and Cold Pressure Water	1150	1150	STD	STD
Shipmate Kerosene Heater	590	590	590	590
Oven in lieu of Counter Top Stove	490	STD	STD	STD
Propane Stove/Oven	N/A	N/A	STD	STD
CNG Stove (in lieu of STD)	N/A	N/A	895	895
Sea Frost Refrigeration	1800	1800	1800	1800
Salt Water in Gally with Y-Valve	190	190	190	190
Three Bladed Propeller	100	125	150	175
Overboard Head Discharge	350	350	350	350
Custom Fabric Selection	Quote	Quote	Quote	Quote
Custom Counter Top Selection	245	275	325	345
Quarter Berth Layout	N/A	--	395	N/A
Cradle	375	475	550	625
Name and Hailing Port	150	150	200	200
Commissioning and Sea Trials	975	1100	1250	1400

January 15, 1984

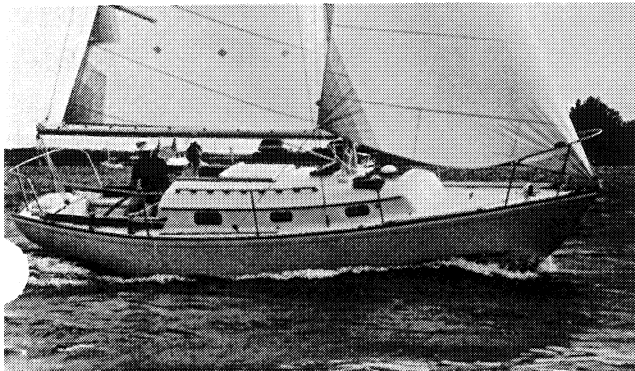
All prices F.O.B. Bristol, R.I.

Luders, Alberg & Brewer Designs

The Luders, Alberg and Brewer owner completion yachts are additional cruising designs which blend the classic appeal and the beauty reminiscent of the finest wooden boat to the convenience of modern fiberglass construction. Their elegant lines and full-keeled hulls are a rare combination of performance, stability and seaworthiness. The Alberg 23, Luders 27 and 34, and a Brewer 24 will give you timeless beauty, quality construction and lasting value in a yacht that is a joy to sail.

The Luders 34, a cruising sloop with the competitive spirit. A Bill Luders's design similar to the famous Luders 33, the 34 gives a graceful aesthetic sense to the traditional full-keel design's powerful performance. The Luders 34 encompasses yachting's finest traditions and dovetails them neatly into modern construction methods to bring it to a level of excellence unparalleled in other modern boats.

34



The Luders 27 is a blend of traditional full-keel thinking and clean elegant design with modern innovations that give her a sense of roominess and comfort not usually found in her size range. The fine lines of the hull transform the fractional rig's power into real performance.

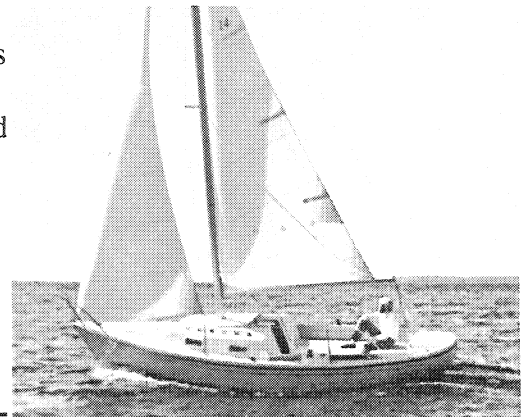
27

The Alberg 23 is the perfect weekend coastal cruiser. Designed by Carl Alberg in 1957, the wine-glass shaped hull and full-keel underbody give stiffness to the tall 7/8's rig for performance both on and off the wind. A cozy cabin with icebox, sink, head, and quarter berths give snug comfort to the tired coastal cruising sailor.

23

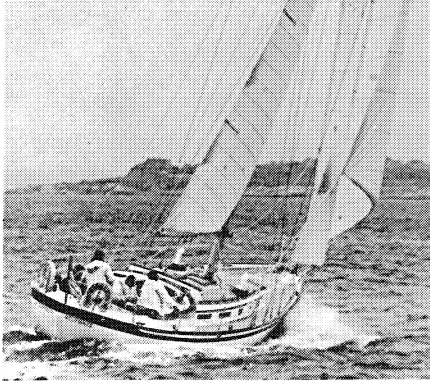


Quickstep 24 The Quickstep 24 is a coastal cruiser designed by Ted Brewer. Renowned for its comfort and performance the Quickstep 24 has a graceful sheer line and a canoe stern. A modified, full-keel with attached rudder gives stability to the powerful masthead sloop rig. A deep, large and comfortable cockpit has sail lockers, an icebox and motor well.



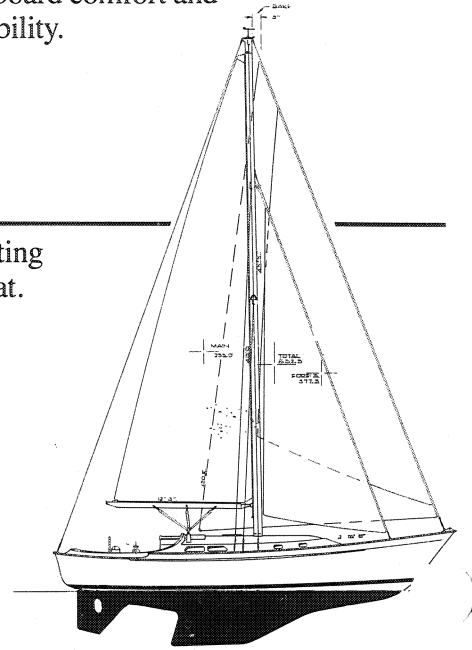
Gillmer Designs

Gillmer owner completion yachts are all from the board of noted naval architect Thomas Gillmer and are literally "oceans apart from the rest." Built for the serious cruising sailor and the yachtsman who recognizes quality, the Gillmer designs are a careful blend of craftsmanship and modern boat building techniques. Their seaworthy, proven designs and surprising performance characteristics will be appreciated by both aspiring and world-class sailors alike.

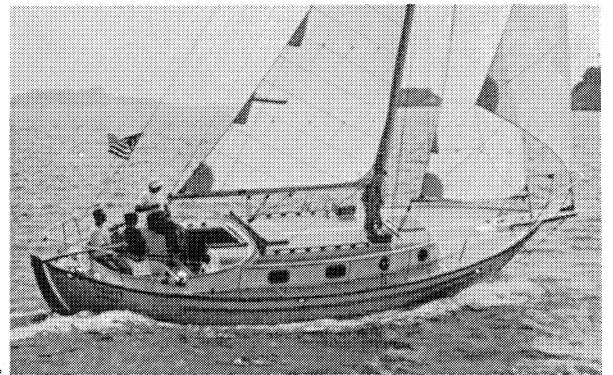


39 Gillmer 39. Large enough for a world cruise. Small enough to be easily handled by two. Cutter rig, full beamy shape, canoe stern and modified full keel with skeg rudder lend exceptional sea-keeping stability to the strong Airex* cored hull construction. A completely redesigned interior optimizes functional use, ship-board comfort and stowage space. The Gillmer 39 has true offshore ability.

35 The Gillmer 35 is scheduled for delivery in early 1982. Designed for fast, exciting performance with a light roomy cabin for comfort, she's an all-out cruising boat. Complete in every respect. She'll be beautiful!



31 The Gillmer 31 is built to go the distance. The 31 was the first boat in the owner completion program and has proven itself both a seaworthy yacht and a comfortable live-aboard. Time lends credence to the design of hull and rig alike, and owners around the world attest to the Gillmer 31's enduring blue-water design.



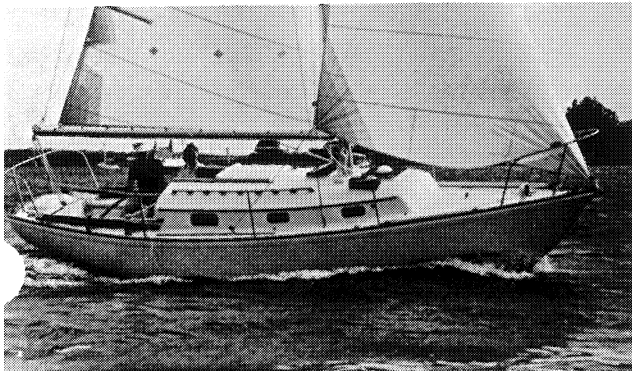
28 The Gillmer 28 is comfortable and roomy. The modified full-keeled hull has the "feel" of a much larger displacement yacht, yet she is quick and responsive in any condition. The Gillmer 28's cutter rig performs well even in light air often surprising "modern" designs with her spirit.

*Airex core is optional in all Owner Completion models.

Luders, Alberg & Brewer Designs

The Luders, Alberg and Brewer owner completion yachts are additional cruising designs which and the classic appeal and the beauty reminiscent of the finest wooden boat to the convenience of modern fiberglass construction. Their elegant lines and full-keeled hulls are a rare combination of performance, stability and seaworthiness. The Alberg 23, Luders 27 and 34, and a Brewer 24 will give you timeless beauty, quality construction and lasting value in a yacht that is a joy to sail.

The Luders 34, a cruising sloop with the competitive spirit. A Bill Luders's design similar to the famous Luders 33, the 34 gives a graceful aesthetic sense to the traditional full-keel design's powerful performance. The Luders 34 encompasses yachting's finest traditions and dovetails them neatly into modern construction methods to bring it to a level of excellence unparalleled in other modern boats.



The Luders 27 is a blend of traditional full-keel thinking and clean elegant design with modern innovations that give her a sense of roominess and comfort not usually found in her size range. The fine lines of the hull transform the fractional rig's power into real performance.

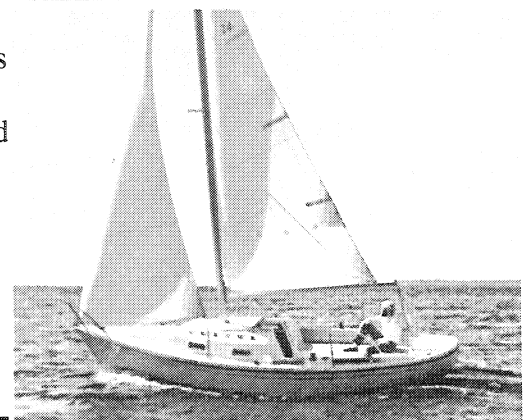
27

The Alberg 23 is the perfect weekend coastal cruiser. Designed by Carl Alberg in 1957, the wine-glass shaped hull and full-keel underbody give stiffness to the tall 7/8's rig for performance both on and off the wind. A cozy cabin with icebox, sink, head, and quarter berths give snug comfort to the tired coastal cruising sailor.

23



Quickstep 24 The Quickstep 24 is a coastal cruiser designed by Ted Brewer. Renowned for its comfort and performance the Quickstep 24 has a graceful sheer line and a canoe stern. A modified, full-keel with attached rudder gives stability to the powerful masthead sloop rig. A deep, large and comfortable cockpit has sail lockers, an icebox and motor well.



Additional Information

Can I finance a Ryder Custom Yacht? Unfinished?

In general we can help obtain the same financing as would be possible for a complete boat. Many banks are not in the boat financing business at all. Some of the banks that are in the boat financing business are not interested in "owner completion models"; however, we have made long term financing arrangements with a number of large national banks. From Bristol we will be able to handle all your financing arrangements.

Financing is generally available to credit worthy customers for level 2 boats with power. In certain cases, we can offer terms to 15 years. Generally, our banks require only Coast Guard documentation as a stipulation.

For boats under level 2, other arrangements can be made. Please contact us for specifics and current rates and an application. The volume of boats that we help finance

and the well known value of our boats give us advantages in this area. Many times we can also work with your local banks.


How do I go about placing an order?

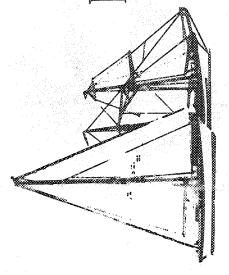
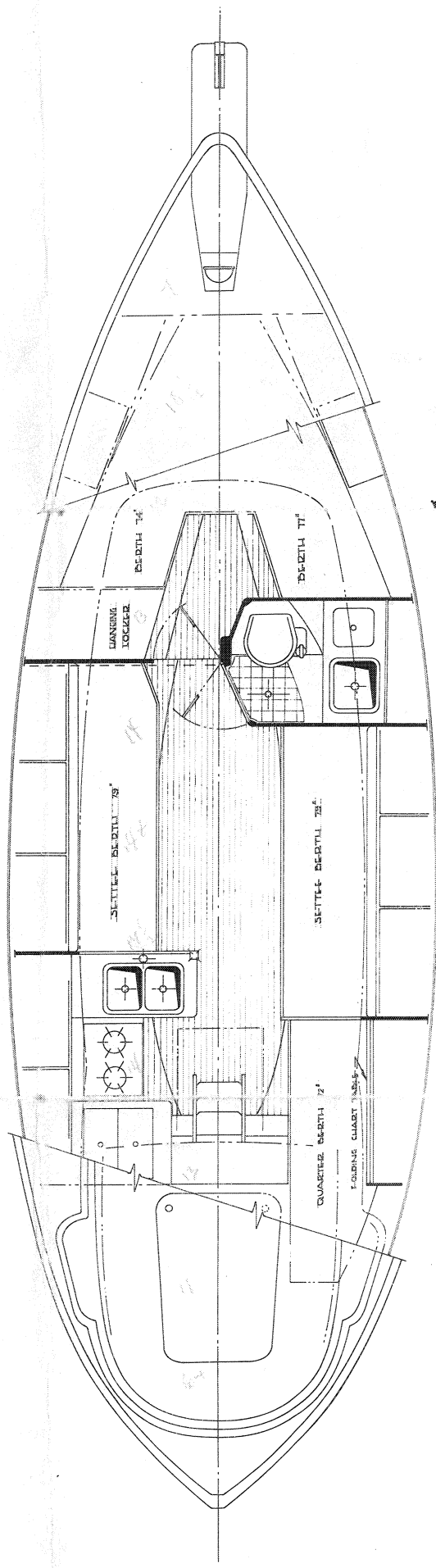
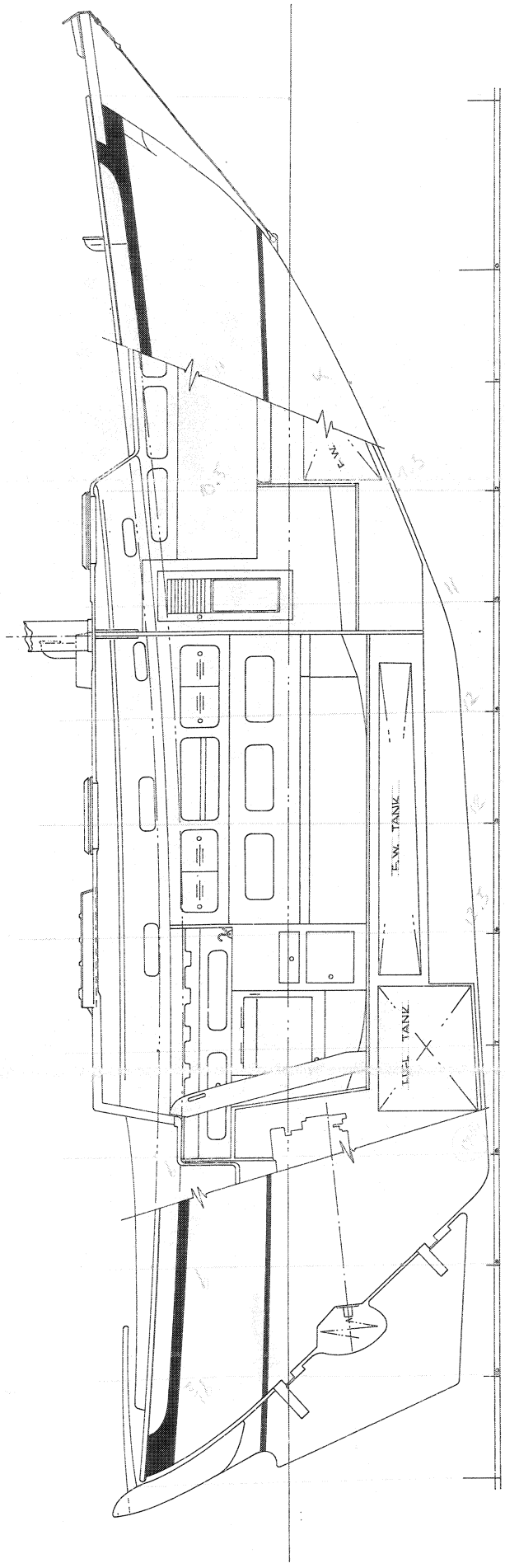
The first step is to let us know what your requirements are. Then we can put together a list of equipment you will require for the boat and level of completion that best suits you. The next step is to secure a production slot, and more important, a current price. This is done with a 10% deposit (20% on the 23 and 24). From that point on you have price protection and a production slot and delivery date at that price. Your deposit is conditional on financing and is refundable in full should those arrangements not work out. We will send off to you a written confirmation outlining your package with pricing for your confirmation.

How do I get to Ryder Custom Yachts?

We are located in historic Bristol, Rhode Island which is approximately 1 hour south of Boston, 20 minutes south of Providence, and 3½ hours northeast of New York City. Interstate Rt. 95 connects New York City-Providence-and Boston. From Rt. 95 in Providence take Rt. 195 East 5 miles to Massachusetts Exit #2 (Rt. 136 South) 5½ miles on Rt. 136 to Gooding Avenue, marked by stop light. One half mile on Gooding Avenue to C.E. Ryder Corporation sign on right.

We are serviced by both Providence and Boston Airports. Driving time is ½ hour from Providence airport and 1 hour and 15 minutes from Boston. A number of private fields are close by including Newport, Fall River, and New Bedford (controlled)

We will be happy to give you step by step directions, and accommodations information. 



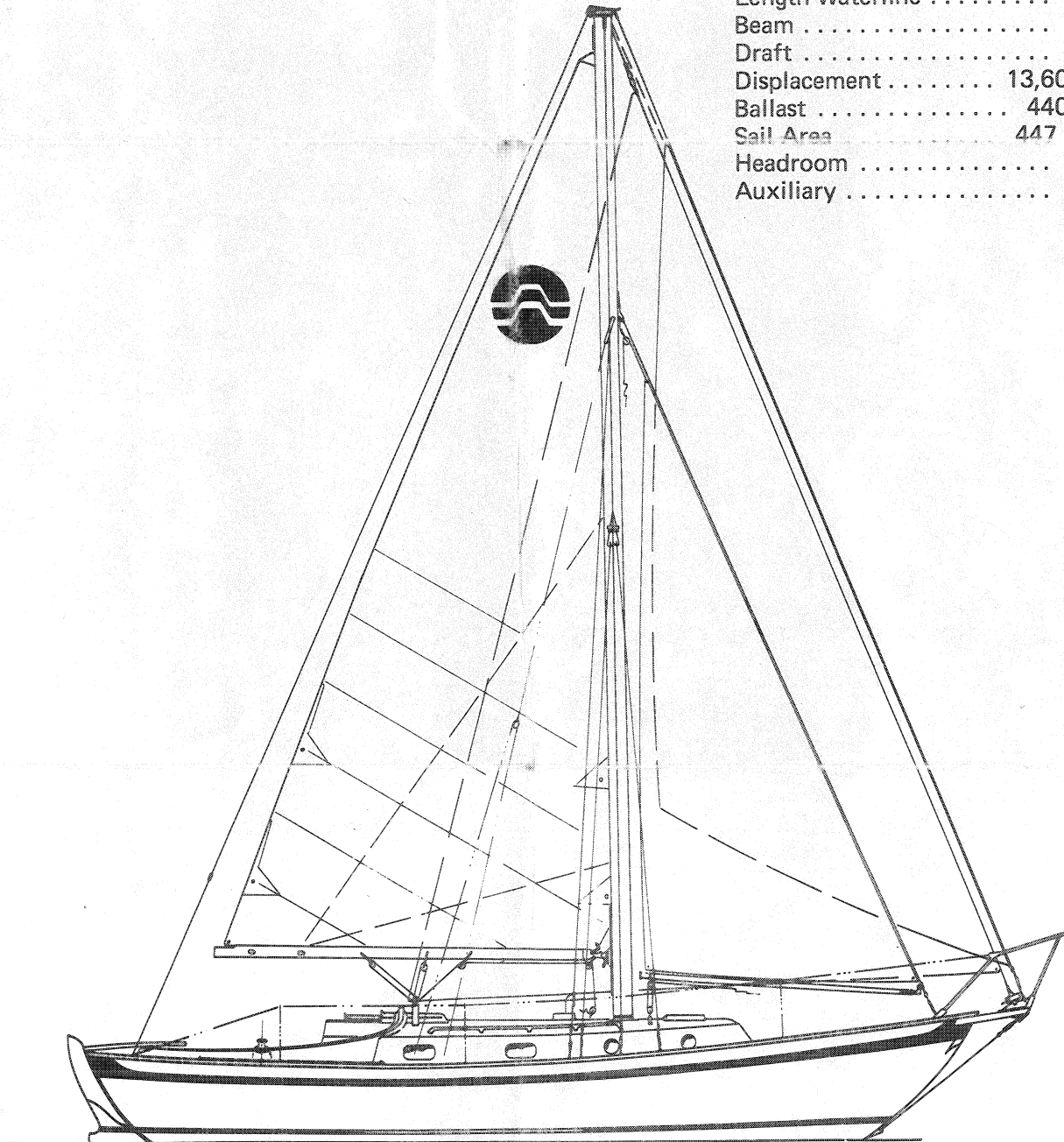
Ryder Custom Yachts
 47 Gooding Avenue
 Bristol, Rhode Island 02809

GILLMER 31

GILLMER 31

SPECIFICATIONS

Length Overall	34'6"
Length On Deck	31'0"
Length Waterline	25'0"
Beam	9'6"
Draft	4'7"
Displacement	13,600 lbs.
Ballast	4400 lbs.
Sail Area	447 sq. ft.
Headroom	6'2"
Auxiliary	Diesel



Ryder Custom Yachts