

Builder: Quincy Adams

Designer: Sparkman & Stephens

Dimensions

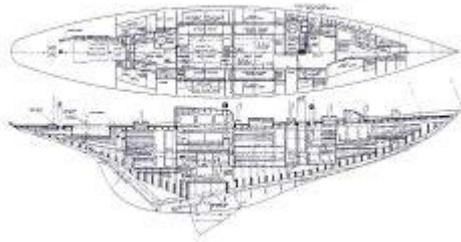
LOA: 77' LOD: 72

LWL: 50'

Beam: 14' 6"

Draft: 9' 6"

Bridge Clearance:
Approx.
100'



Layout & Profile Drawings

Construction

Carvel mahogany planking on white oak frames, backbone, and floor timbers, with mahogany structural keel and deadwood; Everdur strapping and bronze fastenings; teak deck; self-bailing cockpit with rack-and-pinion steering. Internal lead ballast. White hull with "black/gold" boottop and black bottom. *NOTE:* The owner undertook a rebuild of BARUNA from 1990 through 2008. She is reported to be in "very good condition--upgraded throughout."

Engine

2007 John Deere 4-cyl. raw-water-cooled diesel engine (approx. 120 hp) with 3:1 reduction gear, rebuilt mechanical engine controls, integral engine-hour meter (fewer than 100 hours as of August 2008). The owner says the engine is in excellent condition. Aquamet propeller on 1 1/2" shaft, spare propeller. Cruising speed 8 kn., 10 kn. max.

Tanks

Stainless steel fuel (approx. 200 gal.) and water (approx. 150 gal.) tanks, approx. 75-gal. Monel holding tank.

Electrical

12V AC/32V DC lighting system and 12V starting system with 12V AC/32V DC engine-driven alternator, eight 8V DC and two 12V DC batteries, circuit-breaker

panel, Northern Lights auxiliary generator 110V AC shore-power hook-up, 12V/32V charger, polarity indicator, two master switches, battery-condition indicator, converter/inverter. The vessel is grounded.

Accommodations

Sleeps 8 to 10 in 2 double (one a queen) and 6 single (including 1 pilot and 1 fixed upper) berths. (See layout drawing.) Headroom: 6'. There are two heads with showers. The galley features a sink with pressure water (8-gal. hot-water tank), 2-burner electric stove, microwave oven, and custom cold-plate refrigeration with 8" insulation. Bright-finished teak and holly cabin sole. Ventilation is provided by hatches/slides, as well as by ventilators and 4 opening ports.

Sails & Rigging

Fractional yawl rig with keel-stepped varnished hollow spruce spars (mast height approx. 100 feet from waterline), stainless steel standing rigging to bronze turnbuckles and swaged terminals, stainless steel halyards, sheets of various materials. Harken jib roller-furler. Spinnaker gear and hardware. Prototype Barient halyard winches and prototype Barient "grinder" sheet winches.

Ground Tackle

35-lb., 66-lb., and 88-lb. anchors on 2 custom bow rollers, 460' anchor chain, Simpson-Lawrence vertical anchor windlass.

Equipment

Bilge blower, 1 engine-driven and 2 automatic electric bilge pumps, fire extinguishers, bell, horn, flares, emergency tiller, PFDs, safety harness, 2 searchlights, 2 boathooks, fenders, man-overboard pole, EPIRB, black sale covers, bow pulpit, double lifelines.

Electronics & Navigation

Original clock and barometer, 10" compass in binnacle, 2 VHF radiotelephones, 36-mi. radar, apparent wind/speed indicator, depth sounder, masthead wind indicator, close-hauled indicator, speed/log, AM/FM radio cassette and CD player.

Comments

Described in the History of the New York Yacht Club as the "sleek, black beauty," BARUNA was the queen of the CCA racing fleet before the war. After the war she shared that honor with her rival BOLERO, another S&S yawl. BARUNA was built to the maximum size under the CCA rule. She won first overall in the Bermuda Race in 1938 and set the Bermuda Race course record. BARUNA is also responsible for the

"Bar" in the name of the Barient winch company, since one of the company's co-founders owned BARUNA at the time the business was started.

BARUNA again won the Bermuda Race after the war, against a more modern fleet, including the newer BOLERO. BARUNA proved to be a race winner in all conditions. For example, BARUNA beat her rival BOLERO--and the rest of the fleet--in the 1951 Newport-to-Annapolis race. In that race, the air was so light that it took five days to complete the 466-mile course. BARUNA continued to win more than her share of races in the strong winds of San Francisco Bay under her second owner.

Known not only for her speed, BARUNA is famous as a great beauty. In his history of Sparkman & Stephens, Francis Kinney described BARUNA as "fast in light airs, fast in strong breezes, comfortable at sea and beautiful. . . . Every line was absolutely perfect. . . . She is so beautifully proportioned in her entirety, both hull and rig." It is interesting to note that in spite of BARUNA's palmares for racing, one of her original owner's prime specifications was that his new yacht be a practical, comfortable boat for family cruising.

This broker's mother, who used to sail on BARUNA, fondly recalls how all the youngsters from the Cold Spring Harbor Beach Club went out into Long Island Sound in their little boats to welcome home the victorious BARUNA after her first Bermuda race. A gentleman who, as a young man, had raced on BARUNA with the original owner inspected BARUNA at our request. He said it was quite a shock--a marvelous one--to walk down the dock and see the great BARUNA, which he had not been aboard since the late 1930s. This gentleman's impression was that BARUNA was in great condition.

One of the most famous classic sailing yachts, BARUNA would be ideally suited as a powerful contender at the classic-yacht regattas and, as was her owner's original intention, a marvelous cruising yacht.