1980 Cooper Seabird 37’
with 2014 Yanmar diesel

Cutter rig ~ Fiberglass hull
12’ beam ~ 4’ draft
18,000 lbs

A classic vessel with a second-wind, in peak condition for another decade of sturdy and reliable exploration.
SV Bangarang is a well-built and beautiful boat, designed with Pacific northwest cruising in mind and fully renovated for live-aboard-life and ambitious journeys.
New in 2016
Solar panels ~ Refrigerator

New in 2015
Jib furler ~ Autopilot ~ Water tank
Soundproofing ~ Upholstery

New in 2014
Yanmar 3JH5E 39 hp engine ~ Exhaust
Radar ~ Dodger & bimini ~ DC wiring
Lazy jacks ~ Sail covers ~ Battery bank
Cabin floor ~ Toilets ~ Hauling winch

New in 2013
Chartplotter ~ VHF ~ Anchor and rode
Dinghy ~ Water pump ~ Stereo
Davit ~ Battery charger ~ Bottom paint
Visit rvbangarang.wordpress.com/vessel

Detailed specifications
Video boat tour
Video showcase

Contact owner: ekeen@ucsd.edu
SEABIRD
37
Rugged
offshore . . .
comfortable to
live aboard

The Canadian answer
to your world-wide
sailing dreams . . .

VENUE / PORT COQUITLAM, B.C. / V3C 1K5 / (604) 942-5945
Yesterday's elegance with today's realism

The Seabird 37 is the modern answer to the traditionalist's dream, combining today's materials and performance flair with yesterday's elegance and attention to detail. This is a boat that will represent the ultimate to many, many people . . . to those who appreciate sea-going comfort, who enjoy a fine turn of speed on or off the wind, who are knowledgeable enough to recognize real value when they see it. To them, and probably to you, the Seabird 37 is the answer to oft-asked question: "Which boat is best for me?"

THE DESIGN — The Seabird is a full-keel sailboat of medium displacement, built to take the rigors of offshore cruising yet with its shoal draft, you can edge it into the little bays and back-waters near at home. The boat can be ordered in a choice of ketch, sloop or cutter rig with two different interiors to suit your cruising needs. In fact, you can virtually custom order your Seabird and see it carefully created before your eyes. Whatever your preference, you can be sure that the Seabird has been designed to be a fast, comfortable and dry cruising yacht. To this end, she has been given a fine entry with lots of freeboard forward. Her straight and easy run ensures an easily driven hull under power or sail. The stern quarters are beamy and add significantly to the room normally available at these stations. Her stability has been increased by carrying the beam aft while also increasing the heeled waterline length. The full keel was chosen over other designs in order to give the advantages of the shallower draft and protected rudder. The lateral resistance of this keel configuration will provide excellent windward performance, balanced helm and the downwind stability lacking in the fin keel/spade rudder approach. The centre cockpit provides the helmsman with the option of sensible windscreen and dodger for sun and weather protection. Wide side decks on the Seabird allow easy sail trim. For safe, fast and supremely comfortable cruising, the hull design of the Seabird 37 offers the best of many alternatives.

SEABIRD 37 GENERAL SPECIFICATIONS
L.O.A. — 37' (11.26 metres)
L.W.L. — 32'6" (9.99 metres)
Beam — 11' 6" (3.50 metres)
Draft — 4' (1.21 metres)
Ballast — 6,000 lbs. (2,700 kg.)
Displacement — 18,000 lbs. (6,100 kg.)
Sail Area — Ketch — 665 sq. ft.; Cutter — 639 sq. ft.
today's refinements and comfort

THE BUILDERS — The Cooper yard has built more than 600 fiberglass cruising and racing boats since 1970. The shipwrights there really know their business and it shows in the quality of the work they produce. And the Seabird is no exception... for instance, there are nine layers of fiberglass in the hull. The rest of the construction is of similar quality.

THE BOAT — Teak trim and paneling is evident everywhere, both inside and out. Hull and deck are securely bonded and capped with a teak handrail. The keel contains 6000 lbs of internally-placed lead, fiberglassed to an integrally structured reinforced hull and sole. There's lots of ventilation, with two large hatches and three dorade vents on self-draining boxes. The engine compartment is also well-ventilated and houses a 36 h.p. four-cylinder Perkins marine diesel. The galley features a gimbaled 3-burner kerosene or propane stove and will delight the most fastidious first mate. There are two heads: bunks are roomy, man-sized and very comfortable. The after stateroom with its double bunk has great appeal for the owner who insists on privacy.

The list of standard equipment goes on and on and more complete specifications are contained on a separate list. But basically they include: aluminum spars and stainless steel rigging • 4 winches — basic working sails • bow and stern pulpits with double lifelines • 80 gallons water and 80 gallons fuel • hot and cold pressure water with shower • electric and manual bilge pump • 110 volt shore power with 4 outlets • antifouling paint and zinc protective plate • lifejackets, ring, fire extinguishers and flares • 40 lb anchor, chain, line and winch • bumpers and lines.

SEABIRD 37
All wiring replaced, moved, and made easy to service.
Full schematics available.
2014 Yanmar 3JH5 39hp diesel
Fully equipped for marine research (optional)

Used for 3 yr of fieldwork for PhD in whale ecology
Zooplankton net, preservation station and laboratory.

Hydrophone arrays and recording station
The *Bangarang* saw me through 3 successful field seasons. My experience with this boat has been formative & unforgettable. I am now wrapping up my grad degree and need to pass her along to its next adventure.

*Photos*: L Padgett, M Keen, B Taylor, W Watson, N Pierson, E Keen