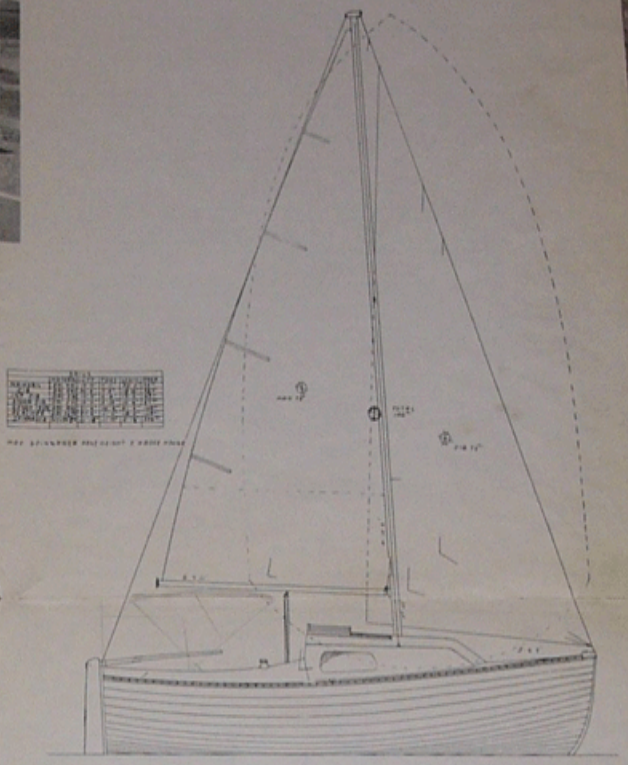
SPECIFICATIONS	
Beam:	7'4"
Length:	17'2"
Weight:	1550
Ballast:	580
Draft:	3'6" board down 1'9" board up
Sail area	
(100% fore triangle)	154 sq. ft.
L.W.L.	15'10"
Disp/length ratio:	225
Ballast/disp:	37.4



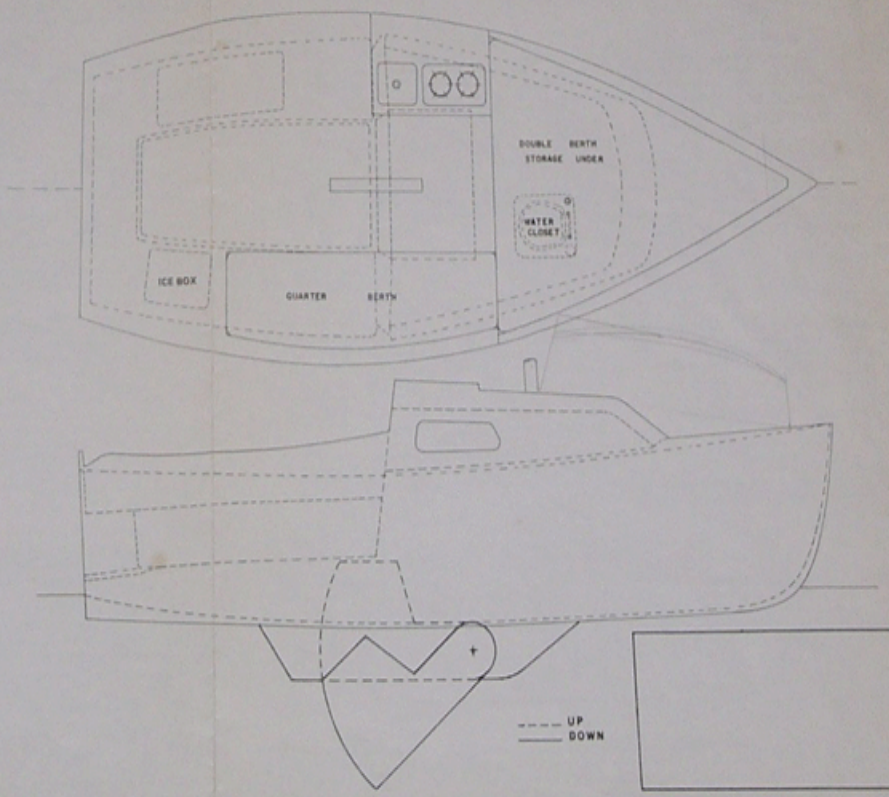
Designer's Comments:

Jerry Montgomery and I planned the 17 for two years before I put it on the board for him. The very close planning on the yacht paid off in avoiding the shortcomings of most of the existing trailerable boats.

We wanted a fast, able, and comfortable vessel that would be capable of safe, moderate offshore passages and used the sound keel centerboard system, allowing her to be easily ramp launched while giving the strength and stability of the shallow draft fixed keel. This arrangement has allowed the craft to be a good sailer in shallow waters and at the same time being stable and extremely close winded in open waters.

The 17 was very well tooled by one of the West's finest shiprights, Mr. Woodford Royce, with close consulting by Jerry and myself. This excellent tooling, together with Jerry's engineering and quality control, makes it one of the finest yachts regardless of size. Let me say that I am extremely proud of our Montgomery 17.

Lyle C. Hess



STANDARD EQUIPMENT

Masthead rig	mooring cleats
complete reefing gear	trailer eye
hinged mast step	handrails
forward hatch	laminated tiller
bow pulpit	wire halyards
cushions	quality sheet winches
curtains	mainsheet traveller
carpet	2 cockpit hatches

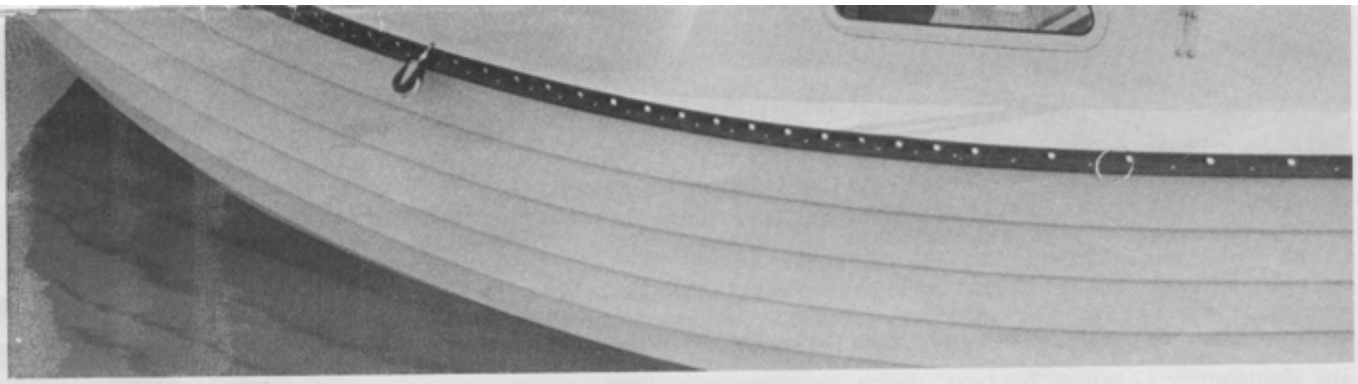
one-piece solid mahogany beaching rudder with lifting tackle
PLUS the obvious usuals like:
molded nonskid, dacron running rigging, anodized spars, self bailing cockpit, etc., etc.

MONTGOMERY MARINE

935 W. 18th St., Costa Mesa,
CA 92627 714/548-9452

Prices & Specifications subject to change without notice.


EXIT 167
Montgomery Rd
NEXT RIGHT
CAMPING



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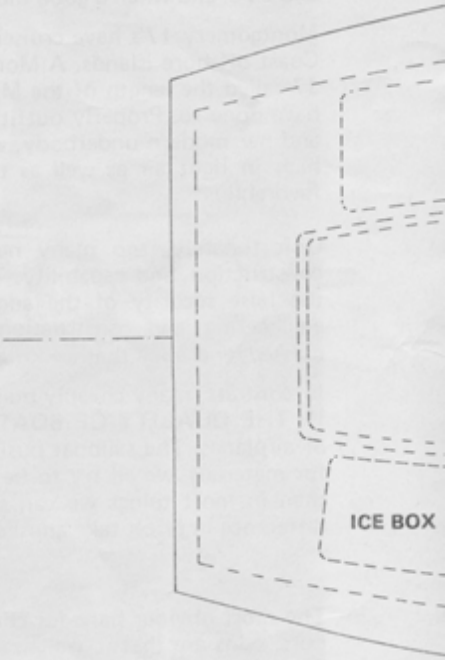

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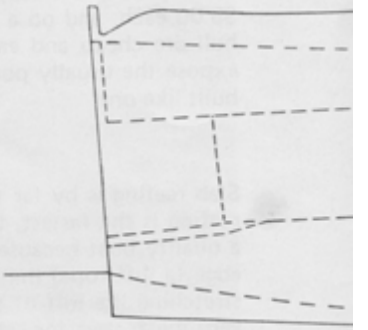

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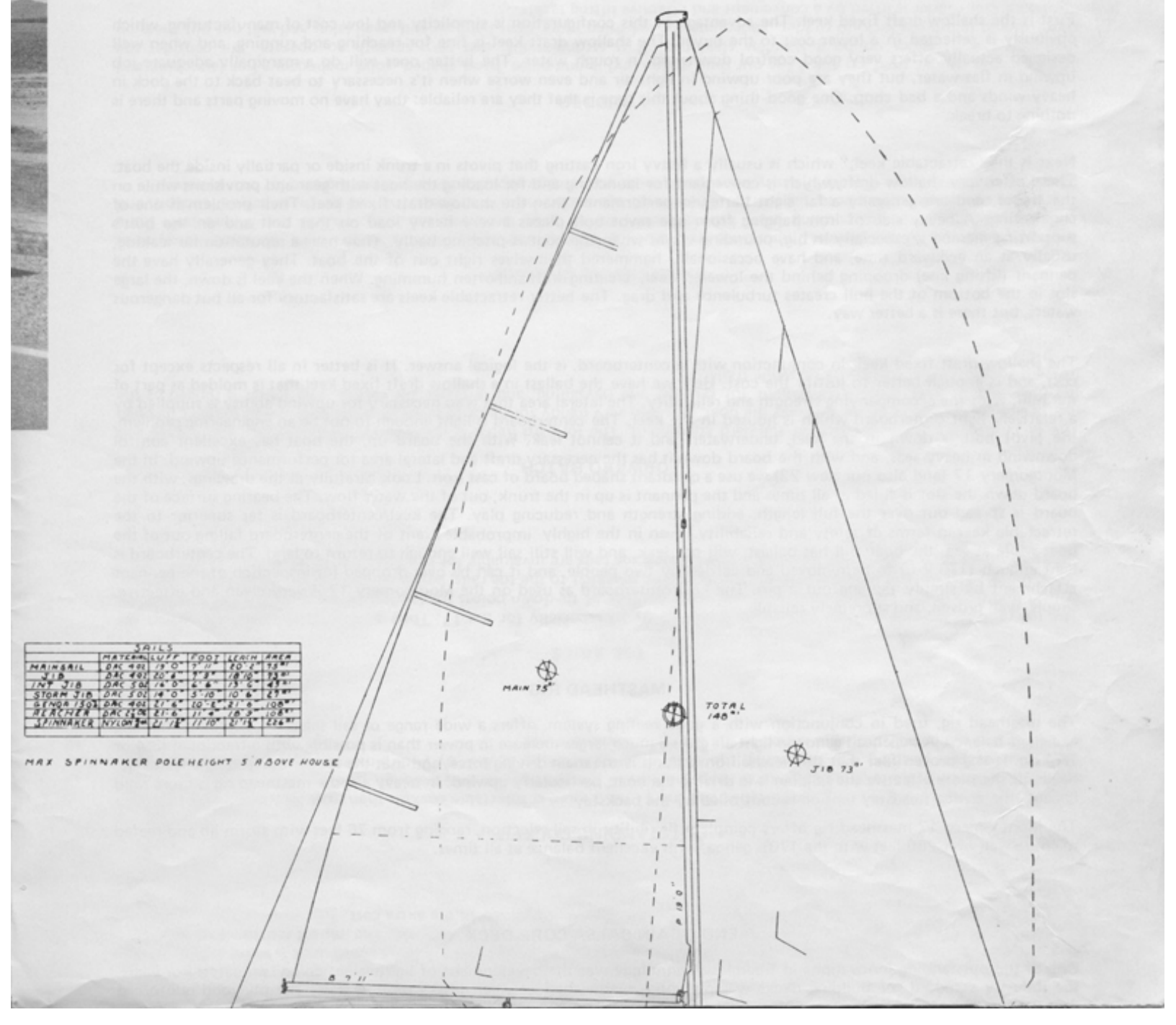

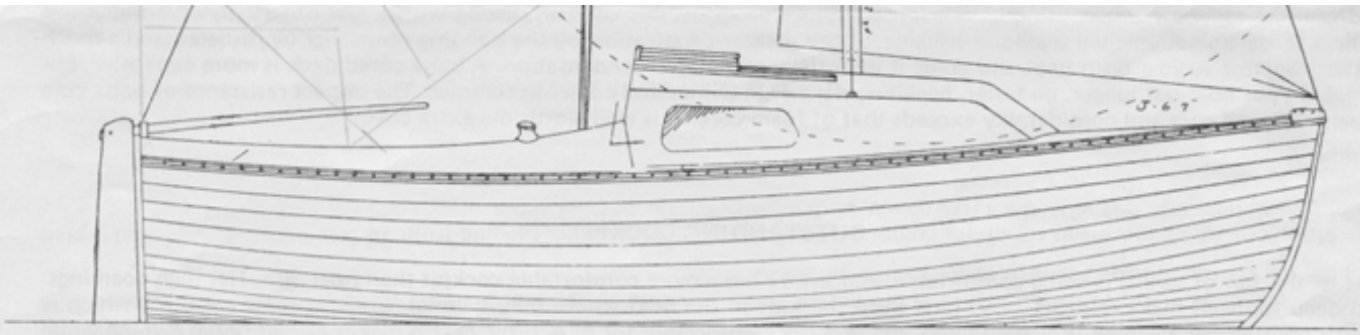

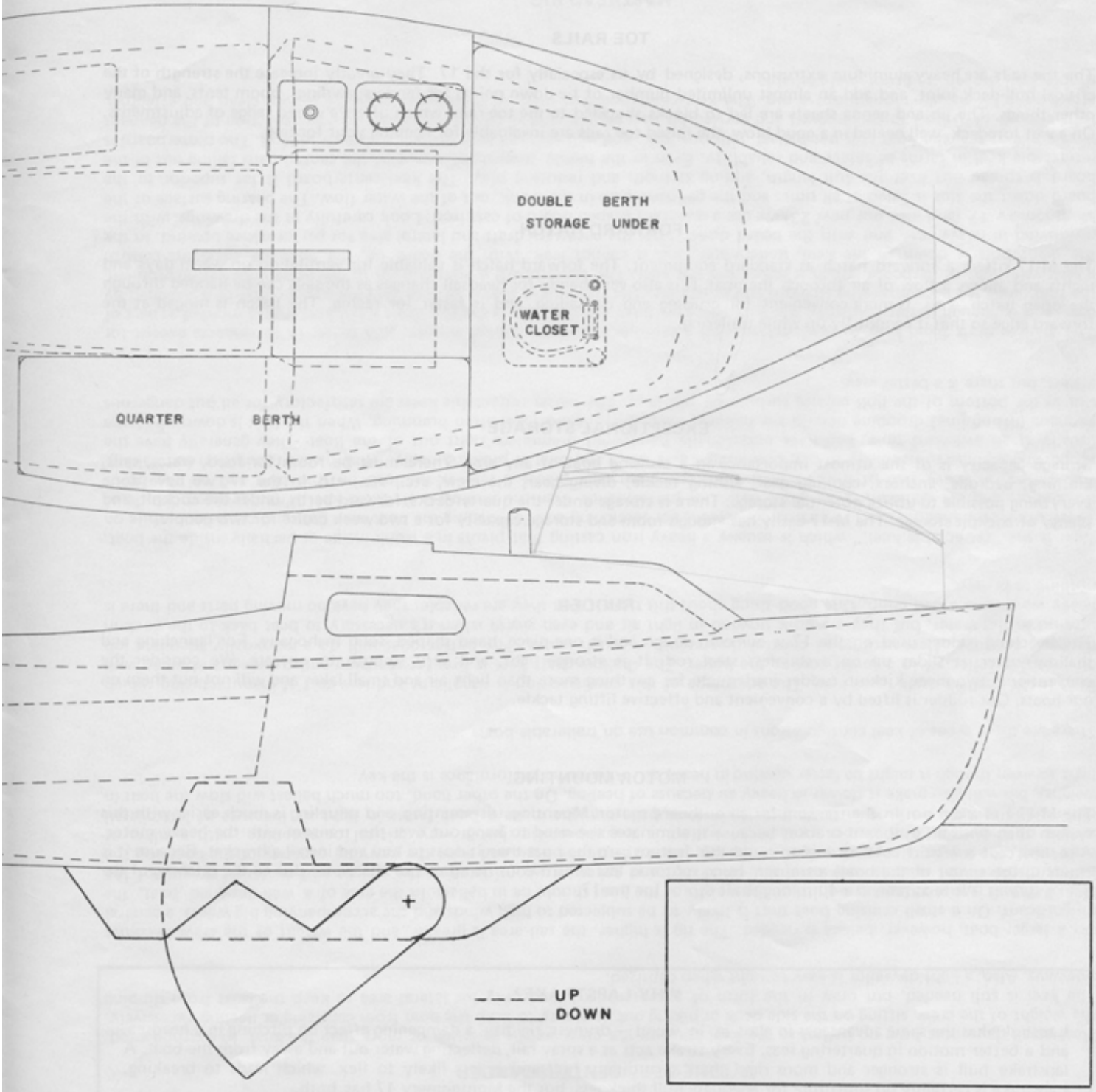
DOUBLE BERTH
STORAGE UNDER
WATER CLOSET
QUARTER BERTH
UP
DOWN

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One of the outstanding innovations in fiberglass technology was the development of lightweight cored laminates. For years, the industry standard for building decks was plywood, sandwiched between layers of fiberglass. The plywood reinforced decks, although inexpensive, were subject to delamination. When end-grain balsa became available, builders of custom racing and cruising sailboats began using balsa extensively, followed by this company along with a few others. Balsa is much less subject to delamination than plywood because of the greater penetration by the bonding resins, lighter, quieter, and a much better insulator against both heat and cold. It essentially eliminated condensation. A balsa cored deck is more expensive, but it makes your boat last longer, go faster, heel less, warmer in winter and cooler in summer. The impact resistance of balsa core equals plywood core and considerably exceeds that of foam core. It is well worth the extra cost.

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The toe rails are heavy aluminum extrusions, designed by us especially for the 17. They greatly increase the strength of the critical hull-deck joint, and add an almost unlimited number of tie-down points for fenders, awnings, boom tents, and many other things. The jib and genoa sheets are led to blocks shackled to the toe rails, which offers a varied range of adjustments. On a wet foredeck, well heeled in a good blow, the raised toe rails are invaluable for keeping your footing.

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RUDDER

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The M-17 has a cut-out in the transom for an outboard motor. Mounting, dismounting, and refueling is much easier with this system than with an outboard bracket because it eliminates the need to hang out over the transom with the heavy motor. Also, the cost is less: it costs us less to build this feature into the boat than it does to buy and install a bracket. Because it is closer to the center of the boat, a transom-hung motor is less sensitive to rising out of the water due to the pitching of the boat in waves. We recommend a 4 hp long shaft motor for the 17.

WHY LAPSTRAKE?

Lapstrake has the same advantages in glass as in wood — dryness, rigidity, a dampening effect on pitching in a headsea, and a better motion in quartering seas. Every strake acts as a spray rail, deflecting water out and away from the boat. A lapstrake hull is stronger and more rigid than an ordinary hull and is less likely to flex, which leads to breaking. Lapstrake is certainly no substitute for adequate hull thickness, but the Montgomery 17 has both.

THERE IS A DIFFERENCE!

Trailerable sailboats first started selling in large numbers in the late 1960's. The ability to keep a boat in the driveway, launch it on Friday night and sail away for the weekend, totally self-contained, was an attractive thing and introduced people to sailing by the thousands. Within five years, dozens of new companies were offering trailerable cruising boats, and the trailerable boat became larger and larger until, suddenly, the energy problem appeared and the trend reversed itself. Cars started getting smaller and smaller, and the "pocket cruiser" came into prominence. The pocket cruiser is a boat, usually under 20' in length, that has at least some cruising accommodations and can be towed with a compact or sub-compact car. They range in quality from "grown-up daysailors" that have marginal performance and are adequate only for overnighting in sheltered waters, to the Montgomery 17, which is a true moderate displacement cruising boat.

The Montgomery 17 brings "big boat" design and construction into this new and growing market. She is tough, seaworthy, seakindly, and is capable of braving severe weather conditions with safety and confidence. She is heavy enough and stiff enough to drive off a lee shore in a storm, and to heave to in heavy winds. On a race course, she will sail past most of the 20's and 21's, and when a good blow comes along will still be out sailing when they are struggling back to the dock.

Montgomery 17's have cruised the Bahamas, the Caribbean, the Sea of Cortez, and have made countless trips to the Pacific Coast offshore islands. A Montgomery 17 has sailed from Cape Hatteras to San Diego, via the Panama Canal. A Montgomery 17 sailed the length of the Mississippi, from St. Paul, Minnesota, to the Gulf of Mexico, and was possibly the first sailboat to have done so. Properly outfitted and prepared, she is a very capable boat. Her beamy lapstrake hull is tremendously strong and her modern underbody, with low wetted area, fine entry, and displacement well aft, allows her to move fast and point high in light air as well as to excell in a blow. Her racing record is outstanding and her handicap (Portsmouth 104) is favorable.

Unfortunately, too many new sailors make the mistake of assuming that all sailboats are adequate in performance, construction, and capability. They equate size with seaworthiness, and resign themselves to a larger boat than they need for the false security of the added size. Size has little to do with seaworthiness. Seaworthiness is determined by design, engineering, and construction, but not by size. A boat of 6' crossed the Atlantic, and many boats of 10 to 14 feet have crossed, and none that we know have been lost at sea. These boats are designed and built for the job.

In contrast, many cheaply built boats of 21 and 22 feet have come apart in small lakes. THERE ARE MORE DIFFERENCES IN THE QUALITY OF BOATS THAN IN MOST ANYTHING ELSE WE CAN BUY! More than in cars, televisions, bicycles, or airplanes. The sailboat business is much newer and requires a much smaller initial investment. We all pay about the same for materials, we all try to be as efficient as possible, and we all need about the same profit margin to survive. In boats, more than in most things we can spend our money on, we get what we pay for. If two boats that appear similar have a wide difference in price, take another, closer look, and you will probably find the reasons.

The most obvious basis for cost comparison concerns the weight of the boat. If another builder's 16' boat costs 30% less than ours, odds are that it weighs about 30% less. If the Brand X 21 costs 10% more than a Montgomery 17, it probably weighs 10% more. Other features, naturally, effect the cost. A masthead rig takes twice the number of turnbuckles and well over twice the amount of stainless wire as a fractional rig. (Hinged deck and cockpit hatches cost about 80 dollars each on the retail level.) Extruded aluminum toe rails take two good men a half day to install, but the common stamped trim with the rubber insert takes one man about two hours, and there is a difference in material cost of about 300%. A retractable keel costs the buyer about $300.00 more than a shallow-draft keel, and a good keel/centerboard combination costs about $400.00. Some builders take the shortcut of not bonding underneath the liner, which saves money but sacrifices strength. On 1/8" shrouds and stays, which is large enough for boats up to about 2,500 pounds, swedged terminals cost the buyer about $5.00 each, and on a typical single lower single spreader rig there are 16 of them! Carpet or vinyl lining on the insides of the hull are cheap and easy to install, but after a few years of getting saturated from condensation they start coming off and expose the usually poor workmanship underneath. A boat lives in a different environment than a mobile home and cannot be built like one.

SLAB (JIFFY) REEFING!

Slab reefing is by far the most effective way of reefing the mainsail, and sooner or later, we all find the need to reef. Slab reefing is the fastest, the most reliable, and gives the reefed sail the best shape. The common roller reefing is unacceptable on a quality boat because it badly distorts the sail shape. Nearly all mainsails on small boats have a rope sewn into the leading edge (a luff rope) that slides into the groove in the mast. As the boom is rolled, this luff rope quickly builds up into a bundle, stretching the luff of the sail tightly but building up a tremendous bag in the main part of the sail. This extreme fullness is very ineffective for sailing upwind and inefficient for heavy air reaching. Slab reefing, in contrast, pulls the sail down a panel and flattens it at the same time. Slab reefing also allows the more effective mid-boom sheeting. It is a little more expensive to build because of the extra hardware, but is simpler and easier to use.

STRENGTH

The Montgomery 17 was designed and built from the start to be a very tough and seaworthy boat. The interior liner is an integral part of the hull and is fully bonded at all points of contact — even the places where it is hard to reach. Hardware is thru-bolted, and items subject to heavy stress have backup plates. The Montgomery 17 is overbuilt and has a very generous margin of safety.

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The M-17 has a cut-out in the transom for an outboard motor. Mounting, dismounting, and refueling is much easier with this system than with an outboard bracket because it eliminates the need to hang out over the transom with the heavy motor. Also, the cost is less; it costs us less to build this feature into the boat than it does to buy and install a bracket. Because it is closer to the center of the boat, a transom-hung motor is less sensitive to rising out of the water due to the pitching of the boat in waves. We recommend a 4 hp long shaft motor for the 17.

WHY LAPSTRAKE?

Lapstrake has the same advantages in glass as in wood – dryness, rigidity, a dampening effect on pitching in a headsea, and a better motion in quartering seas. Every strake acts as a spray rail, deflecting water out and away from the boat. A lapstrake hull is stronger and more rigid than an ordinary hull and is less likely to flex, which leads to breaking. Lapstrake is certainly no substitute for adequate hull thickness, but the Montgomery 17 has both.


CF 7346 GT

THERE IS A DIFFERENCE!

Trailerable sailboats first started selling in large numbers in the late 1960's. The ability to keep a boat in the driveway, launch it on Friday night and sail away for the weekend, totally self-contained, was an attractive thing and introduced people to sailing by the thousands. Within five years, dozens of new companies were offering trailerable cruising boats, and the trailerable boat became larger and larger until, suddenly, the energy problem appeared and the trend reversed itself. Cars started getting smaller and smaller, and the "pocket cruiser" came into prominence. The pocket cruiser is a boat, usually under 20' in length, that has at least some cruising accommodations and can be towed with a compact or sub-compact car. They range in quality from "grown-up daysailors" that have marginal performance and are adequate only for overnighting in sheltered waters, to the Montgomery 17, which is a true moderate displacement cruising boat.

The Montgomery 17 brings "big boat" design and construction into this new and growing market. She is tough, seaworthy, seakindly, and is capable of braving severe weather conditions with safety and confidence. She is heavy enough and stiff enough to drive off a lee shore in a storm, and to heave to in heavy winds. On a race course, she will sail past most of the 20's and 21's, and when a good blow comes along will still be out sailing when they are struggling back to the dock.

Montgomery 17's have cruised the Bahamas, the Caribbean, the Sea of Cortez, and have made countless trips to the Pacific Coast offshore islands. A Montgomery 17 has sailed from Cape Hatteras to San Diego, via the Panama Canal. A Montgomery 17 sailed the length of the Mississippi, from St. Paul, Minnesota, to the Gulf of Mexico, and was possibly the first sailboat to have done so. Properly outfitted and prepared, she is a very capable boat. Her beamy lapstrake hull is tremendously strong and her modern underbody, with low wetted area, fine entry, and displacement well aft, allows her to move fast and point high in light air as well as to excell in a blow. Her racing record is outstanding and her handicap (Portsmouth 104) is favorable.

Unfortunately, too many new sailors make the mistake of assuming that all sailboats are adequate in performance, construction, and capability. They equate size with seaworthiness, and resign themselves to a larger boat than they need for the false security of the added size. Size has little to do with seaworthiness. Seaworthiness is determined by design, engineering, and construction, but not by size. A boat of 6' crossed the Atlantic, and many boats of 10 to 14 feet have crossed, and none that we know have been lost at sea. These boats are designed and built for the job.

In contrast, many cheaply built boats of 21 and 22 feet have come apart in small lakes. THERE ARE MORE DIFFERENCES IN THE QUALITY OF BOATS THAN IN MOST ANYTHING ELSE WE CAN BUY! More than in cars, televisions, bicycles, or airplanes. The sailboat business is much newer and requires a much smaller intitial investment. We all pay about the same for materials, we all try to be as efficient as possible, and we all need about the same profit margin to survive. In boats, more than in most things we can spend our money on, we get what we pay for. If two boats that appear similar have a wide difference in price, take another, closer look, and you will probably find the reasons.

The most obvious basis for cost comparison concerns the weight of the boat. If another builder's 16' boat costs 30% less than ours, odds are that it weighs about 30% less. If the Brand X 21 costs 10% more than a Montgomery 17, it probably weighs 10% more. Other features, naturally, effect the cost. A masthead rig takes twice the number of turnbuckles and well over twice the amount of stainless wire as a fractional rig. (Hinged deck and cockpit hatches cost about 80 dollars each on the retail level.) Extruded aluminum toe rails take two good men a half day to install, but the common stamped trim with the rubber insert takes one man about two hours, and there is a difference in material cost of about 300%. A retractable keel costs the buyer about $300.00 more than a shallow-draft keel, and a good keel/centerboard combination costs about $400.00. Some builders take the shortcut of not bonding underneath the liner, which saves money but sacrifices strength. On 1/8" shrouds and stays, which is large enough for boats up to about 2,500 pounds, swedged terminals cost the buyer about $5.00 each, and on a typical single lower-single spreader rig there are 16 of them! Carpet or vinyl lining on the insides of the hull are cheap and easy to install, but after a few years of getting saturated from condensation they start coming off and expose the usually poor workmanship underneath. A boat lives in a different environment than a mobile home and cannot be built like one.

SLAB (JIFFY) REEFING!

Slab reefing is by far the most effective way of reefing the mainsail, and sooner or later, we all find the need to reef. Slab reefing is the fastest, the most reliable, and gives the reefed sail the best shape. The common roller reefing is unacceptable on a quality boat because it badly distorts the sail shape. Nearly all mainsails on small boats have a rope sewn into the leading edge (a luff rope) that slides into the groove in the mast. As the boom is rolled, this luff rope quickly builds up into a bundle, stretching the luff of the sail tightly but building up a tremendous bag in the main part of the sail. This extreme fullness is very ineffective for sailing upwind and inefficient for heavy air reaching. Slab reefing, in contrast, pulls the sail down a panel and flattens it at the same time. Slab reefing also allows the more effective mid-boom sheeting. It is a little more expensive to build because of the extra hardware, but is simpler and easier to use.

STRENGTH

The Montgomery 17 was designed and built from the start to be a very tough and seaworthy boat. The interior liner is an integral part of the hull and is fully bonded at all points of contact – even the places where it is hard to reach. Hardware is thru-bolted, and items subject to heavy stress have backup plates. The Montgomery 17 is overbuilt and has a very generous margin of safety.