

# YOUNG 43

**LUXURY  
OFF-SHORE  
CRUISING  
YACHT**

DESIGNED AND BUILT BY  
JIM YOUNG MARINE LTD  
AUCKLAND NEW ZEALAND

# THE YOUNG 43

A classic from the talented New Zealand yacht designer Jim Young.

Jim Young, shipwright, yacht designer, inovator, and sailor knows yachts in a way few others can equal. His long experience in successful racing, cruising — in power and sail, covering a wide field has given us designs which are winners in every sense of the word. In turning his talents to creating his dream offshore cruiser Jim has produced another classic in the Young 43. Who better than he to describe her?

"Right from the start in designing the Young 43 compromise had no part. She was to be the best cruising yacht possible — blending all that is excellent in tried and proven yacht design with the very best of modern thinking and materials."

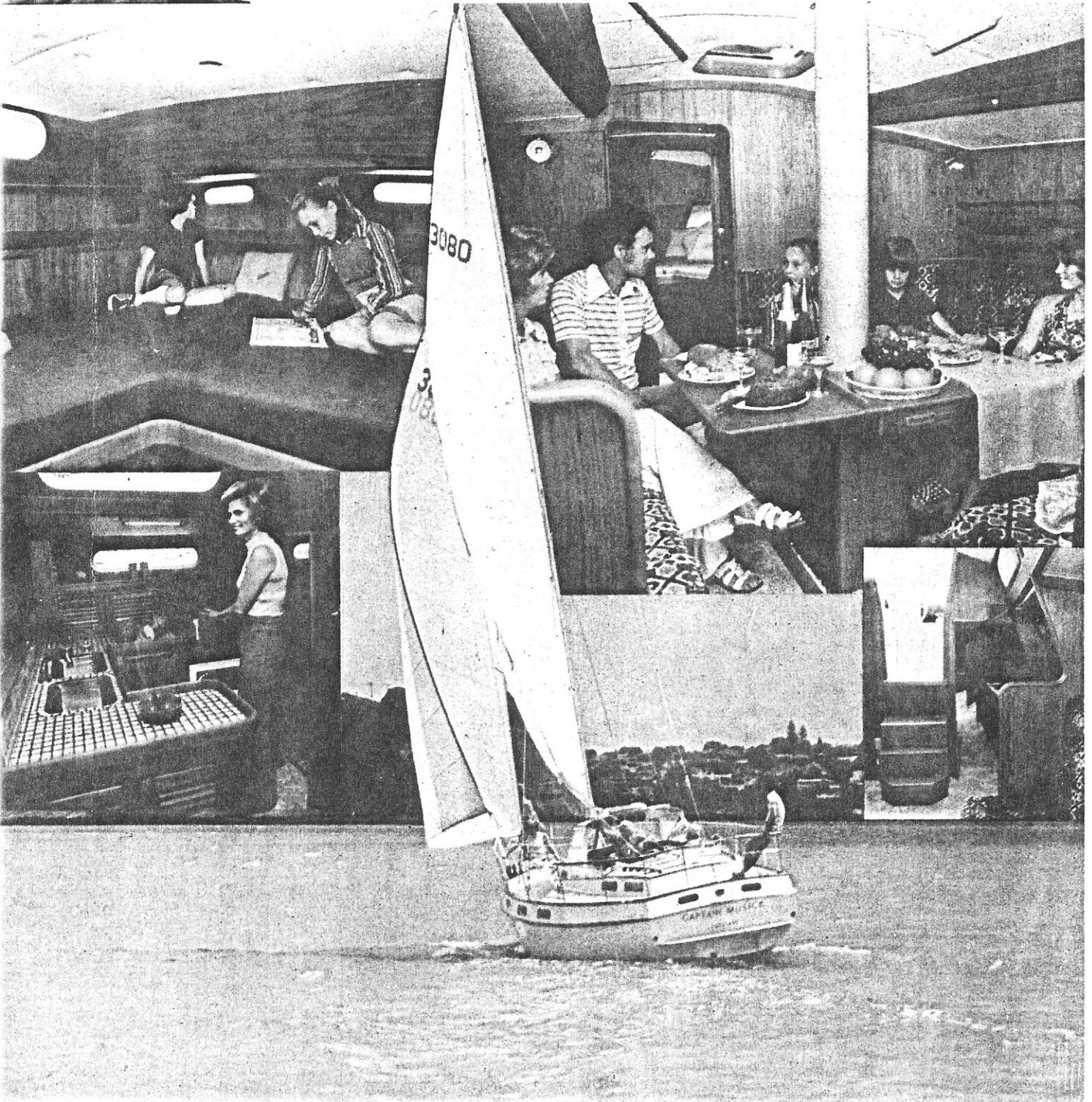
"The hull, shaped for a fine entry and low drag is formed of two layers in fibreglass with a balsa layer sandwich between. This is one of the strongest and lightest hull construction methods yet known and does not need maintenance. Being a cruiser the hull has a high freeboard and

has a more roomy stern than the average racing yacht, actually producing a faster boat because the design is not inhibited by any mathematical formulae. The important rule being strength, room, seaworthiness, easy handling and goods looks, etc.

"Even at rest the Young 43 has that look of swift movement."

"Take a look at the deck fittings — they are all top quality stainless steel. The spars are all marine anodized aluminium alloy of top quality while the deck itself has a special tread pattern moulded in to give an ideal non skid surface. There is also the choice of layed Burma teak decks."

"That big mainsail means that you can sail fast down wind without spinnakers being necessary while the comparatively smaller than the average racing yacht headsail makes her easy to sail by two people — it being hardly necessary to ever leave the cockpit. The accent is more on reefing the mainsail instead of having to change headsails thereby eliminating the problem of wet sails below decks."



"Now come below — notice how the cockpit has plenty of room to seat the number that she sleeps (an important basic rule). Notice too, how the main hatch opens so the cockpit and main saloon almost become one large area. You can talk to those who are lounging below while you are at the wheel and the dodger keeps the weather out. See how this has given us a beautifully cosy cabin yet with plenty of light and ventilation when wanted. Note how the dodger has been designed so that you can still see the sails with ease and by sitting forward of the wheel you may steer in shelter while when sitting behind you can be out soaking up the sun. What strikes everyone too is the perfect vision from the steering position, something rare among yachts of today."

"Striking too is how there is no fibreglass to be seen inside the yacht. She is completely panelled throughout in hand crafted waxed teak — and fully carpeted throughout. Yes, she is a dream yacht and there's no stinting on luxury!"

"We have given great attention to stowage space in this craft since she can be used for world cruising, yet despite this the area below is clear for gracious living. Isn't it great to be able to see out while sitting down inside?"

"Naturally you can have pressure hot and cold water in the specially designed sea going U shaped galley which incidentally has particularly generous storage space and all the conveniences of home."

"We are especially proud of the navigation set up. Like the galley it is in the best place for least motion at sea, it is compact and houses all the navigation equipment and charts while having plenty of room to mount

RT, RDF, Radar, Depth Sounder, etc., so it can all be operated from the comfortable navigation seat AND when not in use the navigation table makes convenient extra bench space when entertaining a large party. You can even have a stereo tape deck with four speakers, two in the main cabin and two in the owner's private state room. This cabin, incidentally besides having access through a deck hatch can be reached from the main cabin through an inside passageway. How's that for luxury and privacy?"

"The Young 43 is essentially a sailer. She is very responsive and a real pleasure to handle, but until you have sailed her down wind in a good breeze, you haven't really discovered what this boat is all about. Her 120 gallons of fuel will run her diesel engine far enough for a long ocean passage while her fine lines allow her to be driven fast to windward so if you do not want to sail you can get there just as well under power. The Young 43 is a dream boat. A unique blend of beauty with comfort and seaworthy swift sailing and elegant living. We welcome you aboard to share that dream of getting away to sea — the one free place that is left to us."

*Jim Young*



## SPECIFICATIONS

### Hull

Fibreglass reinforced plastic (G.R.P.) with balsa core. Very strong, rigid, no noise, weather resistant, and (most important in a fibreglass boat) stops the sun from heating the interior. Colour to owner's choice.

### Deck and Cabin

Moulded in G.R.P. with balsa core. Nonskid pattern on deck and cabin tops. Rivetted and moulded to hull with G.R.P.

### Lead Keel

(6000 lb) bolted to hull. Short Fin type design improves manoeuvrability yet is long enough for easy grounding and slipping.

### Rudder

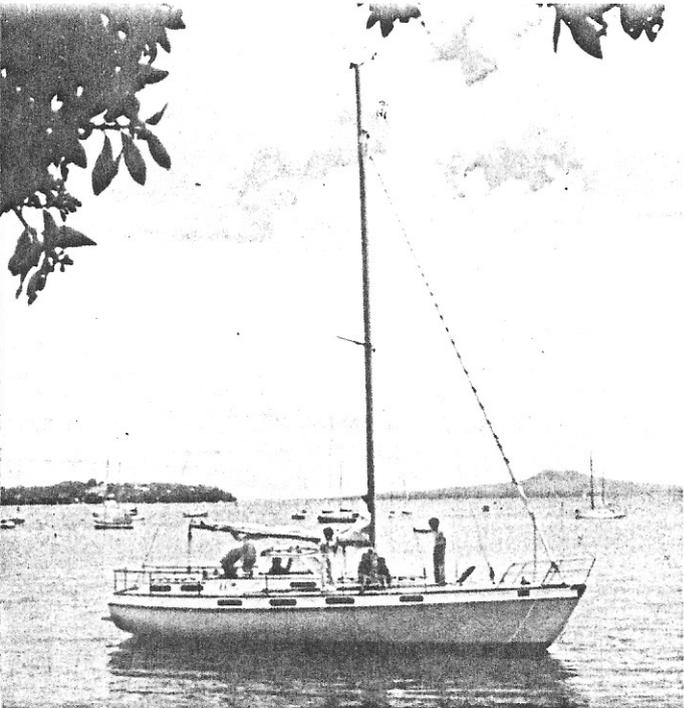
Skeg and rudder configuration for directional stability.

### Interior

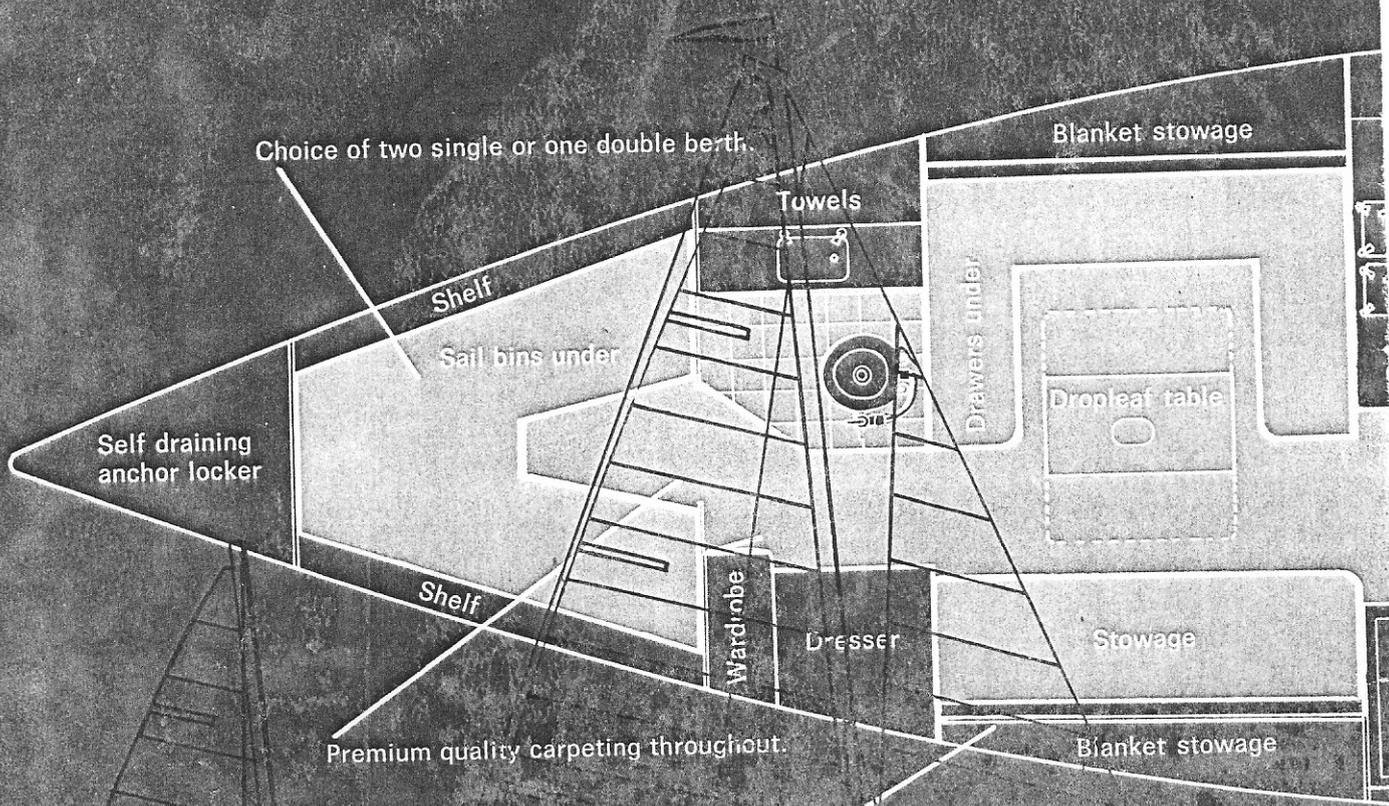
All panelling in premium grade waxed teak. Carpeting and headlining under cabintops throughout.

### Engine

Choice of Ford or Perkins diesel. Removable panels on each side of engine compartment allow easy access for maintenance. Cockpit sole removeable if necessary to allow complete engine removed if required for major overhaul. Engine room sound insulated.

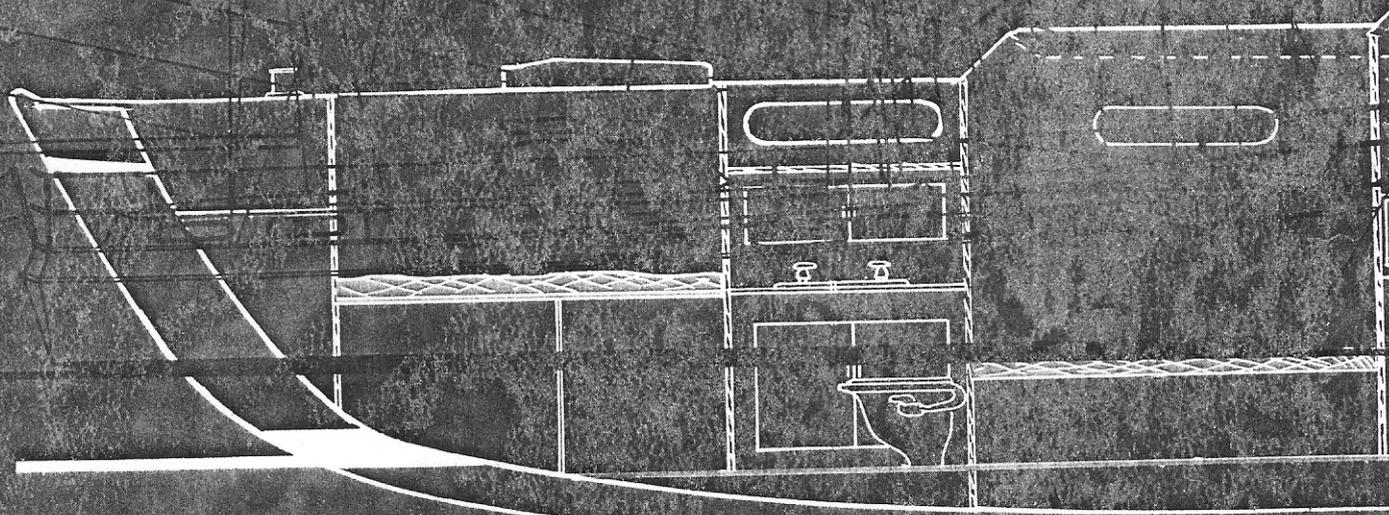


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PLAN VIEW OF ACCOMMODATION

All interior panelling in waxed teak.

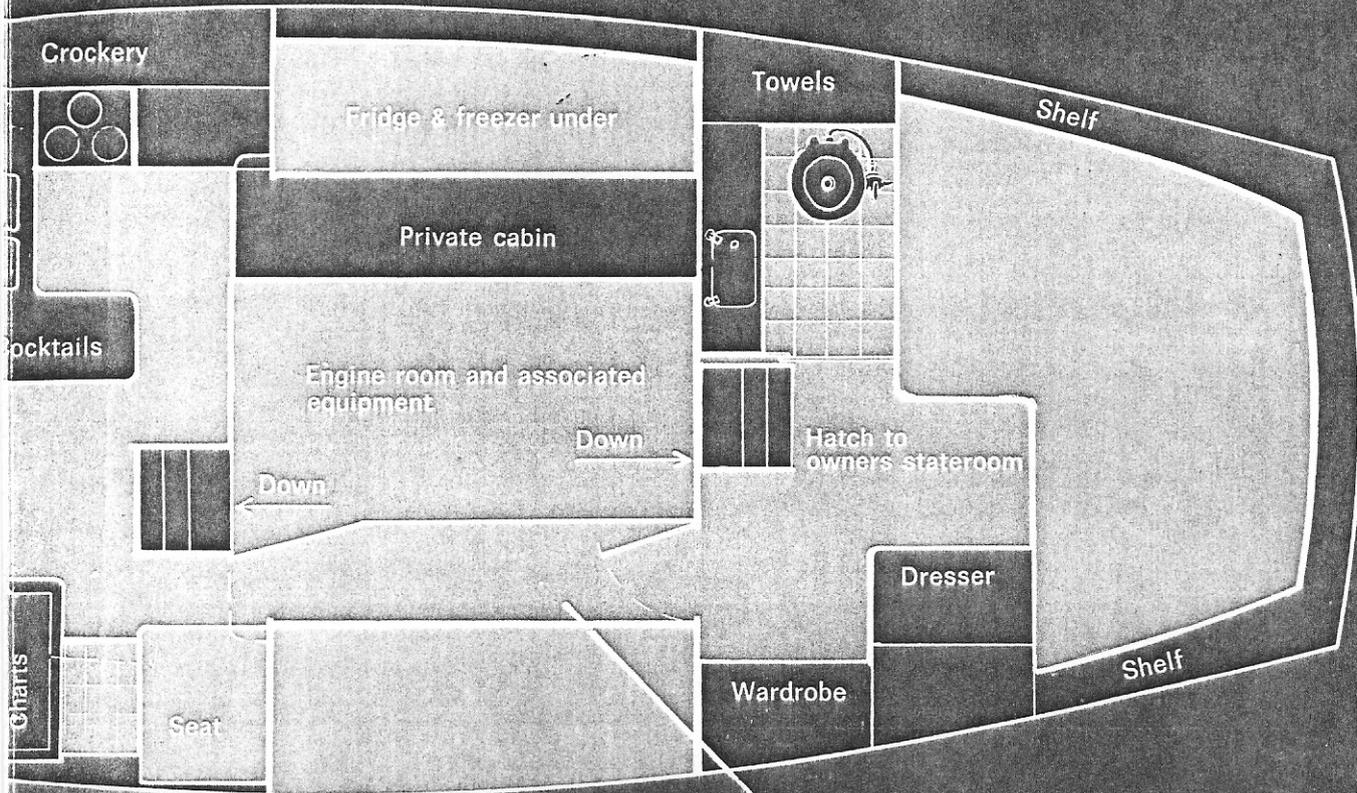


Optional shallow 4' 9" for exploring shoal waters

STARBOARD SIDE VIEWED FROM PORT

Cho

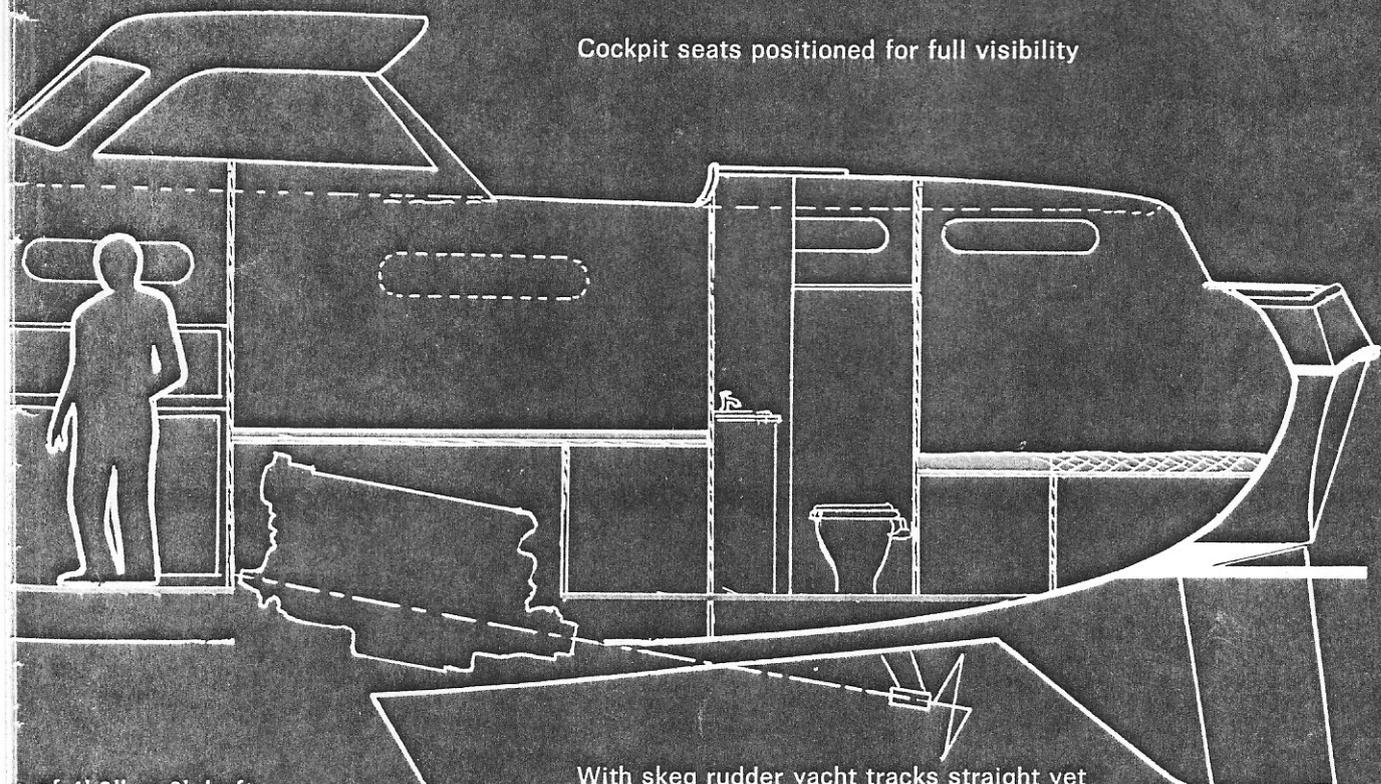
Easy access to engine for good maintenance



Batteries

Internal passageway to owners stateroom.

Cockpit seats positioned for full visibility



draft of 4' 9" or 6'

000lb lead ballast

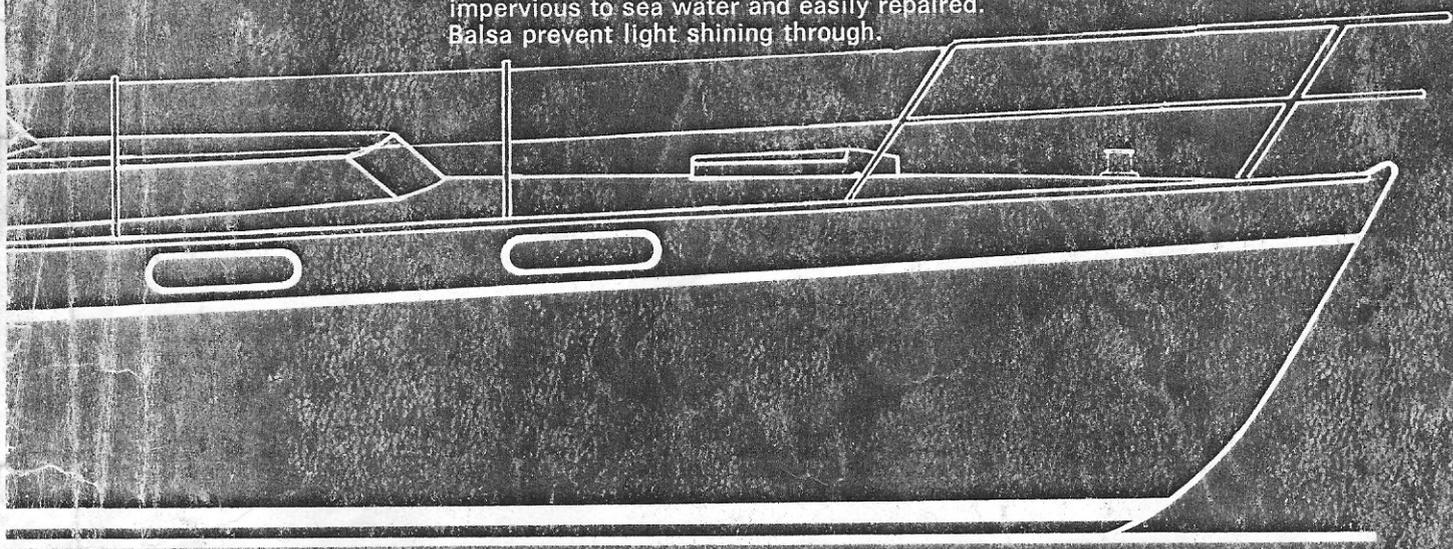
With skeg rudder yacht tracks straight yet can turn sharply when required.

Short keel allows easy manoeuvring or freeing

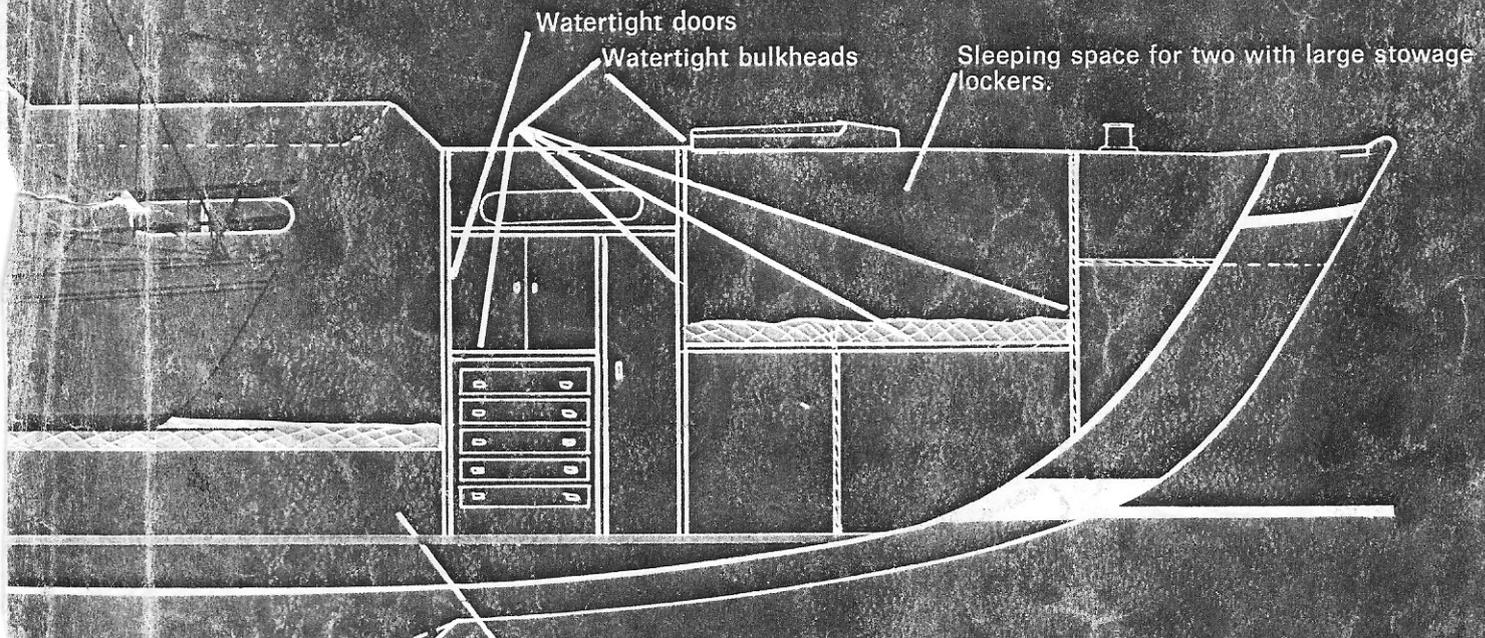
# THE BOONIES LUXURY OFF-SHORE CRUISER

AVAILABLE IN SLOOP OR KETCH RIG SPECIFICATIONS.

Hull fibreglass and balsa sandwich construction  
impervious to sea water and easily repaired.  
Balsa prevent light shining through.



Hatch opens fully for indoor outdoor living — fully  
weather proof.



Watertight doors

Watertight bulkheads

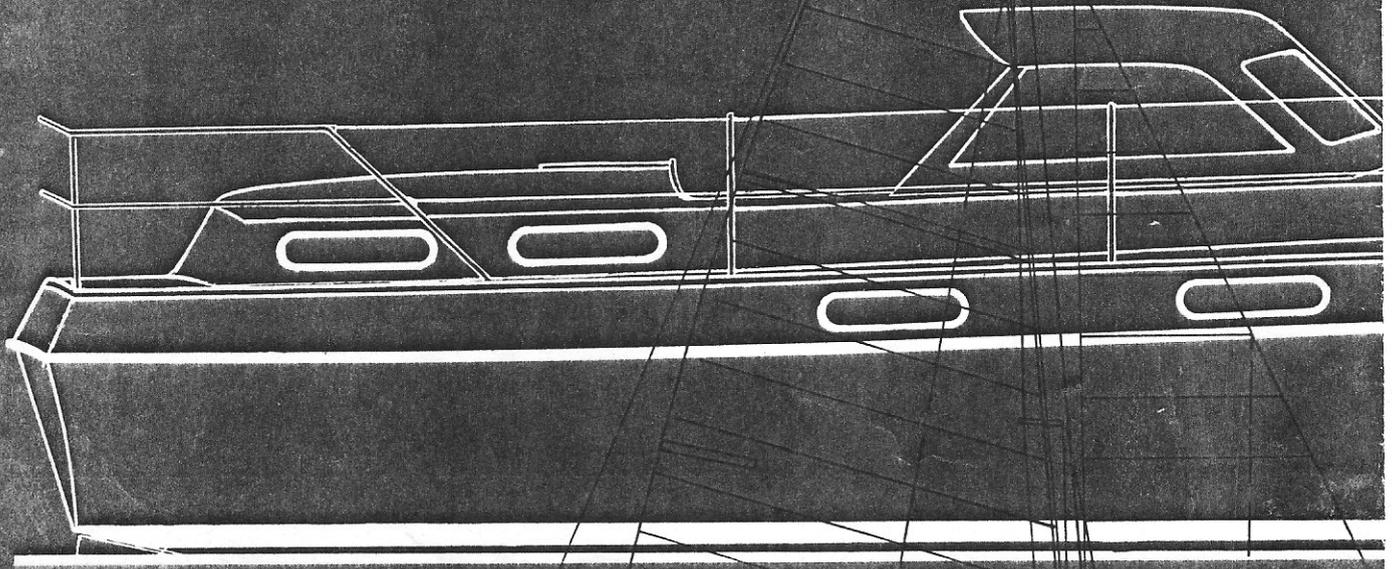
Sleeping space for two with large stowage  
lockers.

Forefoot of hull blanked off to front of main saloon.

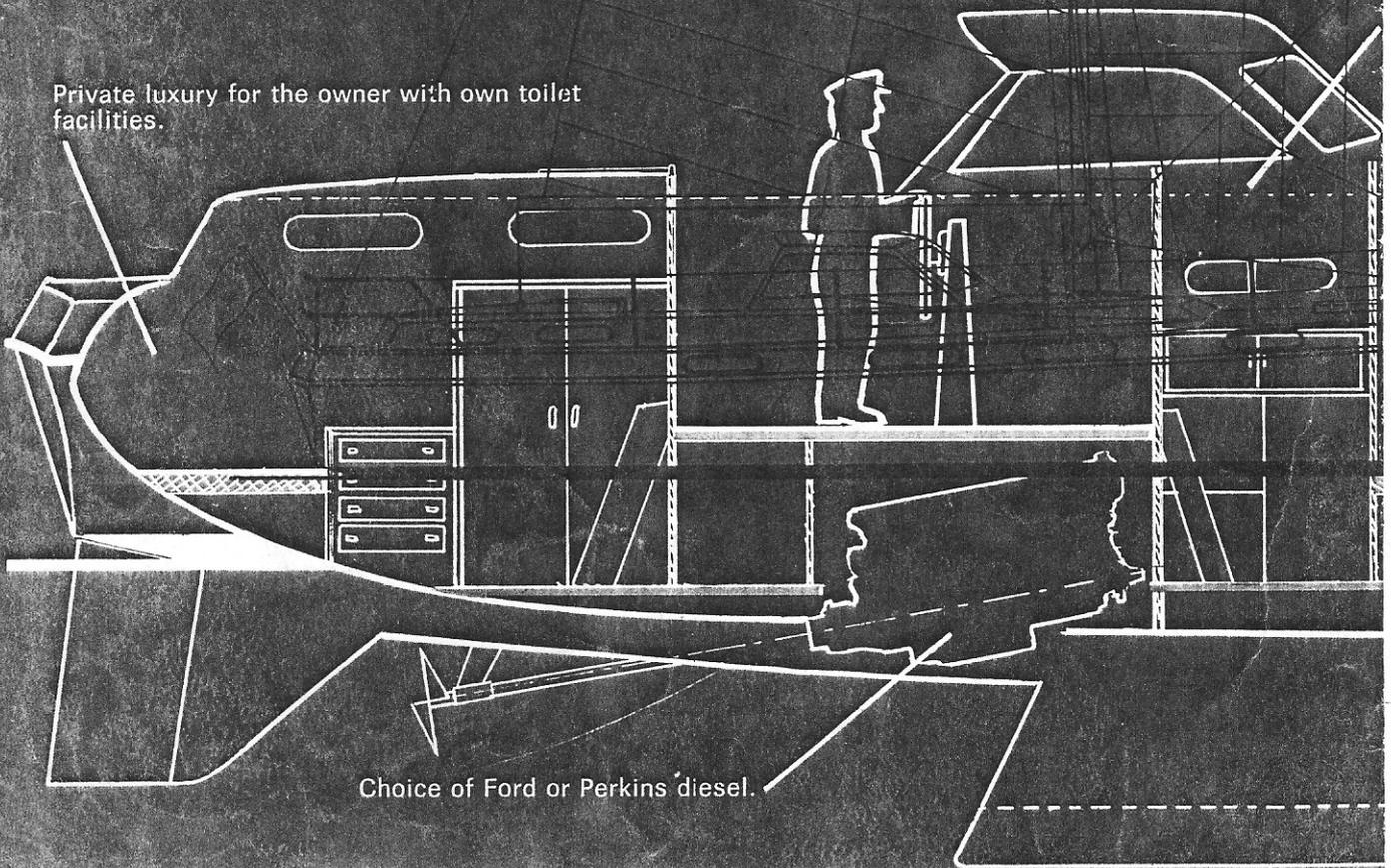
PORT SIDE VIEWED FROM STARBOARD

**Designer:** Jim Young  
**Constructor:** Jim Young Marine Ltd  
Auckland New Zealand

**Dimensions:**  
Length 42' 10"  
Beam 12' 3"  
Draft 4' 9" or 6'



Private luxury for the owner with own toilet facilities.



Choice of Ford or Perkins diesel.