

FISHER

The Design Concept

The story of how the most classical of motor sailers came to be, begins more than three decades ago in the last months of 1969.

Two naval architects, David Freeman and Gordon Wyatt, realising that there was a gap in the market, set to work on designing a motor sailer that would have an equal performance under either sail or motor alone.

The concept was for a hull with similar seakeeping characteristics to the sturdy North Sea fishing boats, but with a long deeper keel to provide good performance under sail. She would be neither a yacht with a small auxiliary power unit, nor a motor cruiser with a token sail set on a stumpy mast, but instead a real motor sailer.

On the architects' drawing board the basic shape of these double-ended hulls gained a pronounced sheer and finer ends to keep her decks dry and improve sailing performance.



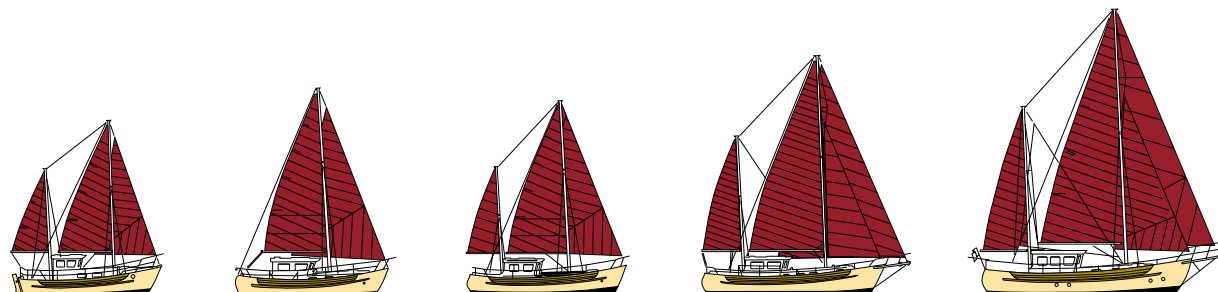
The benefits of the double-ended hull form, because of its outstanding seakeeping integrity, have been recognised by the boat builder and seaman alike for thousands of

years. Many of the early sail trading ships which have evolved around the coasts of Northern Europe used this hull form.

The Fisher design is a modern interpretation of the double ender with the long keel bringing balance for the ketch rig and ensuring good directional stability in a seaway. Even when the weather is less than kind, her deep bulwarks keep the crew safe when working around the decks.

Continuing the fishing boat theme, and for practical reasons a large wheelhouse was designed with forward sloping windows and an over-hanging coachroof to avoid glare.

Today, the Fisher has become a classic, recognised throughout the world by her strong distinctive lines.







FISHER

Dreams to Reality



Fisher 37

Well over 1000 Fishers have been built since production started. They are admired wherever they go and can be seen tucked up in many harbours around the world looking snug and safe having perhaps made a passage across exposed water in fresh winds.

Owners are comfortably seated in the wheelhouse, dry and warm, with friends and family, enjoying the view around them and discussing the next days adventure. Other yachtsmen in the harbour are hanging up wet oilskins to dry and changing into a new set of clothes to warm up after the passage. Those other yachtsmen may have left from the same port as the Fisher at the same time, only to find that the Fisher has reached



Photograph: Opposite - Fisher 34

the haven before them. They look longingly at the Fisher jealously acknowledging which boat has made the more comfortable passage.

Many Fisher owners make long voyages, crossing oceans to far off lands. Others stay closer to home and, enjoying the company of like-minded yachtsmen, who join the regular rallies organised by the active Fisher Owners Association.

In either case the Fisher owner quickly appreciates the qualities of the design and the advantages of owning one of the most seaworthy yachts built and one of the most long lived in production terms. There are few other designs that have been in continuous production without significant change for nearly thirty years.



Fisher 37



FISHER

Performing in all weathers



Fisher 37



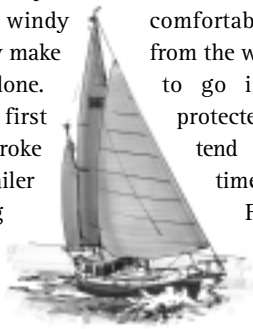
Fisher 34

In the early sixties there were many yachts designed and built that were described as motor sailers. The majority of these yachts were heavy, had large engines and small rigs. Their sailing performance was poor and except in very windy conditions they would rarely make their hull speed under sail alone.

When Fishers were first introduced in 1971 they broke the mould of the motor sailer because their sailing performance was equal to many of the established cruising yachts of the day. Early promotional literature for Fisher described them as sailing yachts to set them apart from these motor sailers that did not sail.

Fishers are now regarded as true motor sailers because they have a large engine to provide power in all conditions and a good sized rig to provide the excellent sailing performance for which they have become renown. Fishers now set the standard against which other motor sailers are judged.

In heavy weather the Fisher provides a secure and safe environment. She is seakindly – her heavy displacement and power drive her through waves without



stopping. She never slams like lighter flat-bottomed hulls and will generally maintain her hull speed pushing water either side of her flared bows, keeping the decks dry. Fisher crews remains warm and comfortable, piloting the vessel from the wheelhouse and only have to go into the cockpit, itself

protected by the wheelhouse, to tend the sails from time to time. In lighter winds the

Fisher is still able to make good progress under sail alone but the skipper knows that he can rely on the powerful diesel to make up for lack of wind.

'Gentlemen never sail to windward' is a phrase commonly used by cruising yachtsmen. The sad fact is that many cruising yachts cannot motor to windward even if they want to as their engines just cannot push them into head seas. The alternative for them is to continue beating into the wind to make progress over the ground. Not so the Fisher. Her powerful engine will keep the Fisher at hull speed in all but the most extreme conditions ensuring that the chosen port can always be reached on time in all but the most adverse weather conditions.



Fisher 37



Fisher 34



Photograph: Opposite – Fisher 37



FISHER

Quality through craftsmanship



There is no compromise in Fisher construction. They are built to be strong in every respect, from her solid GRP laminated hull to her sturdy rig. But strength isn't all. Quality of build is paramount to the Fisher philosophy.

The Fisher interiors are finished in teak to the highest joinery standards, this is complemented by fabrics chosen for their quality and suitability for the marine environment. Fittings are chosen from leading manufacturers to ensure that they are the best suited for the job that they have to do.

It is attention to detail that sets the Fisher apart from the competition. For instance, each deck bollard and fairlead has a stainless steel chafing plate to protect the teak capping, the navigation lights are set into teak shield boxes on the coachroof and the furling and staysail winches are mounted onto specially fabricated stainless steel plinths.

There are stowages down below in every nook and cranny no space is wasted. The final finishing touch is the solid teak bulwarks and cappings – finished in high gloss varnish that set the Fisher apart and, together with her wheelhouse, give her that unique appearance.



However, it is the customer that has the final say in the way the yacht is finished. Every Fisher is built to order and to the customer's requirement. Every request is painstakingly researched by Northshore's experts and where possible, incorporated into the yacht, making each unique for her owner. Fishers are built in the old fashioned way where quality and customer service is paramount.



“Below, the Fisher 34 shows why British boats have such a high standing around the world. Her joinery is excellent, the basic layout is good, and, in all, it seems clear that seagoing considerations take first and obvious priority. Her builder's reputation for using tip-top materials in the proper fashion is highly visible, not just on the surface, but even when you look inside lockers and behind the varnish. Neat, sensible touches are found all over this boat – in stowage spaces, in the engine installation, in on-deck safety and in the general working layout. In short, the Fisher is a serious offshore yacht.”

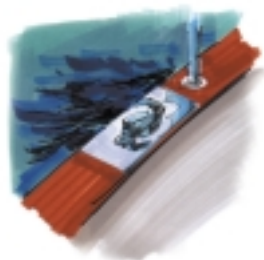
Dick Johnson
Yachts and Equipment magazine



Every Fisher is built to order and to the customer's requirements.



Each deck bollard and fairlead has a stainless steel chafing plate to protect the teak.



Dorade ventilators on deck to keep the interior fresh with a good flow of air.



The large toughened glass windows give excellent all round vision from the wheelhouse and protection from the elements.



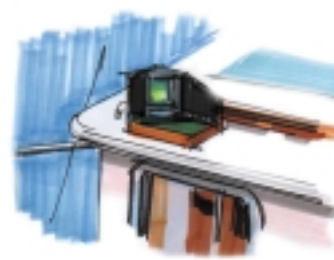
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Navigation lights are mounted on the top of the wheelhouse in teak shield boxes.



To complement the interior fit out is the six spoke steering wheel – the focal point of the wheelhouse.





FISHER

At home or abroad



Fisher 37



Fisher 37



Fisher Fleet

Since their inception, Fishers have taken their owners on the voyages of their dreams whether these voyages are around the world or just across the Channel, owners have fulfilled their ambitions.

Fisher 37 owner Keith Hermann has cruised his 37 all along the West coast of the USA from the glaciers of Alaska to the tropical climates of Mexico and central America. John Roberts in his Fisher 46 'Griffyn' joined the Trade Winds Rally and sailed around the world following the classical tradewind route across the Atlantic, Pacific and Indian Oceans. Other Fisher owners have called into Itchenor as part of their ocean voyaging to see the home of Fisher and to recount their tales to us. There are many such voyages that have been successful and well documented.

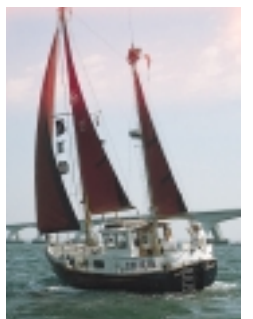
But it's not just the world's more adventurous sailors that make up the story of Fisher cruises. Far more common are the owners who do not travel far from their home port. For them a weekend on board will take them only a few miles down river to

a favourite anchorage where they will spend their time relaxing on board watching the wildlife and unwinding from the stress of modern living.

For annual holidays, cruising across to the near continent or to the Western Isles are favourite cruising haunts where the pace of life is slow and the scenery spectacular. Owners are snug on board with all the comforts of home making them completely self contained and independent of life ashore if preferred.

Other owners have sailed around Britain or, being fed up with the North European climate have sailed to the Mediterranean either across Biscay or through the French canals. Once there, they find that the Fisher is equally suited to the hotter climates. The wheelhouse, as well as protecting from the harsh weather, also protects the crews from the sunshine and helps to keep the interior cool.

Whatever their cruising ambitions, Fisher owners have the perfect yacht in which to realise them.



Fisher 25



Fisher 37

