

# TIMBERCOAST 22

The newest member of the famous BARTENDER family.

Design by Tad Roberts N.A.



LOA: 21' - 10.5"

Draft: 2' - 5"

LWL: 20' - 2"

Displ: 3600 lbs

Beam: 7' - 4"

HP: 10 – 30

The Calkins Bartender has enjoyed great success in a wide variety of uses and services over the past five decades. One service in which the Bartenders hold admirable history is commercial fishing in the Pacific NW. The combination of a seaworthy double-ended hull and simple construction resulted in many Bartender salmon trollers fishing the rugged Pacific NW waters. These boats were loaded heavily and operated slowly and safely in rough sea conditions at displacement speeds. None are known to have been lost.

To refine this successful application and develop a true displacement vessel for rough water cruising we looked to Canadian naval architect **Tad Roberts** of Gabriola Island, BC. After a fun discussion of the history, concept, and goals of this design, Tad firmly grabbed the tiller and sailed a true course to a clear design destination. In the TimberCoast 22 Tad has created an exceptionally seaworthy small cruising vessel which will safely, comfortably, and economically carry a small crew on an extended voyage. The pedigree of this capable and compact little vessel boasts a strong combination of proven NW designs – the Bartender and the traditional salmon troller.



NW Bartender salmon troller - 1970's

**Tad Roberts on hull form: "In shaping the hull of the TimberCoast 22 I kept the original Bartender form in mind but included additional criteria. While maintaining the seaworthiness of the older sibling, the new boat is to be more fuel efficient at low speed. She had to be visually similar to her older (and faster) sister, but I wanted the longest possible waterline to reduce wavemaking and form drag. She needed to be simple to build while being hydrodynamically suited to low speed efficiency. The final key operational requirement is excellent controllability at low speed, cruising, trolling, and maneuvering, without the flightiness of a planning hull.**

**The TimberCoast incorporates shorter overhangs than the Bartender hulls, which increases waterline length. Her sheer and topside flair are similar to Bartenders, but her full length deep keel is a distinct departure. Her hull is veed throughout its length to place the engine and tanks low (mostly below WL). With the ability to cruise all summer on one tank of fuel, the Timbercoast is an open water capable mini distance cruiser."**

Borrowing style cues from much older classic work boats, the trunk cabin on the *TimberCoast Troller* is rounded at the forward end. Inside there's a double berth forward, a small galley in the wheelhouse, and room for an enclosed head and/or wet locker. While there's standing headroom at the inside helm station, some will also want an outside helm station for close-quarter maneuvering from the self draining cockpit deck. A tabernacle mast with a steady sail and stabilizers provide the skipper with tools for serious passage making. This boat is ideal for a cruising couple or single-hander venturing through colder and wetter climates. Plans will also show a shorter cabin version of this design for those who prefer a smaller wheelhouse and more deck space.



Whether you're in the mood for a small working tug, a commercial fish boat, or a capable cruiser, the 22' *TimberCoast Troller* boldly shouts out its strong working heritage. Power her to suit your application and she'll treat you well.

Power requirements for the TimberCoast 22 are delightfully low. She's designed for inboard power in the tradition of her workboat predecessors. She'll slip along at economical displacement speeds burning  $\frac{1}{2}$  to  $\frac{3}{4}$  gallons per hour with a diesel inboard of 10 to 30 hp. 10 hp will produce 5.5 knots and 30 hp will provide 7 knots of comfortable long range cruising.

**Bartender Boats, LLC** will have complete construction plans for the TimberCoast 22' available soon. Plans will include full-size patterns for the frames and stem. Materials and construction methods follow the success and tradition of the Bartenders. The hull is plywood over simple lumber frames and was designed to utilize standard dimension plywood sheets.

**TimberCoast 22** is certainly not intended to replace the Bartender design. The classic, quick, and nimble rough-water Bartender will always maintain a strong following with those who prefer to travel at higher speeds. Each design has its own distinct advantages. This newest member of the Bartender family provides a sound option for those who prefer to cruise at a more relaxed pace. We look forward to savoring every mile of a slow journey north along the lush timbered coasts of British Columbia and Alaska in our own TimberCoast 22... perhaps trolling a plug-cut herring while noodling over the charts with a warm mug in hand... ahh.