

TIMBERCOAST TROLLER

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 to 30

One of the many industries in which the Calkins Bartenders have successfully served over the past fifty years is commercial fishing. Although originally designed to be fast planing boats, many Bartenders were loaded heavily and operated slowly and safely in rough sea conditions at displacement speeds while trolling for salmon. None are known to have been lost.

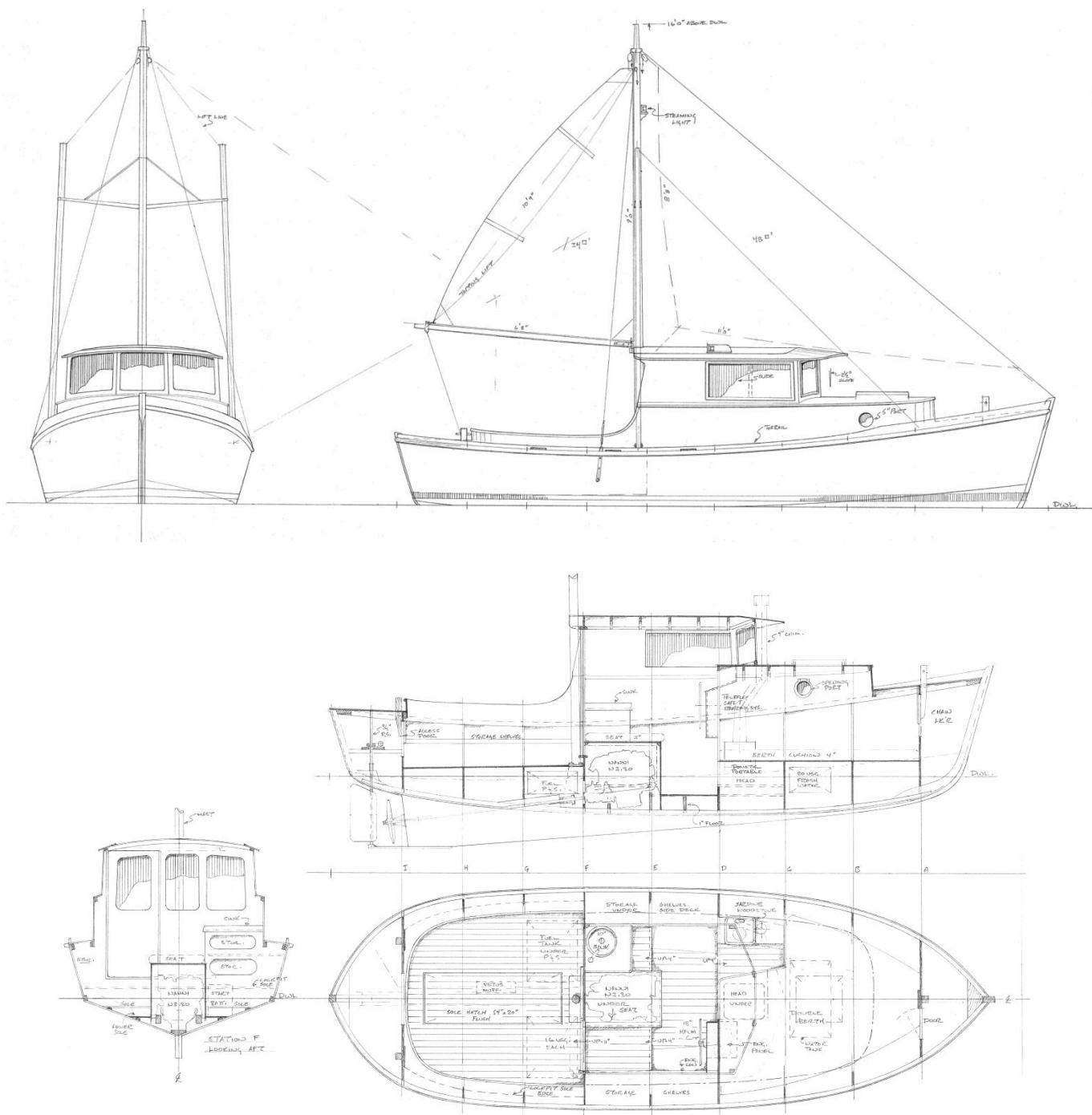
To refine this successful application and develop a true displacement vessel based on the Bartender we looked to Canadian naval architect **Tad Roberts** of Gabriola Island, BC. In the *TimberCoast Troller* Tad has created an exceptionally seaworthy small cruising vessel which will safely, comfortably, and economically carry a small crew on an extended voyage. The pedigree of this capable and compact 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."



Power requirements for the *TimberCoast Troller* 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.

Bartender Boats, LLC will have complete construction plans for the *TimberCoast Troller* available soon. Plans will include full-size patterns so lofting will not be required. Materials and construction methods follow the success and tradition of the Bartenders - plywood hull over simple lumber frames.

The *TimberCoast Troller* is not intended to replace or improve the Bartender design. The *Bartender* and the *TimberCoast* have entirely different underwater hull forms and their own distinct advantages. This design is 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.