

story **SAM DEVLIN**

## Island Time 33

Frugal fuel economy and a nonchalant nature define this livable cruiser for waters less traveled.

**I**t is a perfectly lovely day. The sky is blue, and the water is unusually clear and calm this late afternoon. I must say, the temperature is simply delicious. We have just anchored in a tiny cove surrounded by tree-filled islets on the coast of North Carolina, deep in Pamlico Sound. A small, sandy beach beckons for a walk ashore, and my first mate is as calm and peaceful as myself.

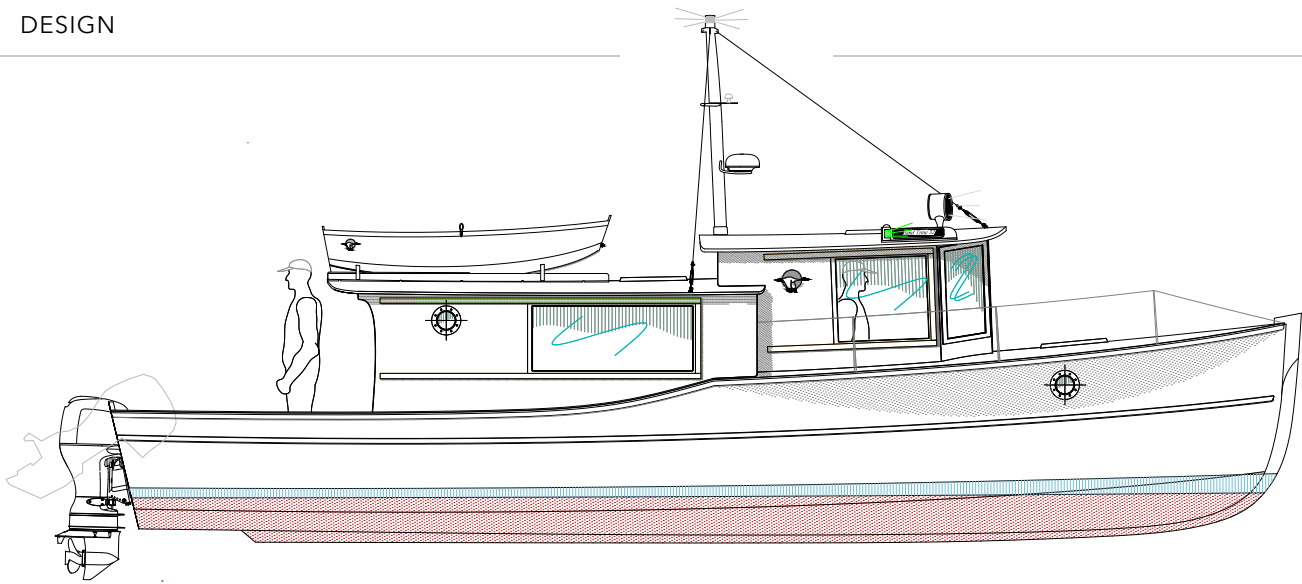
I check the depthsounder again to make sure this is the spot we want to stay, and note a scant 3 feet of water below the keel. But the flood tide just started, and the hook is firmly fixed in a sandy bottom. The weather is so calm and peaceful, I know I will sleep soundly tonight, and we have plenty of swing room in about as safe a spot as I can imagine.

This starts our journey (at least the one in my mind) aboard the Island Time 33. She is a lovely, simple cruiser with the comfort of a bit of length and the convenience of a narrow beam to sneak her into tiny spaces and make her manageable when we are not out cruising. While she is long for her beam compared to most production boats that cram in more stuff, the advantage of forgoing a fat, burdensome hull form is great fuel economy,

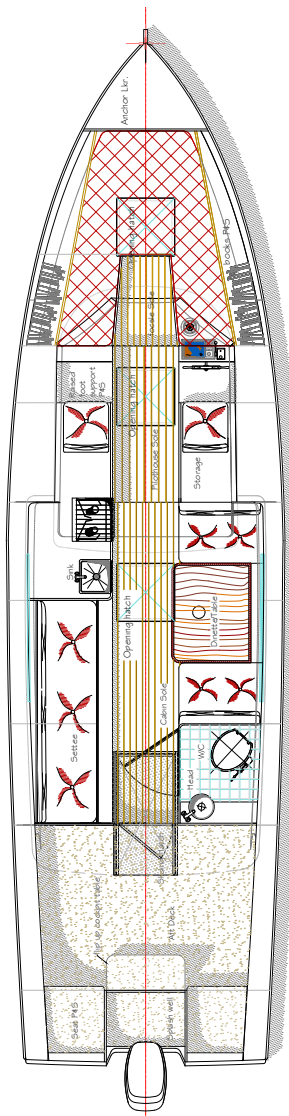
and the simple stretching of space along her length allows us a lovely motion through the water without crowding the crew. The simple pleasures of a light, lean cruiser in sheltered waters cannot be overstated.

The Island Time 33 would be trailerable behind most half- to three-quarter-ton trucks or SUVs, and she would fit well on a bunk-style trailer. I designed her with an 8-foot, 5-inch beam, but with guards, she will measure just shy of 9 feet in true width. Yes, that's a tiny bit over the 8-foot, 6-inch limit that most states impose, but the only way to tell her width would be to line up the widest point of the boat above the width of the fenders of the trailer, a really difficult thing for a police officer to do on the road while driving.

She really uses the full width that we designed in her, but with an outboard on the stern and no engine box to climb over or walk around on the centerline, she allows for good moving back and forth through the cabin. There are three opening hatches in the roof and another on the foredeck, along with four sliding windows in the house sides and pilothouse. A sliding rear door also helps to ventilate the boat and keep her comfortable with-



**Above:** The shallow draft of this hull with keel protection allows access to cruising grounds most can only dream of. **Below:** With berth forward, head aft, dinette, settee, galley and helm/co-helm seating, the Island Time 33 should make for a rather comfortable cruiser.



### DESIGN SPECIFICATIONS

LOA 33ft. 10.75in.

Beam 8ft. 8.75in.

Draft 1ft. 2in. (outboard up)

Displacement 7,100 lbs.

Propulsion 60-115 hp  
high-thrust outboard

out air conditioning. Screens fitted to the inside of all these openings help to keep the bugs out, and you can always spray the screens with a bit of bug repellent.

Speaking of which, I would like to give you a couple of great little tips about bugs and sleeping on board a boat. First tip: Have plenty of air circulating about the interior of the boat, aided by all these openings. Second tip: My wife and I each have a portable Caframo MiniMax 737 fan that we set next to our berths when we go to sleep. With the fan set for a low and quiet rpm, a small stream of air blows past our faces to keep mosquitos at bay. Four D batteries in each fan will cover a couple weeks' worth of cruising. Mosquitoes sense the carbon dioxide as we exhale; it's how they home in on us as their victims. With a small stream of air blowing past our heads, they do not seem to be able to sense the target.

With that sorted out, let's get back to the boat's design. There is a head to starboard just as you come into the cabin, and a settee to port. Forward of the head is a dinette that seats two. A 10-inch step gets you to the pilothouse area, the helm and mate seats, and the galley space abaft the seating areas. Down another step at the dash is the sleeping space, with port and starboard berths. A filler can be installed for an oversized double.

With great fuel economy and the almost soundless propulsion of a high-thrust outboard, the Island Time 33 would be economical and easy to live aboard in waters less visited by other cruisers. Keeping life simple on a boat like this one will give you more time to take in your surroundings, and require less time spent on your hands and knees trying to fix service-reluctant equipment. ☼