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27-06-2007, 10:45 #1 Registered User Join Date: Mar 2006 Location: Buena Vista Colorado Boat: currently boatless Posts: 222 Com Pac 27, opinions please I've posted this on a few other sites without any luck, maybe you fine folks have some knowledge of these boats. There is a 27 on a trailer near here. How do they sail, handle heavy weather, quality of build, headroom, would you buy one? Only 6000 lbs and 3'6" draft, do they get tossed around much? Thanks, Bill 27-06-2007, 13:05 #2 Moderator Emeritus Join Date: Mar 2003 Location: Hayes, VA Boat: Gozzard 36 Posts: 8,700 It's a large roomy trailer sailer. The key to wanting a boat like this is you need / want to trailer around to different places and or access shallow waters. You just are not going to want this boat for an ocean passage. You could easily sail this boat on short hops where you pick the day and the weather. In heavy weather it's not going to handle as well as a traditional keel boat would. It's not built to that level of construction because it's primary purpose would not include that type of use plus it has to be trailered around. As a trailer sailor they come with a nice setup for staying aboard overnight and you may have trouble finding a more spacious trailer-able boat. It is clearly optimized for space aboard and ease of trailering. If you just want to keep a boat in one place and sail it from there then maybe this isn't a good choice.

Paul Blais s/v Bright Eyes Gozzard 36 37 15.7 N 76 28.9 W 28-06-2007, 06:19 #4 Registered User Join Date: Mar 2006 Location: Buena Vista Colorado Boat: currently boatless Posts: 222 Thanks for the information. Our intention is to trailer to a locale for a week or so. Coastal cruising only. Before we bite off on a big boat we want to visit a few cruising areas. A trailerable seems like the way to go. 28-06-2007, 07:01 #5 Moderator Emeritus Join Date: Mar 2003 Location: Hayes, VA Boat: Gozzard 36 Posts: 8,700 Sounds like a good choice. If you are going to the Gulf coast the shallow draft will be a nice feature. I'd love to sail Grand Lake.

Paul Blais s/v Bright Eyes Gozzard 36 37 15.7 N 76 28.9 W 28-06-2007, 07:48 #6 Registered User Join Date: Oct 2005 Location: Cruising NC, FL, Bahamas, TCI & Vis Boat: 1964 Pearson Ariel 'Faith' / Pearson 424, sv Emerald Tide Posts: 1,531 Connie of SailFar and Pixie Dust One of my friends on the SailFar.net web site is currently cruising the Bahamas on her Compac 27. She is very happy with it. Here is a link to the thread where she posts her updates; Connie's thread of her travels on Pixie Dust 28-06-2007, 12:40 #7 Registered User Join Date: Apr 2006 Location: Galveston Boat: C&C 27 Posts: 725 Bill, You may want ot check the state trailer width limits. The Compac is 9'6" and many states limit trailers to 8'6". I looked into a trailer sailor and decided that the cost of a trailer plus a tow vehicle didn't make sense for me. But they are nice boats.pv 04-07-2007, 04:48 #8 Registered User Join Date: Mar 2006 Location: Buena Vista Colorado Boat: currently boatless Posts: 222 We bought it!!! Placed a deposit and will pick her up on the 6th. Having an exhaust brake installed on my truck first to help slow down coming off the Eisenhower tunnel approach. That is one long steep grade. She will spend the rest of the summer on Dillon res while planning our next trip. Thanks for all the advice and information. 21-12-2019, 10:53 #9 Registered User Join Date: Jul 2007 Posts: 36 Re: Com Pac 27, opinions please NOT A TRAILER SAILER BEAM IS 9.5 FT 21-12-2019, 10:55 #10 Registered User Join Date: Jul 2007 Posts: 36 Re: Com Pac 27, opinions please TRAILER SAILER WITH 9.5 FT BEAM ??? Too funny, I got an email notification that this 12 year old thread was revived somehow. I guess the term "trailerable" is subjective. I bought this boat and trailered from Colorado to Mexico, Washington and southern California. As well as seasonally to and from the reservoir she spent summers on. Then I stupidly got bigger boat fever and sold it. What an idiot. If you want I have tons of photos of our "trailersailer" days. 22-12-2019, 06:46 #12 Registered User Join Date: Dec 2011 Location: Massachusetts Boat: Formosa 41 Posts: 1,019 Re: Com Pac 27, opinions please Quote: Originally Posted by bmlmr Too funny, I got an email notification that this 12 year old thread was revived somehow. I guess the term "trailerable" is subjective. I bought this boat and trailered from Colorado to Mexico, Washington and southern California. As well as seasonally to and from the reservoir she spent summers on. Then I stupidly got bigger boat fever and sold it. What an idiot. If you want I have tons of photos of our "trailersailer" days. Curious, did you get over width permits when you moved it over the road? 22-12-2019, 16:57 #13 Registered User Join Date: Mar 2006 Location: Buena Vista Colorado Boat: currently boatless Posts: 222 Re: Com Pac 27, opinions please Quote: Originally Posted by Jason Flare Curious, did you get over width permits when you moved it over the road? Never did. I knew it was over width but figured I'd plead ignorance if it ever came up. Had a seized caliper in Idaho one trip. Was repairing it on the side of I84 and highway patrol stopped to check on us. He asked how wide it was. I replied a little over 8", he didn't seem too concerned. 20-02-2021, 07:16 #14 cruiser Join Date: Feb 2021 Posts: 51 Re: Com Pac 27, opinions please would this make a safe first sailboat? 20-02-2021, 09:09 #15 Registered User Join Date: Mar 2006 Location: Buena Vista Colorado Boat: currently boatless Posts: 222 Re: Com Pac 27, opinions please Quote: Originally Posted by Belle25 would this make a safe first sailboat? In my opinion yes it would be a safe first sailboat. Maybe not the best to learn on but definitely safe. Why so big for a first boat? Something smaller with a tiller might be a better learning platform.

S/V PookaCom-Pac 27 Page 2 Re: Com Pac 27, opinions please Quote: Originally Posted by Belle25 Aw. What is SA and OPB? Sailing Anarchy (racing oriented, more testosterone fueled site) and Other Peoples Boats. My suggestion, as usual, is don't buy a boat. Newbies are always eager to rush out and buy a boat. You don't need to own a boat to learn to sail. Get some training/experience and sail on OPB. Then, after a few years, you will know more about boats and what you want in one. Also after a few years you should have enough invitations to crew that you don't really need to buy a boat.Example: I was already a semi-pro sailor before I bought my first cruising boat. Owning it did not increase my sailing skills at all, but boy did I learn a lot about boat maintenance and cost of ownership!![femoj857]

[femoj857][femoj857]Now, later in life, after having spent enough on boat maintenance to send a few kids to college, Im about to sell my current boat and return to sailing on OPB's without the hassle and cost of maintenance. [femoj3060][femoj2][femoj3060]Page 3 06-03-2024, 14:52 #31 Registered User Join Date: Mar 2024 Location: Olympia, WA Boat: 1985 Catalina 22 Posts: 8 Re: Com Pac 27, opinions please I have looked into it. You can very easily get a state permit. Stipulations usually incur remaining on Interstate or Major State highways. My state costs about \$25 for a 3-day period. If you're just moving it from storage to the slip, that would be zero issue. Now if you are launching it every time you use it, that would be pain compounded. Hull Speed 9.3 km Classic: 6.95 kn The theoretical maximum speed that a displacement hull can move efficiently through the water is determined by it's waterline length and displacement. It may be unable to reach this speed if the boat is underpowered or heavily loaded, though it may exceed this speed given enough power. Read more. Classic hull speed formula: Hull Speed = 1.34 x LWL A more accurate formula devised by Dave Gerr in The Propeller Handbook replaces the Speed/Length ratio constant of 1.34 with a calculation based on the Displacement/Length ratio. Max Speed/Length ratio = 8.26 Displacement/Length ratio.311 Hull Speed = Max Speed/Length ratio x LWL 28 knots Classic formula: 6.95 knots Sail Area/Displacement 15.8 40: stiffer, more powerful A measure of the stability of a boat's hull that suggests how well a monohull will stand up to its sails. The ballast displacement ratio indicates how much of the weight of a boat is placed for maximum stability against capsizing and is an indicator of stiffness and resistance to capsize. Ballast / Displacement * 100 41.68 40: stiffer, more powerful Displacement/Length 137.1 100-200: light A measure of the weight of the boat relative to it's length at the waterline. The higher a boat's D/L ratio, the more easily it will carry a load and the more comfortable it's motion will be. The lower a boat's ratio is, the less power it takes to drive the boat to its nominal hull speed or beyond. Read more. D/L = (D 2240) (0.01 x LWL) D: Displacement of the boat in pounds. LWL: Waterline length in feet 137.08 400: very heavy Comfort Ratio 16.5 2.0: better suited for coastal cruising This formula attempts to indicate whether a given boat might be too wide and light to readily right itself after being overturned in extreme conditions. Read more. CSV = Beam (D / 64) Beam: Width of boat at the widest point in feet D: Displacement of the boat in pounds 2.09 2: better suited for coastal cruising The Com-Pac 27 Mk 2 is a sailboat designed by the maritime architect Robert K. Johnson in the mid eighties. The Com-Pac 27 Mk 2 is built by the American yard Com-Pac Yachts. Here we would have liked to show you nice photos of the Com-Pac 27 Mk 2. If you have a photo you would like to share: Upload Image Looking for a new boat? Find a Com-Pac 27 Mk 2 or similar boat for sale Hull The hull is made of fiberglass. A hull made of fiberglass requires only a minimum of maintenance during the sailing season. And outside the sailing season, just bottom cleaning and perhaps anti-fouling painting once a year - a few hours of work, that's all. Rig The Com-Pac 27 Mk 2 is built with a masthead rig. The sail area for the mainsail + jib is 30.3m2 (326.4ft2). The advantage of a masthead rig is its simplicity and the fact that a given sail area - compared with a fractional rig - can be carried lower and thus with less heeling moment. This section covers widely used rules of thumb to describe the sailing characteristics. Please note that the calculations are correct, the interpretation of the results might not be valid for extreme boats. Stability and Safety Theoretical Maximum Hull Speed What is Theoretical Maximum Hull Speed? The theoretical maximal speed of a displacement boat of this length is 6.6 knots. The term "Theoretical Maximum Hull Speed" is widely used even though a boat can sail faster. The term shall be interpreted as above the theoretical speed a measure is necessary for a small gain in speed. Immersion rate The immersion rate is defined as the weight required to sink the boat a certain level. The immersion rate for Com-Pac 27 Mk 2 is about 143 kg/cm, alternatively 804 lbs/inch. Meaning: if you load 143 kg cargo on the boat then it will sink 1 cm. Alternatively, if you load 804 lbs cargo on the boat it will sink 1 inch. This section is statistical comparison with similar boats of the same category. The basis of the following statistical computations is our unique database with more than 26,000 different boat types and 350,000 data points. Motion Comfort Ratio (MCR)? The Motion Comfort Ratio for Com-Pac 27 Mk 2 is 17.7. Low High 21% 0 50 100 Comparing this ratio with similar sailboats show that it is more comfortable than 21% of all similar sailboat designs. This is a comfort value significantly below average. L/B (Length Beam Ratio) What is L/B (Length Beam Ratio)? The l/b ratio for Com-Pac 27 Mk 2 is 3.11. Slim Wide 50% 0 50 100 Compared with other similar sailboats it is more spacy than 50% of all other designs. It seems that the designer has chosen an average hull design. D/L (Displacement Length Ratio) What is Displacement Length Ratio? The DL-ratio for Com-Pac 27 Mk 2 is 187 which categorizes this boat among 'light racers'. Heavy Light 82% 0 50 100 82% of all similar sailboat designs are categorized as heavier. A light displacement requires less sailarea and has higher accelerations. SA/D (Sail Area Displacement ratio) What is SA/D (Sail Area Displacement ratio)? The SA/D for Com-Pac 27 Mk 2 with ISO 8666 reference sail is 15.8, with a 135% genua the SA/D is 18.7. Low High 46% 0 50 100 The SA/D ratio indicates that it is faster than 46% of all similar sailboat designs in light wind. Rig Dimensions of sail for masthead rig. Are your sails worn out? You might find your next sail here: Sails for Sale If you need to renew parts of your running rig and is not quite sure of the dimensions, you may find the estimates computed below useful. Guiding dimensions of running rig UsageLengthDiameter Mainsail halyard20.9 m(68.4 feet)10 mm(3/8 inch) Jib/genoa halyard20.9 m(68.4 feet)10 mm(3/8 inch) Jib sheet9.0 m(29.6 feet)12 mm(1/2 inch) Mainsheet22.5 m(74.0 feet)12 mm(1/2 inch) Spinnaker sheet19.8 m(65.1 feet)12 mm(1/2 inch) Cunningham3.7 m(12.0 feet)10 mm(3/8 inch) Clew-outhaul7.3 m(24.0 feet)10 mm(3/8 inch) Boat owner's ideas This section is reserved boat owner's modifications, improvements, etc. Here you might find (or contribute with) inspiration for your boat. Do you have changes/improvements you would like to share? Upload a photo and describe what you have done. Finally We are always looking for new photos. If you can contribute with photos for Com-Pac 27 Mk 2 it would be a great help. If you have any comments to the review, improvement suggestions, or the like, feel free to contact us. Criticism helps us to improve. References [Ref 1]. ISO 8666 Small craft Principal data. [Ref 3]. ISO 12215-5 Small craft Hull construction and scantlings. MEMBER BOATSGET IDEAS1 of 1If you are a boat enthusiast looking to get more information on specs, built, make, etc. of different boats, then here is a complete review of COM-PAC 27/2. Built by Com-Pac Yachts/ Hutchins Co. and designed by Robert K. Johnson, the boat was first built in 1988. It has a hull type of Fin w/spade rudder and LOA is 9.02. Itssail area/displacement ratio 15.84. Its auxiliarypower tank, manufactured by Universal, runs on Diesel. COM-PAC 27/2has retained its value as a result of superior building, a solid reputation, and a devoted owner base. Read on to find out more about COM-PAC 27/2 and decide if it is a fit for your boating needs.COM-PAC 27/2 was designed by Robert K. Johnson.COM-PAC 27/2 is built by Com-Pac Yachts/ Hutchins Co.COM-PAC 27/2 was first built in 1988.COM-PAC 27/2 is 7.39 m in length.COM-PAC 27/2 has a mast height of 7.82 m. 20-01-2021, 09:47 #1 Registered User Join Date: Dec 2020 Posts: 1,428 Compac 23 & 27 I've possibly read every online info about these two. Now, I'm looking for some real life word on them. My understanding is they are slow but well balanced. I think a tiller ruder outboard Compac 23 could make a good first sailboat, and Compac 27 seems to be a nice Bahama cruiser... Okay, now, go easy on me! 20-01-2021, 12:35 #2 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 Still, a Catalina 22 is very hard to beat as a first sailboat. Compac 27 is a good looker but... 20-01-2021, 13:05 #3 Registered User Join Date: Sep 2017 Location: LI Sound Boat: Sabre 34 Posts: 948 Re: Compac 23 & 27 This is a sail ready Catalina 22 if you are considering it (no relation to seller) Thereers also a YT channel from a couple in FL who sail a C22 and have done various upgrades, lemme see if I can find it. 20-01-2021, 13:06 #4 Registered User Join Date: Sep 2017 Location: LI Sound Boat: Sabre 34 Posts: 948 Re: Compac 23 & 27 Here you go: 20-01-2021, 13:43 #5 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 Great boat with a great price, although I'd prefer it without the trailer and with a fixed wing keel... Ty for sharing. 21-01-2021, 10:57 #6 Registered User Join Date: May 2018 Location: Montreal/Sarasota Boat: Shark 24 / Compac23 Posts: 18 Re: Compac 23 & 27 Re the Compac 23. Own a 23. Don't know anything first hand about the 27. Am a serial boat owner from J-27's, to J80's to Sharks and all minor of dinghies, and I love my Compac.Great solid (I mean SOLID) little boat with roomy cockpit and a surprisingly roomy cabin. You take this out in anything. If the wind get up to 20knots just furl the jib and plod along.It is shallow draft so you can take it anywhere, but you do pay a price in pointing.People learning to sail usually have family who are skittish when they get on a tippy boat. They will feel comfortable on the 23. 21-01-2021, 11:47 #7 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 Quote: Originally Posted by Favoured Tack Own a 23... It is shallow draft so you can take it anywhere, but you do pay a price in pointing. This was a helpful response, TY! How bad its pointing compared to the other boats you've owned? 21-01-2021, 12:03 #8 Registered User Join Date: Jul 2006 Location: Florida Boat: Freedom 32 Posts: 224 Re: Compac 23 & 27 You can choose to buy or invest. Catalina buy Com-PAC INVEST 21-01-2021, 12:06 #9 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 Quote: Originally Posted by gulcoastsailor You can choose to buy or invest. Catalina buy Com-PAC INVEST Compac quality is that good, huh? 21-01-2021, 12:11 #10 Registered User Join Date: Jul 2006 Location: Florida Boat: Freedom 32 Posts: 224 Re: Compac 23 & 27 Quote: Originally Posted by Favoured Tack Re the Compac 23.It is shallow draft so you can take it anywhere, but you do pay a price in pointing... IMO Pointing is over rated on a small trailer sailer unless you are a competitive racer. 21-01-2021, 13:08 #11 Registered User Join Date: Jun 2019 Posts: 16 Re: Compac 23 & 27 The Compac shallow draft is convenient especially here in Tampa Bay. They don't point well but motor sailing takes care of that if we need to hurry in. We have a Compac 25 which has a similar beam to the 23 (can be trailered) and cabin size closer to the 27. They stopped making those, so I guess it didn't hit the sweet spot of compromise. We like it. Would consider selling it as I need to find a new place to keep it and don't currently have a trailer. 21-01-2021, 13:39 #12 Registered User Join Date: May 2011 Location: Lake Ont Posts: 8,660 Re: Compac 23 & 27 Quote: Originally Posted by gulcoastsailor IMO Pointing is over rated on a small trailer sailer unless you are a competitive racer. What? I don't know any sailor who enjoys struggling upwind or sliding sideways. (except for owners of certain trailerable powersailors). 21-01-2021, 14:23 #13 running down a dream Join Date: Mar 2006 Location: Florida Posts: 3,273 Re: Compac 23 & 27 Check out the com-pac 27. it's a small cruiser .. well built in Florida with decent hardware. if you run around .. hop out and push. they stand behind their product. what's not to like? some of the best times of my life were spent on a boat. it just took a long time to realize it. 21-01-2021, 14:41 #14 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 My mind seems to be pretty much set. If I end up being by shallow waters, Com-pac 23 to 27. If I end up around deep seas, then I'll go with Catalina 22 to 315 - both with fin keels... I just have to move sooner possible... 21-01-2021, 15:16 #15 Registered User Join Date: Feb 2014 Location: NC Boat: Prout 34 Posts: 54 Re: Compac 23 & 27 Took a Compac 23 to Bahamas for 6 weeks. Two onboard generally. Some pretty bad weather on occasion and never scared us except when going backwards with sails and outboard going between Marsh and Hope Town. Once on the other side of cut we again made good progress. My godson made the mistake of telling his mother the story. You can imagine the phone call I got. lol! 25-01-2021, 06:07 #17 Registered User Join Date: May 2020 Location: Vero Beach, Florida Boat: Compac 27, 1987 on the Bananaa River, Florida Posts: 10 Re: Compac 23 & 27 We bought a 1987 Compac 27 hull#66 as our first boat last October, we have sailed it in the Bananaa River (between Melbourne and Cape Canaveral) are able to make 5-6 knots in moderate winds, don't have anything to compare it to as far as pointing, since I haven't sailed many other boats of similar size but it does have noticeable 'weather helm' in gusts. It is comfortable to overnight on at the marina, and we have overnighted at anchor. Ours is generally original equipment, rig and sails so I'm not confident in taking ours into 'blue water' based on the age of equipment combined with our experience level as sailors. However, we have had a rigger on it and he felt all of the rig was serviceable, although as I say that we did have a crack in a back stay and had him replace that (parts and labor) about \$500. We have the original Universal engine and is has been solid so far. I will also say in our marina full of Catalina's, Hunters, O'days, Watkins and the like mostly 80s era, we receive a lot of compliments on the boats looks and condition. So from our point of view it has been the right 'first boat' for us. It clearly isn't a racer but we do join our monthly 'beer can' regatta and do the best we can! 25-01-2021, 10:59 #18 Registered User Join Date: Dec 2020 Posts: 1,428 Re: Compac 23 & 27 Quote: Originally Posted by Keb3 We bought a 1987 Compac 27 hull#66 as our first boat last October, we have sailed it in the Bananaa River (between Melbourne and Cape Canaveral) are able to make 5-6 knots in moderate winds, don't have anything to compare it to as far as pointing, since I haven't sailed many other boats of similar size but it does have noticeable 'weather helm' in gusts. It is comfortable to overnight on at the marina, and we have overnighted at anchor. Ours is generally original equipment, rig and sails so I'm not confident in taking ours into 'blue water' based on the age of equipment combined with our experience level as sailors. 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