

# AUSTRALIAN multihull world

POWER & SAIL

#161 March/April 2020  
Registered by Australia Post QBP 4835

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LAGOON  
SEVENTY8  
LIFE OF LUXURY

QUAD 44  
ELECTRIC  
CATAMARAN

+ PRE-OWNED BOATS  
TRADES DIRECTORY  
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## 2 LAGOON SEVENTY8 IMAGE A LIFE OF LUXURY

### GENERAL



### 14 THE QUAD 44 ELECTRIC CATAMARAN

### 18 CHECK THE DETAILS BEFORE YOU COMMIT

### 20 HIGHEST GOLD RATING TO QUEENSLAND MARINA

### 22 MULTIPLE CHOICES FOR 2020

### 26 STEALTH 36E MAKES IMMEDIATE IMPRESSION

### 30 MULTIHULL SOLUTIONS BOATS SWEEP INTERNATIONAL AWARDS

### 31 MARINERS DIARY 2020 THE HANDIEST BOATING BOOK

### 32 SEAFLOATECH UNVEILS REVOLUTIONARY SOLUTION

### 34 LAGOON SIXTY7 FREEDOM AT ITS PUREST

### 35 EAGLE CLASS 53 ENDS YEAR WITH HATRICK OF WINS

### 36 BREATHING LIFE INTO BOATS

### 44 MULTIHULL SOLUTIONS CELEBRATE NEW LAUNCHES

### DESIGNS

### 60 SMALL TRIMARANS A TALE OF TWO DIFFERENT PROJECTS



### 82 ON THE OUTER EXPLORING THE GREAT BARRIER REEF

### CRUISING



### 46 12 (OF THE) BEST ANCHORAGES IN QUEENSLAND

### PRE-OWNED BOAT REVIEWS

### 72 SCHIONNING COSMOS 1320 FULL PELT

### 74 2010 FOUNTAINE PAJOT MAHE 36 SKEDADDLE

### 76 2018 LAGOON SEVENTY8 GALAXY BIG SISTER

### TRADES / FOR SALE

### 78 TRADES/SERVICES

### 68 PRE OWNED MULTIHULLS FOR SALE

# SEVENTY8

MOTOR YACHT

IMAGINE  
A LIFE OF  
LUXURY ...

GBS – FOR SALE





## ***Imagine this ...***

*Walking along the dock, the overlooking hulls cast an impressive shadow across the walkway.*

*You step aboard, greeted with champagne by your hostess.*

*The expansive cockpit welcomes you and walking below deck you find yourself in the luxurious master cabin. Welcome Home.*

*Every small detail has been exceptionally thought out.*

*Without even knowing you've left the dock and you're heading into the harbour, with the captain at the helm all you have to worry about is not letting your bubbles go warm.*



*Circle the harbour with stability, admiring the 360° views from the fly bridge.  
Stop off at a nearby bay with the Opera House and Harbour Bridge in line of sight.  
Take a dip in the fresh ocean and dry off on one of the many sunbeds.  
Afternoon tea is served without hesitation.  
Stay a night or a few, cruise wherever your heart desires.  
The life of a Lagoon SEVENTY8 owner is effortless and elegant.  
**The dream could be yours for Euro 4,370,000***



**TOP LEFT:** Large open aft cockpit with multiple seating zones for lounging and dining.

**TOP RIGHT:** An elegant staircase connects the aft cockpit and saloon to the flybridge.

**ABOVE:** Thick, comfortable upholstery throughout.

GBS is arguably the highest specified Lagoon SEVENTY8 ever ordered and is now for sale in Sydney. This Lagoon SEVENTY8 was commissioned by a very experienced Australian family who have previously owned one of the world's most successful 56M Super Yachts.

With a staggering 4000nm range and carrying 8500L of fuel, this catamaran is perfect for stable, safe and luxurious Bluewater Exploration. A fully crewed and professionally managed vessel from launch, GBS has had no expense spared in her commissioning and ongoing upgrades and management. GBS is proudly offered to the market for the first time through The Multihull Group, the Australian Lagoon agent.

*"This Lagoon SEVENTY 8 really stands out, with very little in the market to compare to these standards ... The Australian market in particular has really embraced this concept with many Lagoon Motor Yachts 63ft and above being purchased by Aussies."*

– Managing Director, John Cowpe.



## SCARCITY, OPPORTUNITY AND PROVENANCE

Centralised helm station on flybridge for a superior view when manoeuvring.

With the surge in popularity for power catamarans and the subsequent levels of global demand, the 78MY production in Bordeaux is now sold out until the end of 2021. With only four others on the water today, this represents an opportunity to purchase a unique and in demand product, available now and for an approximate saving of 2million AUD on a like for like replacement.



DNV

TYPE APPROVED PRODUCT



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# Poly Flex

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- Manufactured and tested by Poly Flex Group with decades of experience and hands on control of all stages of the manufacturing process.
- Available with DNV, (Det Norske Veritas) type approval upon request for vessels in survey.
- Mounts range from 10kg - 2000kg and Flexible Couplings range from 10Hp - 2500Hp.

**All Poly Flex Steel Half Couplings are:**

- Manufactured from CS1020 grade bright steel and machined to high precision in our CNC turning centre. They are machined in two stages where extreme care is taken to ensure there is no more than .001" (.025mm) runout. We aim for a high quality finish and tolerance.

Poly Flex caters for a large range of models to choose from. We do custom half couplings and cotton reels as well.











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Better By Design  
 EXPORTING TO THE WORLD



**TOP:** Secondary navigation/monitoring station in saloon.

**ABOVE LEFT:** Comfortable dining arrangement for crew in galley.

**ABOVE RIGHT:** Full size professional galley.



The build of GBS took place in Bordeaux at CNB Lagoon, the World leader in catamaran production utilising their brand-new purpose-built production facility. She was factory splashed in October 2017 before delivery to Sydney, Australia for final commissioning and handover in January 2018.

## GUARDIANSHIP AND OWNERSHIP

From initial order through build to custom installations, commissioning and aftersales, TMG has provided a consistent solution for the owner and an ever available touchpoint for the full-time captain and crew. Allowing the owners to get on with the serious business of fun, adventure and entertainment.



A special vessel deserves a special owner. GBS was commissioned by an Australian business magnate, a seasoned owner of superyachts around the world. Her new owner can be confident that there has been no expense spared in the preparation, and equipment specification onboard.

**ABOVE LEFT:** Seated dining for up to eight people in saloon.

**ABOVE RIGHT:** Multiple interior seating zones in a split-level saloon.

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**TOP:** GBS from above, with Williams jet tender on hydraulic tender lift.

**ABOVE L-R:** Large spacious plant rooms with good access to all on board systems.

## EXTERIOR AND HULL

With naval architecture by VPLP the Lagoon SEVENTY8 carries the builder's trademark upright superstructure. Any amount of boating activity in the bay won't touch the serenity and stability that the multihulls provide.

VPLP have a reputation for designing hyper-fast sailing multihulls. The low-resistance hull forms cut through choppy waters without the need for stabilisers. This is truly an award winning vessel like no other

Immerse yourself in the larger than life flybridge on the SEVENTY8 with hard top bimini and electric opening roof.



The ergonomically designed helm station with a starboard seat allows you to enjoy cruising while admiring the view of the sea from the flybridge.

## INTERIOR AESTHETIC

The brilliance of the renowned Nauta Design team is obvious in every detail. The SEVENTY8 interior would rival any quality luxury apartment with the head room making it seem less like a boat and more like a floating residence.

The upright design of the vessel provides full beam space utilisation resulting in a capacious saloon and generous living areas. Experience luxury on the sea with a spacious galley, plenty of entertaining areas and separate crew quarters.

**LEFT TOP TO BOTTOM:** Comfortable cabins with ambient lighting.

Tasteful design with leatherette finishings.

Corian countertops in bathrooms throughout.

**RIGHT TOP TO BOTTOM:** Crew cabin with separate head and access through to galley for ease of use and privacy.

Large hull windows providing ample natural light to all cabins.



**TOP:** Owners cabin with large settee and workstation.



**ABOVE:** Full-size walk-in wardrobe in owners' cabin.

Once again, Nauta Design has created incredibly balanced finishes ... refined interior trim, meticulous choice of materials and contemporary furniture. Experience unrivalled panoramic views thanks to large windows with built in portholes and exceptional light.

*"There is no expense spared, no corners cut, there is only the best equipment on board including Miele appliances in the kitchen, Bose sound system and Simrad navigation on both the flybridge and saloon helm station. Effortless ocean miles, room for dozens of people, it's really an incredible boat."* – Alex Ball.

## KEY FEATURES

- **Top speed:** 20kts with John Deere engines
- **Range:** 4800nm – cruising at 8kts
- Interior volume and deck space comparable to a 30m monohull motor yacht
- High factory specification combined with a plethora of quality aftermarket installations.
- Owners version – ensuite with marble finish in all bedrooms.
- Two VIP cabins for guests
- Full size chef's galley
- Comfortable crew cabin
- Loads of space – indoor and outdoor for seating, eating and entertaining
- Flybridge upstairs – seat up to 12 people
- Smart and well thought out
- Beautifully finished

## DESIGN AND STATISTICS

### Naval Architect:

VPLP Design

### Interior Design:

Nauta Design

### Exterior Design:

Patrick Le Quément



## SPECIFICATIONS

|                                 |             |
|---------------------------------|-------------|
| Overall length                  | 23.80m      |
| Maximum beam                    | 11.00m      |
| Draft                           | 1.27m       |
| Displacement                    | 62,091t     |
| Fresh water capacity            | 2 x 800 L   |
| Standard fuel capacity          | 8500 litres |
| Standard engine power           | 2 x 510hp   |
| Optional engine                 | 2 x 580     |
| CE Certification                |             |
| A :14 – B :18 – C : 24 – D : 40 |             |



LAGOON

SEVENTY 8



SAIL | 40 | 42 | 46 | 50 | 52S- 52F | SIXTY 5 | SEVENTY 7 | MOTOR | SIXTY7 | SEVENTY 8

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# THE QUAD 44

## ELECTRIC CATAMARAN



### the cruising catamaran reimagined and redefined for the 21st Century

Quad Marine has announced the imminent production of the Quad 44, which the company notes is 'the cruising catamaran reimagined and redefined for the 21st Century.' The design is the result of 15-year development project to eliminate the flaws and usability problems with traditional catamarans.

The Quad 44 project was inspired by the experience of company founder Steve Salani during a 2004 cruise in the Caribbean. Steve was impressed by the cruising experience and beautiful anchorages, but disappointed in the performance, comfort, and reliability of the charter catamaran. It was at that point that he decided to begin the long development effort that finally led to the Quad 44.

The catamaran form as developed in the mid 20th Century offers significant advantages over monohulls, particularly in terms of accommodation space, speed, and stability. However the configuration has not been significantly updated in many decades, and still retains numerous design and usability problems. The goal of the Quad 44 project was to identify and eliminate these flaws.

The traditional catamaran has the passenger cabins in the lower (immersed) portion of the hull. This creates a conflict between hull performance (narrow beam is better) and accommodation space (wide beam is better). The boat can't be optimized for both performance and comfort, so the end result is an unsatisfactory compromise.

Conventional catamarans do not offer a convenient method of boarding or disembarking. This is particularly true for large catamarans on a side dock, where the high freeboard requires a ladder or staircase for boarding. Stepping onto the aft swim step is awkward and potentially dangerous.

The high freeboard of conventional catamarans also results in high amounts of lateral windage. Compensating for this windage while under way wastes a significant amount of energy, and docking and maneuvering in a tight marina can be difficult with a crosswind.

Monohull and multihull boats both suffer motion problems caused by the large amount of excess buoyancy above the waterline. As wave height increases, continuous collisions with the hull structure cause undesirable pitching and rolling. The forward motion of the boat is impeded and propulsive energy is wasted.



**TOP:** Galley.

**ABOVE:** Cabin.

A typical marine diesel power system is composed of many complicated subsystems, each with many critical components. Failure in any of these areas may cause the entire propulsion system to become inoperative. The critical systems include the electrical system, oil/lubrication system, sea water cooling system, freshwater cooling system, exhaust system, fuel system, and transmission.

Most catamarans retain the traditional aft helm position. While this is a necessity for small boats with a tiller, it doesn't make as much sense on a four cabin cruising catamaran. The view is often severely restricted by the deck house and sails, and the reduced visibility is a

constant safety issue while docking and underway. The aft helm station also leaves the crew exposed to severe weather.

In conventional monohull and catamaran designs, the storage and deployment of the dinghy has always been something of an afterthought. Storage on deck takes up valuable space and may require an unsightly crane for deployment. Dinghy davits are also not an optimum solution in terms of aesthetic appeal. In either case, boarding and exiting the dinghy from a narrow swim step is awkward and dangerous.

space than typical catamarans. The four raised cabins are isolated from wave noise and cold water for a very comfortable cruising experience.

The lower twin hulls have a freeboard of only 1/2m, allowing easy and safe boarding from a side dock with no need for boarding stairs. Access to the central raised hull is through entry doors on both sides of the boat. Once the day's cruising destination is reached, the twin hulls serve as spacious recreation decks for sunning, swimming, or fishing. For Mediterranean mooring (stern towards the dock) an optional gangway



**ABOVE LEFT:** Dining area.

**ABOVE RIGHT:** Steve Salani.



extends from under the aft deck. At night the gangway can be retracted to prevent unauthorized boarding.

The main hull of the Quad 44 encloses the four staterooms and saloon in an efficient aerodynamic design to minimize drag over and under the boat. The unique profile also reduces the effect of high cross winds that may be encountered on the open ocean.

The buoyancy of the central hull is separated from the lower hulls. Wave crests can pass over the lower hulls without impeding the boat's forward progress, and pitching and rolling is reduced. The under side of the main hull is designed to diminish wave impacts and noise in heavy seas.

The Quad 44 is powered by clean, silent, and maintenance-free electric drive units on each of the lower hulls. High-capacity battery banks are located within the twin hulls where they are isolated from the passenger space for maximum safety. Dual solar arrays deliver more than six kilowatts of power to extend the cruising range. In the event the batteries are completely exhausted, the boat will run on solar energy alone at 3-4kts.

As is often the case with complex engineering projects, solving multiple problems simultaneously can be very difficult. The solution to one problem might make another problem worse. During the course of the long Quad 44 development project over 400 substantial design revisions were made to address each of the design goals.

The patented raised-cabin design of the Quad 44 is the breakthrough innovation which gives the Quad 44 an unprecedented combination of performance, safety, and comfort. The design allows the lower hulls to be optimized for performance, with a narrow beam of only 4ft that substantially reduces drag and increases speed. The upper main hull is optimized for passenger accommodation, with an astonishing 40% more interior

The forward helm station of the Quad 44 is fully protected from inclement weather and has exceptionally clear line of sight. As an option, there are also two auxiliary helm stations on the aft deck which give the skipper flexibility for fair weather sailing.

The Quad 44 finally provides an elegant solution for stowing and deploying shore craft. Two dinghies can be stowed out of sight in storage compartments under the main hull, where they are protected against theft or damage. Boarding the dinghies is safe and easy, as the Quad 44 side decks serve as two large docks!

Quad Marine anticipates that the Quad 44 will become the dominant marine recreation platform in cruising destinations around the world. It not only offers a clean alternative to outdated internal combustion propulsion, but it's a complete reinvention of the catamaran itself, and the company is eager to get the Quad 44 into the hands of boaters everywhere.



The Quad 44's raised cabin configuration provides up to 40% more interior space than traditional catamarans of the same overall length.

## QUAD 44

### The Catamaran for the 21st Century!

- Patented raised-cabin design
- Four spacious cabins
- Standard queen-size berths
- Ensuite heads with shower
- No wave noise in cabins
- Clean electric propulsion
- 25 sq meter solar array
- Forward and aft helm stations
- Safe and easy boarding
- Sleeps up to 14 people
- Secure storage for 2 dinghies
- Aerolite sailing rig option

**Save 25% on a new Quad 44 with our Premiere Program. This is a limited-time offer; see our web site for details. Act now and start living the dream on a new Quad 44!**

[www.QuadMarine.com](http://www.QuadMarine.com)

# CHECK THE DETAILS *BEFORE YOU COMMIT*

I story **MARCEL VAARZON-MOREL**

For some when it comes to considering the purchase of a vessel, due diligence is blown to the wind as the lure of the sea and romance of owning a boat overshadows rational thought. And while auctions are not new, it used to be the case that at least either the purchaser or their agent would be in attendance to view the boat. However, with the advent of the Internet, at some point in time, the ease of purchasing a vessel without the required due diligence became easier. Auction houses, while being protected by such terms as caveat emptor or buyer beware, can now sell on-line using detailed pictures; video; video-link and social media without the prospective purchaser or agent turning up in person.

In fairness, the problem does not lie with the Auction House itself as plenty of warnings are festooned over their webpages, to view the boats and acquire the relevant surveys etcetera. The issue lies more with the purchaser's enthusiasm and the lure of the dream, overshadowing consideration of real world logistics and problems that can occur with such a purchase.

Two matters come to mind that crossed my desk, interestingly the outcomes were very similar in that the logistics of moving the vessels and their ultimate berthing requirements were not considered at the time of purchase with the most recent purchase ending with the purchaser losing their deposit.

In the first matter my firm was engaged after contracts were signed and all monies had been paid. Our job was simply to organise the transfer of ownership and Australian registration. To put this matter in context we need to understand who the players were and the playing field.

The purchasers were an international company made up of people based in two separate countries. Initial instructions were clear however, as the matter progressed simple questions such as where was the purchasing company registered were avoided. One thing was clear, the vendor was situated in Australia who had acquired title of the decommissioned vessel from the Australian Government and sold it through a well-known auction house. Looking back it appears

that an agent of the purchaser had viewed the vessel in person and had given the green light to proceed. However, it appears little attention was given to the terms of the purchase contract and the logistics of moving the vessel away from its berth to its destination. It was an extremely large vessel that had to be towed at sea to another port.

The decommissioned vessel was berthed at a base where strict contract terms required the vessel to be moved within 60 days. This time frame seemed reasonable, however the purchasers failed to meet the deadline. One of their spokespersons for the purchases spent valuable time trying to find out who was the government official so he could broker an extension of berthing time. Whilst in most other circumstances this seems reasonable in this case the due date for removal was not negotiable due to the vessel's situation.

It seems that this pursuit down a dead end rabbit hole had got in the way of sense. The spokesperson believed he could swing a deal to secure further time, despite numerous warnings from the vendor regarding the imminent breach of contract and the fact that the government official being pursued to negotiate the time extension was not a party in the contract.

Shortly after this situation had developed we were engaged. Not knowing the background or extent of the problems, our brief quickly changed from simply registering the vessel to trying to secure the vessels for

our client while at the same time attempting to avoid huge berthing costs and legal action due to the breach of contract. The more we got involved with the matter we realised that the purchasers had no idea just how complicated things would get by being in breach of contract.

Initially we believed legal action would result in potentially losing all funds paid due to the breach of contract enlivening penalty clauses that would include excessive berthing costs. But behind the scenes the vendor was in trouble for being too eager to sell the vessel without doing its due diligence, the vessel just had to be moved. Rightly or wrongly the vendor notified us they were going to rescind the contract thereby allowing the vessel to be resold as they had another purchaser willing to remove the vessel immediately. Sensing the immediacy of matters a sleepy voice somewhere on the Mediterranean Sea answered my call but despite my pleadings, no instructions beyond 'try to stall' were received.

This situation was starting to look untenable. If the vessel were to be resecured, action in the Supreme Court in the form of an injunction would need to commence immediately and would come with a hefty price tag. We were poised to brief counsel and lodge the application. All we needed was clear instructions and a transfer of funds however; neither instructions nor funds were received.

Twenty-four hours later our firm received formal notice that the contract was rescinded and bank details were sought to transfer the balance of funds. The upshot of this series of events was financially distressing for our client as they lost their boat and deposit in the end.

This next matter had many similarities to the first one. We were instructed, after the purchase of the vessel was concluded, to organise transfer of ownership and a commercial licence. And whilst we were able facilitate the transfer of ownership of the vessel quite easily the licencing aspect once again became complicated.

This large ex-commercial vessel was to be transformed into the private living quarters for its owner. In the meantime a new berth or mooring was required for the vessel, as the purchase contract had provided for only a limited berth at its present commercial premises. On instruction we used all our contacts to source costing on berthing of the vessel at Newcastle and further north, along the coast providing the best value quotes. Additionally, we were notified that swing moorings were unavailable for a vessel of this size. To add complication to this matter the vessel would have to leave a southern port and travel north at significant cost with this venture incurring its own legal and insurance problems as a special license would be required.

The moral to these tails; don't let impatience and excitement or pressure to commit early to the purchase cloud your otherwise sound thinking. Careful due diligence is essential to iron out potential pitfalls before you commit to the purchase. It's worth taking a pause,

speaking to the people around you that you respect and those with years of experience in the boating world as their pearls of wisdom could prevent your dreamboat becoming a liability nightmare.

### **PRACTICAL TIPS FOR PURCHASING ONLINE:**

- When considering your purchase work backwards, where will the vessel be moored or berthed
- Ensure complete due diligence is sought
- Consider how the vessel will transit to its final destination
- Employ agents who know what they are talking about
- Contract a solicitor as soon as practicable to review contracts and who understands the marine environment
- Be aware of strict time limitations
- Know who are the parties to the contract and whom you will be negotiating with
- Know where the vessel is presently berthed or stored prior to purchase.

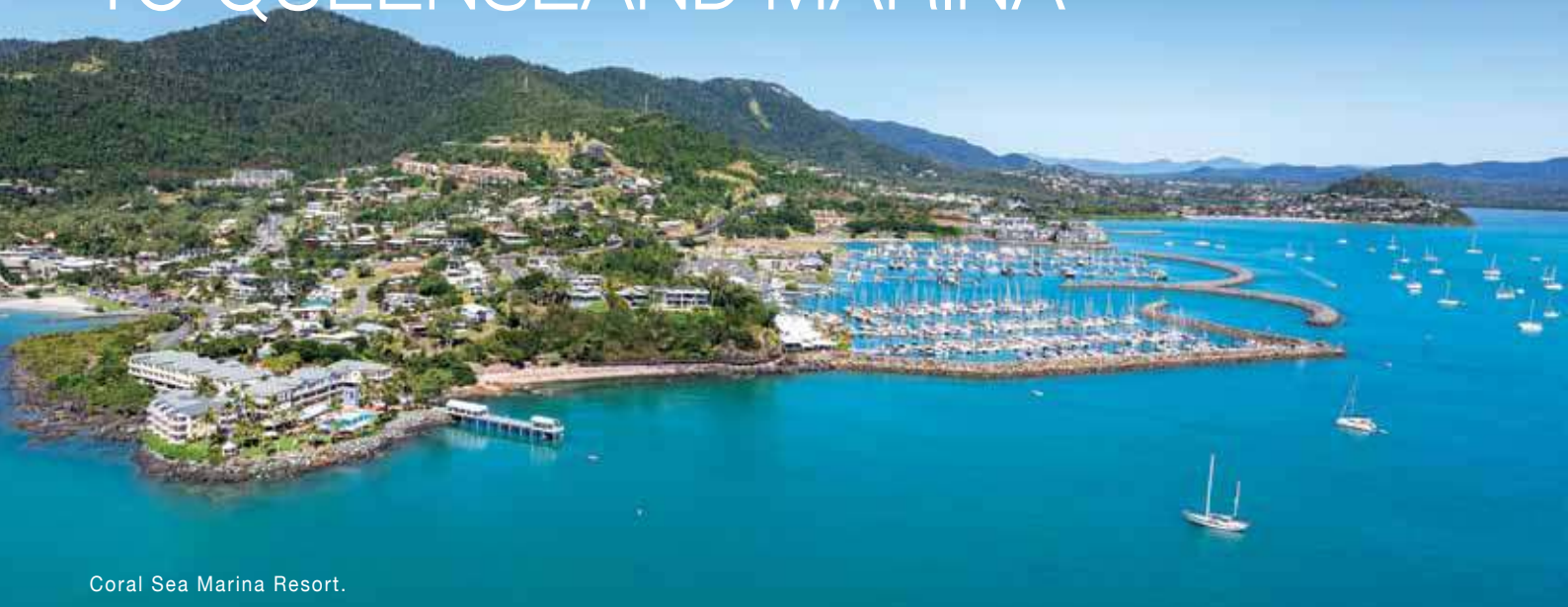


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# HIGHEST GOLD RATING TO QUEENSLAND MARINA



Coral Sea Marina Resort.

Coral Sea Marina Resort in the Whitsundays, Queensland has been awarded Platinum accreditation under the Global Gold Anchor Scheme. This is the highest possible level of Gold Anchor accreditation.

The marina is the first in Queensland to be accredited at this level and, setting a new Australian industry benchmark as a globally significant destination marina on the east coast of Australia.

The Global Gold Anchor Scheme is an industry-based customer service focused accreditation scheme jointly managed by the Marina Industries Association (MIA) and The Yacht Harbours Association (TYHA). There are Gold Anchor accredited marinas in over 25 countries.

Coral Sea Marina Resort (formerly Abell Point Marina) is a 520-berth marina at Arlie Beach in the pristine Whitsunday's Region 1,100kms north of Brisbane. The marina resort is a key Queensland tourism destination and springboard for visitors experiencing the Whitsunday Islands and the Great Barrier Reef.



The marina resort has over 20 retail, hospitality and tourism tenants and the newly acquired Coral Sea Resort Hotel has 77 rooms located on the absolute waterfront, all adding to the guest experience.

Coral Sea Marina Resort is a much-awarded business including Major Tourism Attraction (Qld Tourism Awards), Superyacht Business Services Provider of the Year (2017) and the current MIA Marina of the Year (140+berths category).

MIA Chairman Andrew Chapman said "The International Gold Anchor rating system is designed to facilitate the improvement of industry services and facilities and to provide boat owners and marina users with an easy reference system similar to the accommodation star rating scheme. Gold Anchor marinas are independently assessed across 100 elements covering marina services and facilities and the assessment includes direct berth-holder

feedback. To be accredited as 5 Gold Anchor Platinum the marina has to achieve an overall score over 95%. It is an outstanding achievement by Coral Sea Marina Resort to have achieved this level."

Paul Darrouzet, owner, Coral Sea Marina Resort said "This achievement has taken an enormous effort and commitment from the whole team in striving for excellence in all areas of our business. The team consistently deliver the highest level of service to our valued guests. The continuous validation under the Gold Anchor scheme will keep us at the top of our game and assist in our ongoing quest to deliver memorable experiences that reflect excellence in quality and value."



# CATAMARAN COMPANY

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## OC50



HH Catamaran's newest model, the OC50, combines the pure joy of sailing with a safe, stable cruising platform. The HH pedigree is evident: Morrelli & Melvin design and engineering, state-of-the-art boat building processes, and a careful eye for aesthetics and finish quality endure. Utilizing new production efficiencies and e-glass construction, the OC50 delivers a luxury cruising experience at a reduced cost and build time. Intuitive systems, envy-inducing aesthetics, spacious and comfortable living spaces, and safe responsive sailing characteristics round out the model's ethos. With the HH Ocean Series the dream of sailing the world's oceans on a fast, beautiful cruising catamaran is more attainable than ever.

|                    |                             |
|--------------------|-----------------------------|
| Builder            | Hudson Yacht and Marine     |
| Length             | 15.79m                      |
| Beam               | 7.44m                       |
| Light displ        | 13,150kg                    |
| Draft              | 1.56m                       |
| Mainsail area      | 81.13m <sup>2</sup>         |
| Self-Tacking Jib   | 44.5m <sup>2</sup>          |
| Fractional Reacher | 101.8m <sup>2</sup>         |
| No of cabins       | 3 or 4                      |
| <b>Tanks</b>       |                             |
| Water              | 400L                        |
| Diesel             | 2x 300L                     |
| Engines            | 2 x Yanmar 3JH40            |
| <b>Price</b>       | <b>USD 1,300,000 ex-tax</b> |

## HH50



Designed with the owner-operator in mind, the HH50 is a bluewater capable, performance cruiser with intelligent, yet simple systems. The HH50 adheres to the principles of the HH Catamaran line - Morrelli & Melvin's world renowned design, lightweight, high-tech, carbon construction and luxurious finish. For the sailor who's serious about safety, speed, comfort, technology and style, the HH50 offers the best of all worlds in a compact, easy-to-manage package. The HH50 is robustly built and fully equipped to take you around the world in comfort and style.

|                    |                             |
|--------------------|-----------------------------|
| Builder            | Hudson Yacht and Marine     |
| Length             | 15.79m                      |
| Beam               | 7.44m                       |
| Light displacement | 12,836kg                    |
| Draft              | 1.56m                       |
| Mainsail area      | 81m <sup>2</sup>            |
| Genoa              | 44.5m <sup>2</sup>          |
| Spinnaker          | 135.5m <sup>2</sup>         |
| No of cabins       | 3 or 4                      |
| <b>Tanks</b>       |                             |
| Water              | 400L                        |
| Diesel             | 2x 300L                     |
| Engines            | 2 x 40hp                    |
| <b>Price</b>       | <b>USD 1,700,000 ex-tax</b> |



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# MULTIPLE CHOICES FOR 2020

Here's an eclectic mix of catamarans with some interesting power models and not all European, reports **KEVIN GREEN**.

**A**quila is producing its largest model to date with the 2020 arrival of the **Aquila 70**. Details are scant yet but it is flybridge power catamaran with joystick docking for its Volvo diesels. Dealer Multihull Central has supplied several of the Aquila 44 into Australia, I found they went well during sea trials – both the 36 and the 44 models. International design house Morrelli & Melvin work with the company, that manufactures in America and Asia. Interestingly, they have also done pioneering work on Hydro-Glide Foil system for the entry 36 model.

France is the home to the majority of mass production catamaran builders and competition is tough over there, especially when you visit La Grande Motte in April to see the major multihull show. This year should see the new **Bali Catspace**, a 40ft catamaran promising more of the same roomy layout that this marque, made by Catana in Canet-en-Roussillon, is famous for. It features a signature moveable aft bulkhead on the saloon and flybridge for navigation and relaxation. The saloon windows are some of the largest ever seen in this category.



**TOP:** The Aquila 70 is flybridge power catamaran that will have joystick controls for the Volvo engines. *Image Aquila*

**ABOVE:** The Aquila's large beam ensures the owner's suite is equally large on the upcoming 70 footer. *Image Aquila*



At 40ft the Bali Catspace, looks an ideal entry-level cruiser and the open aft bulkhead is ideal for tropical climates. *Image Catana*



**TOP:** Fountaine Pajot 59.

**ABOVE RIGHT:** Fountaine Pajot 59 has choices of galley-up or down with three layout versions.  
*Image Fountaine Pajot*

**ABOVE LEFT:** Vast flybridge for relaxation and navigation, on the Fountaine Pajot 59.  
*Image Fountaine Pajot*

Over at CNB/Lagoon in Bordeaux, the **Excess 11** debuted in January 2020, at Boot Düsseldorf.

This 36 footer has outboard helms, like competitor Nautitech and with a semi-open GRP bimini it promises to be livelier than sister company Lagoon's models. The other giant of the multihull industry, Fountaine Pajot, releases the 59 model in 2020 that gives a vast relaxation space in fore and aft cockpits plus a large flybridge, with up to six cabins and bathrooms, so ideal for the charter market but the owner's Maestro version is available as well. The rig has a big topped mainsail to push this Berret Racoupeau hull along.



**TOP:** The Excess 11 at 36ft is the smallest in our listing and will have its world premier in Dusseldorf during January 2020. *Image CNB*

Chinese **HH** have steadily been gaining market share, firstly in the performance catamaran market with carbon hulls and now with this more economical e-glass hull. Named the Ocean Series, it is aimed at the cruising category with the OC 50 and OC 56 models. These Morrelli & Melvin designs remain sporty looking with large trampolines, low-set rigs and the 50 footer weighs a modest 13,000kg.



**TOP:** The Ocean Series from Chinese builder HH has a 50 (picture) and 56 model splashing in 2020, aimed at the cruising market. *Image HH*

**ABOVE LEFT AND RIGHT:** The HH Ocean Series 56 has mini keels, rather than the company's well known dagger boards and weight is minimised by the use of extensive trampolines. *Image HH*

Behemoth **Lagoon** has been busy rebuilding the Caribbean charter market devastated by last year's hurricane but still has enough clout to launch the new Lagoon 65. Featuring a vast flybridge with twin steering wheels, while below decks are six cabins. A big boat feature is the downstairs galley, so ideal for crewed charter or a luxurious skippered owner's boat.



The Lagoon 65 promises superyacht boating and should be no slouch thanks to an extensive foresail arrangement with cutter rig to power this 48 ton hull off the wind. *Image Lagoon*

Niche French builder **Privilege**, is known for its quality catamarans and the 580 is the first since the takeover by the German Hanse group who wanted a foothold in the burgeoning multihull market. Since 1985, Marc Lombard has been the chief designer for Privilège, and continues the performance-cruiser theme but with an unusual deck cabin giving access to the bow cockpit but the rig is kept low to enhance stability. Relaxation space is available on the saloon with a discrete flybridge.



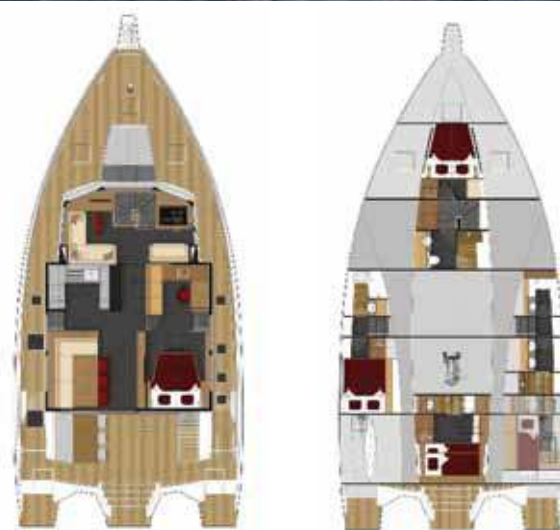
**TOP:** The 61ft Privilege 580 has a sleek hull with integrated fibreglass bowsprit for hoisting large down wind sails.  
*Image Privilege*

**ABOVE:** The Privilege 580 has an unusual interior with owner's cabin having direct access to the bow cockpit.  
*Image Privilege*

The new **Leen 56 and 72** are trawler concept trimarans with hybrid power and flybridges.

The Leen 56 shows sharp aesthetics and a low profile to reduce windage. It has three cabins including a saloon level one, like their sailing models. Penned by established designer Bernard Nivelt who has credits for many high-performance racing trimarans, along with Pierre Frutschi, who specialises in large-scale 'one-off' models of between 40 and 100ft, as well as mass-produced ranges. The Leen 56 weighs in at 18 tons light and has a single diesel engine (300-450hp) with ancillary electric motors on the amas. Its cruising speed

of 12kts gives a range of 300nm per day. Depending on the engine model chosen, a maximum speed of 15-18kts can be reached.



**TOP:** The Leen 56 power trimaran will be the first power models from French builder Neel.  
*Image Neel Trimarans*

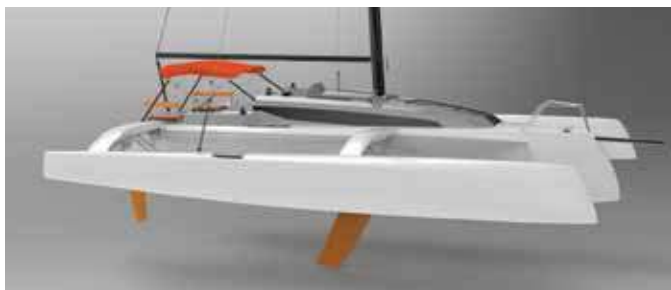
**ABOVE LEFT:** The Leen 56 saloon, which includes a double cabin. *Image Neel Trimarans*

**ABOVE RIGHT:** Hull accommodation, with crew cabin in the stern. *Image Neel Trimarans*

The **Corsair 880** is the latest from the Vietnam based Australian builder that also builds Seawind catamarans in Ho Chi Minh City. The attraction of trimarans is essentially about their sailing ability, which includes upwind thanks to a swing keel and deep central hull. Corsair has added portability to this mix with its folding ama system that reduces the beam of this 29 footer to 2.5m which makes it tow-able (on an optional double axle trailer) by larger four wheel drives (dry weight is 1,660kg). Standing headroom and two double berths fore and aft are other good features of the Corsair 880.

The saloon table can retract to become another berth as well, and a bathroom is also fitted. The galley has twin gas ring with sink. Other creature comforts can include hot water and even air conditioning if a generator is fitted. On deck, the cockpit is deep with corner seats in addition to benches. At anchor the nets between the amas give lots of usable space.

Auxiliary power is outboard. The sailplan can either be a standard cruising rig or a Sport model with 13.5m carbon wing mast with square-top Doyle mainsail and optional racing sails. A large bow sprit ensures good separation for the asymmetric spinnaker and steering is via a single high aspect rudder.



Asian Catamarans, the Australian owned builder based in Thailand, is releasing the **Stealth 36e**, an outboard-powered power catamaran with a top speed of 22kts. Looking very like the company's popular sailing models, but without the rig, the low profile hull has the steering wheel forward in the saloon, where there's also a door to the foredeck.



**ABOVE:** Australian owned Asian Catamarans has had good success with its Stealth performance-cruisers, so the 36e power catamaran is logical expansion for the Thai builder. *Image Asian Catamarans*

**INSET:** The Stealth 36e power catamaran has the steering inside on the forward bulkhead and foredeck access from here as well. *Image Asian Catamarans*

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**STEALTH36e**

## The new Stealth 36e by Asia Catamarans has made an immediate impression upon its world premiere at the 2020 Thailand Yacht Show, with exclusive dealer Multihull Solutions being inundated with enquiries for the unique power cat.

The sleek power catamaran is the latest model designed by Alan Carwardine who is renowned for creating fast and comfortable boats that are specifically suited to the region's tropical and sub-tropical climates.

Its compact size is highly deceptive with the catamaran characterised by large and open living areas, easy access to foredeck and side decks, and accommodation for up to six people.

In keeping with Asia Catamaran's reputation for building lightweight and remarkably fast boats, the Stealth 36e reaches speeds of up to 22kts and can also be hauled out on its own trailer, making it a convenient and economical option for cruisers who can only enjoy the boat for certain periods of the year.

The layout is simple yet extremely practical, and the design cleverly maximises natural light and airflow throughout the vessel making it comfortable for cruising throughout the Asia Pacific region.

Just a step up from aft boarding platform, the Stealth 36e's main living areas are confined to one continuous floor level, including the forward cockpit.

There is a single hinged door at the entrance, however the entire doorway can hinge upwards and stored under cockpit roof to create an impressive 2.5m opening to the saloon.

The foredeck seats five and features a generous sunbathing area, while the aft cockpit is protected from the elements and can comfortably accommodate six guests.

The queen bed on the main level can be easily folded into a day lounge or a single bed, creating a spacious living area with outstanding visibility.

The Stealth 36e is comprehensively equipped for easy cruising with a built-in 180L fridge/freezer with moulded fitting doors and 50mm insulation. Electrics comprise a 200amp/hr LI battery with BMS, two 150W solar panels with regulators, a 12-switch panel with digital read-out meter, a 1000w inverter, and a four-speaker Bluetooth sound system. There is also a 10" chart plotter, depth sounder, compass, and VHF with AIS (radar optional).

The Stealth range of catamarans are built using approximately 20% carbon, and the shipyard has concentrated its skills on effectively employing this expensive product to best effect throughout the boat without passing on unnecessary costs to the buyer. Asia Catamarans' choice of materials and production techniques enables them to build very affordable cats that are stiff and strong, but with weights significantly lower than the competition.

By utilising the same curved moulds across the Stealth range from 11.8 to 14m models, including for the cabin and cockpit roof structure and an all-new hull and deck mould,



Stealth 36e saloon.



Stealth 36e cockpit.

Alan and his team effectively fast track the build process and reduce production costs. The techniques used result in light and strong epoxy foam-cored structures with very little fairing needed.

The first Stealth 36e launched was purchased by Thailand yacht charter company Far-Away Yachting, with owner Wolfgang entirely satisfied with the new yacht. Named *Hot Chilli*, the new Stealth 36e started charter as soon as she entered the fleet with only two days off since and has had absolutely no issues to report.

Multihull Solutions Asia general manager Andrew de Bruin said *Hot Chilli* had proven to be the best recommendation possible for a new model.

"*Hot Chilli* has been working non-stop since her launch and was a show-stopper at the Thailand Yacht Show in January where she generated intense interest from buyers in Thailand, Australia, the USA, Singapore and Malaysia," Andrew said.

"She really is a very complete package offering ease of maintenance, simple but efficient systems, and amazing fuel economy," he said.

"The Stealth 36e has an extremely efficient hull design and is built very strong while maintaining light weight, which gives superb fuel economy with relatively small engines."

Hull #2 of the catamaran is almost completed and available for an astute buyer to make a quick purchase and take advantage of the outstanding deals offered to visitors at the Thailand Yacht Show.

Asia Catamarans was launched in Thailand in 2012, the successful collaboration of Australian designer Alan Carwardine and Swiss-born Roger Diggelmann who had been running his own Phuket boatyard, Composite Yacht Constructions, for the previous 12 years.

The company has since carved a strong reputation in Asia Pacific's marine industry having built an impressive number of boats, including Jacques Fioleau's Contrast



*Hot Chilli, the new Stealth 36e catamaran, launched at the 2020 Thailand Yacht Show.*

44 world sailing catamaran, the Noah Thompson 39ft dive boat, all three Andaman Cabriolets 39ft sailing catamarans, a Grainger Barefoot 40 sailing catamaran, 16 Stealth performance cruising sailing catamarans and four Stealth power catamarans.

The Stealth series comprises the 12S, 13C and 14FT sailing catamarans, and the 36e, 44 and 47 power catamarans, and the company currently has 14 sailing cats and four power catamarans cruising on local and international waters.

Multihull Solutions is the exclusive Asia Pacific importer and distributor of the Stealth Catamarans range, and further information can be obtained by contacting tollfree (within Australia)

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# MULTIHULL SOLUTIONS BOATS SWEEP INTERNATIONAL AWARDS

Two sailing multihulls from shipyards represented by Multihull Solutions have just won a swag of prestigious international awards.

The new Elba 45 by Fountaine Pajot was declared 'Best Cruising Multihull' at the 2020 SAIL awards and also voted 'Best Charter Boat' at the 2020 Cruising World Boat of the Year awards. The innovative new Neel 47 trimaran was also a major winner, voted 'Best Full-Size Multihull' at the 2020 Cruising World Boat of the Year awards and nominated for the 'Best Multihull' category at the highly coveted 2020 European Yacht of the Year awards.

The Elba 45 is shaping up to be one of Fountaine Pajot's most successful models with strong orders placed on the catamaran from all over the world since its 2019 launch. Featuring an updated helm station for better maneuverability, an excellent sail area / weight ratio of 8.75 sqm/T and an optimised hull designed for 10% less drag than the previous model, the Helia 44.

The Elba 45 boasts energetic lines and inverted bows, accommodating incredible interior living spaces. The new large opening window forward provides incredible ventilation and easy communication with the forward cockpit. The outstanding owner's suite is the ultimate sanctuary, featuring outstanding storage, excellent luminosity and a luxurious walk-in shower and separate toilet.

Designed by Marc Lombard, the Neel 47 was launched in early 2019 with an exciting new sporty design. Filling the gap between the shipyard's acclaimed Neel 45 and Neel 51, the new 47 trimaran has optimised ergonomics and a reconceptualised interior layout to enhance onboard liveability and offshore performance.

While its design has been rejuvenated, the new trimaran retains the impressive features of its predecessors: safety, easy centralised manoeuvring, steering finesse, central weight distribution and incomparable performance in all conditions.

The new Neel 47 includes the renowned Cockloot® (seamless saloon/cockpit integration), a unique design concept that has significantly contributed to the success of the Neel 51. The trimaran has introduced new innovations, including the Full Beam Cockpit®, which affords numerous seating possibilities and a breathtaking 360° view, plus the Antireflex Window® that delivers a dynamic and contemporary aesthetic.

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*Further information on these award-winning multihulls can be obtained by contacting tollfree (within Australia)*  
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The Fountaine Pajot Elba 45 has won a number of prestigious 2020 international awards.

# MARINERS DIARY 2020

## THE HANDIEST BOATING BOOK

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*Mariners Diary 2020*, written specifically for Australia and New Zealand, brings together important information into one concise, comprehensive and easy-to-follow book.

Combining ready reference, diary and/or ship's log, *Mariners Diary 2020* saves you time searching through books and schedules for essential information. It also saves you money as it's only **\$39.95** RRP for more than 400 pages and saves space, as you only need one publication instead of many.

The ready reference section is full of diagrams, illustrations and photographs, supported by concise descriptions rather than wordy text.

Topics include safety at sea, navigation, first aid, dockside and seamanship. It features the most comprehensive weather sourcing information ever published for Australia and New Zealand, and the communications' section has a complete list of marine frequencies and their uses.

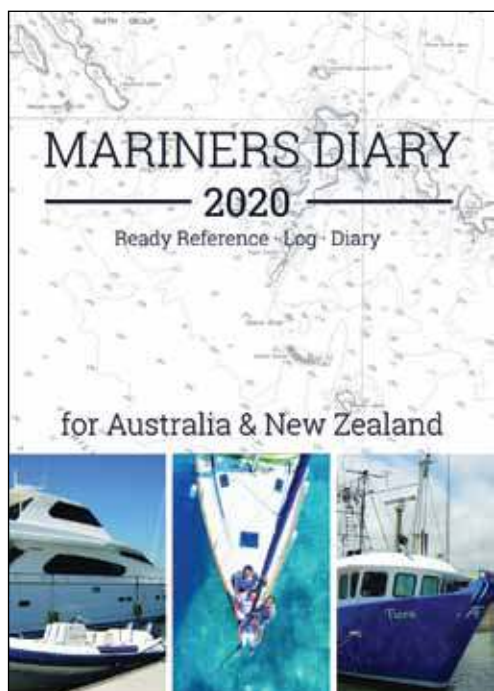
**"Great value for the information, content and a must for every boat owner."**

– Paul Lynch, Editor, Multihull World

The 12-month diary doubles as a ship's log and the book is practical for professional, commercial and leisure mariners or use in your home, office or that other office, your boat. That's why we call it the 'handiest boating book'.

*For more information contact:*

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# SEAFLOATECH UNVEILS A REVOLUTIONARY SOLUTION FOR THE DEVELOPMENT OF PORT AND MARINAS AT IMBC

Olivier Lorge, Seafloatech USA representative presented the innovative Seafloatech Pod® at the International Marina and Boatyard Conference in Fort Lauderdale, Florida, in January of this year

The most relevant innovations and investing opportunities in the sailing industry were shown at the leading marina and boatyard conference. IMBC is geared specifically toward marina and boatyard owners; operators and managers; as well as dock masters; harbourmasters; boat builders and repairers; and industry consultants. IMBC is where dedicated marine professionals gather to exchange information, talk about the future of the industry and get down to business.

Seafloatech Pod® (bottom/float interface) system has a very low ecological footprint, is totally reversible and has been designed, tested and perfected as surface modules, offering their users exceptional safety and comfort. Due to these gains, it won the 'MARIN HIGH-TECH Trophy for Innovation 2019' and 'Coup de Coeur Trophy' in the Innovation Competition at the Paris Boat Show 2019. The Seafloatech POD® is connected to sea, lake and riverbeds using an ecological system (anchors, screws, sealing) and consists of a mast articulated at its base, which pistons in its upper part to minimise the effects of the tide.

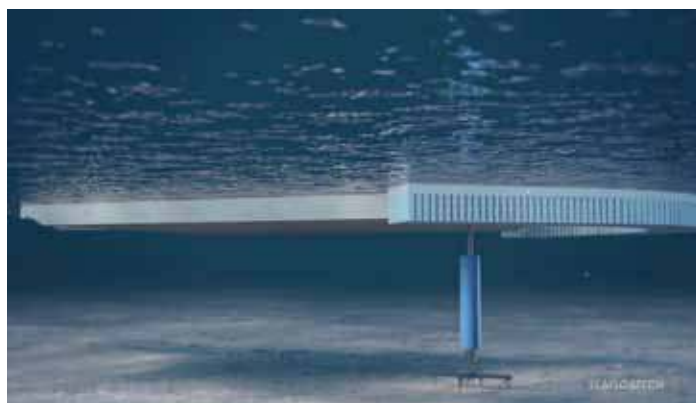
The Seafloatech Pod® allows the construction of floating structures as collective moorings, artificial beaches, restaurants, housing and also can be applied for industrial and military uses.

The traditional way of construction requires a significant financial investment for the renovation of the marinas and ports and has a direct impact on the quality of life of local communities due to the literal destruction of sea soil and coasts. The Seafloatech Pod® has been developed as an ecological technology because it has no impact on the fauna and flora, is totally reversible and easy to install or remove, stabilising the surface module whatever it is and reducing the turning radius by 55%. An ideal solution to find on the website : [www.seafloatech.com](http://www.seafloatech.com)

Sustainability is undoubtedly reshaping the world around us, not only as a new sensibility for the protection of the environment but for being cost effective and a sensible opportunity of business. An increasing number of investors integrate sustainability performance data on their capital allocation decisions.

**Mozaffar Khan, George Serafeim and Aaron Yoon in their study Corporate Sustainability:**

First Evidence on Materiality demonstrate that companies, which embrace low-carbon technologies, significantly outperformed companies with poor ratings on these issues. Since 2019 a changing tendency is visible on the markets that are redirected to sustainable investing opportunities and no one wants to miss out on this favourable occasion.





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38ft 1160



39ft 1190



41ft 1260



52ft 1600

**SEAWIND**  
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# LAGOON SIXTY7

## FREEDOM AT ITS PUREST

Image Nicolas Claris.

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Imagine a haven of peace. Home away from home. A sanctuary shelter from which to explore the vastness. This is freedom. At its purest. Where space and light know no boundaries ... A subtle combination of luxury, comfort and style.

### INTERIOR

*"The interiors of the new SIXTY 7 is the latest step in an evolution defined by open and uninterrupted spaces that join the interior and exterior seamlessly and open views onto the beauty that you can sail to with these stable, seaworthy and dependable catamaran,"*

Massimo Gino, interior designer of the SIXTY7.

### EXTERIOR

*"The Sixty7 expresses first of all a reasoned elegance. An elegance that funds its source within the purity of its lines. It's that kind of beauty that has a lot of happy ways to be contradictory: vast and yet concise, reaching the Being by avoiding the Appear."*

Patrick le Quément, Exterior design

And it's not only in local waters where you will see the new SIXTY7. With 5,500L of fuel, the SIXTY7 offers true world cruising capacity.

### NOMINATED FOR AWARD

The brand-new Lagoon SIXTY7 has just been nominated for 'Multihull of The Year'. For the 2020 edition, the organisers have chosen to nominate Lagoon's brand-new model, the SIXTY7, in the power catamarans category.

This new generation catamaran encompasses everything that we know and love about Lagoon. Her layout, wide open spaces, safety and comfort on board

sets it apart from all others. The designers have spared no effort or expense in ensuring that the new SIXTY7 surpasses all expectations from the most discerning buyer.

*"The smooth flow between interior and exterior creates a feeling of warmth and conviviality throughout the boat. Whether you're sailing with family or with friends, we have thought about every moment of life on board and about the unique places and atmospheres that make each one special,"*

Marc Van Peteghem. co-founder of VPLP

Naval architect VPLP have designed an efficient hull while maximising the volume on board. Several layout options give buyers the choice of how their SIXTY7 is built. From crew quarters, professional galleys and multiple cabin options, the Lagoon SIXTY7 appeals to everyone from owner/drivers to those with a professional crew.

The winners will be announced at the Multihull Show at La Grande Motte, France in April 2020.

### SPECIFICATIONS

|                  |                         |
|------------------|-------------------------|
| Naval architect  | VPLP Design             |
| Interior design  | Nauta Design            |
| Exterior design  | Patrick le Quément      |
| EC certification | A: 14; 18; C: 24; D: 40 |
| Mast clearance   | 26'11"                  |
| Draft            | 3'9"                    |
| Beam             | 32'11"                  |
| Length overall   | 66'1"                   |

# EAGLE CLASS 53

## ENDS THE YEAR WITH A 'HAT-TRICK' OF WINS



We couldn't have asked for a better way to end the year. The support we have received from all the yachting industry worldwide has been overwhelming. We are bowled over by our three wins, and can't thank everybody enough for being involved from its conception to evolution, and for keeping this project moving forward

**Dave Reed, Sailing World magazine ...** "Please, someone get Tommy Gonzalez a ribbon. The Boat of the Year innovation award is all Eagle Class 53. The Bristol-based boat boat builder rolled into Annapolis with the sexiest, most technical and most mind-bending craft our Boat of the Year competition has seen in a long time ..."

**Cruising World magazine ...** "This is one of the finest examples of engineering and workmanship I've ever seen," judge Ed Sherman said unequivocally. "It's more innovative than anything we've ever seen, ever. It's just amazing how nicely this boat was finished. You know, with its wing sail and foils, you could say it's a totally bizarre boat in every aspect of its design, but it's done beautifully..."

**Adam Cort, Sail magazine ...** "It's always great to see designers and builders (in this case Rhode Island's Fast Forward Composites) taking a chance. And if the boat's reception thus far is any indication, this is one of those crazy experiments that just might end up changing the way the rest of us think about sailing ..."



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## ATL Composites provides the precision pieces for the latest Roger Hill-designed powercat.

From concept to completion, building a custom-designed powercat is a breeze with an inspired vision, reliable team, proven materials and just a pinch of magic in the mix.

The product of her owners' yachting experience and dream of long-range cruising, *Omahu*, a 16m composite displacement hull powercat from the pen of legendary designer, Roger Hill, is taking shape at Lifestyle Yachts in Piroa, New Zealand.

Meaning 'breath', or 'light breeze' in the Maori language, *Omahu* is a custom-designed vessel that is unique in every aspect.

As Roger Hill explains "The hull shape is a development of our very efficient displacement form, but the styling is unique compared to other similar sized power cats we have done before. It is not a 'cut and shut' exercise using an existing similar sized design."

*Omahu* is the vision of joint-owners, two Kiwi couples keen to experience long-range cruising around the South Pacific, exploring New Caledonia, Fiji, Tonga and Australia.

One of the owners had previously built a Roger Hill-designed 14.15 m sailing cat, around 15 years ago, customised to his requirements at that time. The choice of building materials, methodology and designer informed his choice for the current project.

According to Roger, the brief was reasonably straight forward. "There were around 20 specific items".

"Both owners are very experienced yachtsmen, in power and sailing boats, with ocean-going range as the primary requirement. Both are very practical people, so it wasn't difficult to convert their thoughts and ideas into the design."

Emphasis was on comfort, rather than speed, although, powered by twin Yanmar 6LY400 400hp engines, *Omahu* is calculated to achieve an impressive top speed of 26kts.

The design needed space for two couples to live aboard along with storage required for long trips to remote destinations where fuel, water and food might not be readily available.

"One of the interesting things that came up right at the start was how big the vessel should be. After some discussion, I suggested that perhaps they should go and find a suitable marina berth to keep it in, and that's what happened. From that point, we worked out the maximum beam and a maximum length."

The design process involved relatively few challenges.

"You have probably heard about the 'design spiral', the process of starting with a 'loose' collection of info and data and compromise through the design journey this becomes tighter and tighter until the final result is signed off."

**BOTH ARE VERY PRACTICAL PEOPLE, SO IT WASN'T DIFFICULT TO CONVERT THEIR THOUGHTS AND IDEAS INTO THE DESIGN**



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**FROM TOP:**  
Bulkheads Installed.

The DuFLEX Building System provides builders with accurate parts that are cut exactly to drawing specifications.

Hulls and transoms are cored with Divinycell HP80 and HP100 foam cores to provide elevated temperature performance.

The result of their collaboration will be a sensational wide-bodied powercat that embodies the ‘space, pace and grace’, the characteristics of multihulls that inspire such loyalty in their owners.

“This particular design does not have as much beam (5.6m) as I might normally have on a displacement power cat of this length, but this was related to the width of the marina berth. The upside of that slightly narrower beam, less transverse stability will be an improved motion; not such a quick roll period in a beam sea.”

With her shallow draft of just over 1m, *Omahu* will be able to explore remote inlets and anchorages where other yachts may not be able to access.

Seeking strength, durability, light-weight and precision, Roger based the design of *Omahu* on construction using DuFLEX Composite panels from ATL Composites.

## WITH HER **SHALLOW DRAFT** OF JUST OVER 1M, *OMAHU* WILL BE ABLE TO **EXPLORE REMOTE INLETS AND ANCHORAGES**

“ATL and I go back a long way,” recalls Roger. “The first DuFLEX kit we did was over 18 years ago, and we have done many since then in both power and sail. One of *Omahu*’s owners had already built a sailing cat using the DuFLEX panel system so he was very happy to build the power cat using the same materials and method of construction.

“Another consideration was the builder, who didn’t have a lot of experience building a full-foam cored catamaran, so he has been very appreciative of the pre-made panels and CNC router set of parts.

“The DuFLEX Building System offers builders a very high-quality panel and very precise accuracy, and for the client, an assurance of structural integrity.”

From a technical standpoint, *Omahu* is destined to have a dark blue hull which dictated the choice of foam core to be used in the hull and transom areas. A combination

of Divinycell HP80 and HP100 foam cores, type approved by DNV-GL Maritime, were chosen for the DuFLEX Strip Planks used in these areas to provide elevated temperature and mechanical performance under the owners' choice of a dark blue paint.

Engineered to survey standards by ATL Composites Engineering team, other DuFLEX Composite Panels components in Omaha include wing-deck, soles, girders, webs, bulkheads, longitudinal and interiors all supplied in CNC-Routed Kit Form with various core types and densities to suit the design loads in the vessel.

Far from handing over the plans and moving on to the next commission, Roger Hill prefers to work closely with clients and yard as the vessel is brought to life.

"I really enjoy the developing relationship between the client, the builder and myself. It's tremendous when the builder is on song and going well, the client is seeing his new boat taking shape and I get involved with helping in any way I can to make the process go as smooth as possible.

"Being a designer must be one of the more satisfying things to do on the planet and that probably applies to just about designing anything. But boats, I think are a little bit more special, it is such a complex sum of all of its parts and then when done well become much more than the sum of its parts."



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At Rolly Tasker Sails we have strong core convictions which have been passed on by our founder, the legendary racing and ocean yachtsman Rolly Tasker. At the very centre of these values is the one aim to always produce high quality but affordable sails at the best possible value for money.

## NEW GENERATION OF PERFORMANCE SAILS

In line with this philosophy we have always preferred, cross cut sails unless specific demands dictated otherwise. Cross-cut gives perfect shape and efficient production with minimal cloth wastage which is beneficial to the buyer.

In performance sails, we have now taken the next step with the new Lite Skin® laminate, a material specifically designed for Rolly Tasker Sails by the world's leading sailcloth manufacturer, Dimension-Polyant (USA). For us, Lite Skin® is the perfect solution for the performance-oriented cruising sailor.

Compared to modern membrane sails, the Lite Skin® laminate will stand up to UV and humidity stresses for much longer and is much less sensitive for delamination. While professionally sponsored Grand Prix racing teams may have no qualms about effectively throwing away complete sets of sails after only one or two racing season's use, the performance sails made from Lite Skin® laminate will have a long life-cycle.

## WHAT IS LITE SKIN®?

This specifically developed external layer of the laminate is made up of a random array of non-woven polyester filaments and exclusive Dimension-Polyant UVt® finish coating. The resulting properties are reduced film

shrinkage, increased UV resistance, increased chafe resistance, opaque technical appearance and reduced water absorption. In simple words: This modern yet also traditional laminate is strong, durable and light. A free bonus is the elegant look in anthracite grey.

These sails come in a polyester version for smaller boats and in an Aramid version for boats up to 40ft. A laminate with identical properties for larger vessels up to about 46ft is currently being developed and will soon also be available.

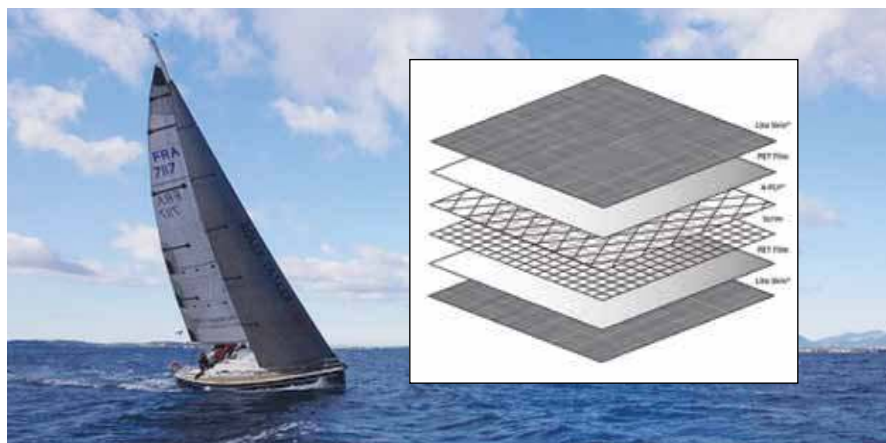
## NEW: CODE C – THE VERSATILE SAIL FOR SPEED AND FUN

Modern yachts and catamarans tend to have short, non-overlapping or even self-tacking headsails. These are effective when sailing close-hauled upwind. However, when bearing off these small headsails become progressively less efficient. To maintain speed, fun and competitiveness, special sails for all headings more off the wind are needed.

Our sail developers at Rolly Tasker Sails have now created the versatile reaching sail for everyone. The Code C is a mix out of Code 0 and asymmetrical spinnaker that replaces other light wind cruising sails. It can be set in wind-angles from 65 through to 135°. And further, if using a spinnaker pole it can even be used up to 180°. Which means a big range, from a close reach to running straight downwind. This is not unlike a poled-out Genoa, but with much more power.

The name Code C stands for cruising because this sail is so easy to handle. It is set flying with its own furler. Just hoist the rolled-up sail, then unfurl whenever ready and off you go! The easy way to gybe this sail is to furl it, gybe the boat and unfurl on the new tack. In effect, this new sail is as easy to use as a genoa.

The integrated, anti-twist luff-rope made from pre-stressed, large diameter Dyneema rope and the straight luff





ensure that the sail is always furled evenly. In this way, the sail can be furled with less effort and less wear and tear, extending its life-span considerably.

The new Code C sail is made from spinnaker nylon in different weights according to size. It is made in 14 different sizes from 32-150sqm. As these sails are fabricated at our loft in low season with a uniform colour scheme, it is possible to offer them at a sensational price. Because of this, the overall package of sail and furler will probably not stretch the budget further than the normal cost of a new sail. This is what we at Rolly Tasker Sails offer: *Exceptional value for money*



For more information please contact Sam or Greg Newton at Rolly Tasker Sails Australia  
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# MULTIHULL SOLUTIONS TO CELEBRATE NEW LAUNCHES AT 2020 SINGAPORE YACHT SHOW

Multihull Solutions will host the Asia premiere of the impressive new ILIAD 50 power catamaran at the 2020 Singapore Yacht Show.

Multihull Solutions will showcase three exceptional new multihulls at the 2020 Singapore Yacht Show from March 19-22.

The company will stage the exclusive Asia premieres of the multi award-winning NEEL 51 trimaran and the outstanding new ILIAD 50 power catamaran, and will also display the powerhouse MY 40 by Fountaine Pajot Motor Yachts.

The NEEL 51 has won almost all of the major boating awards since its launch, including

SAIL magazine's Best Boat award, Multihull of the Year (Over 50') by Multihulls Magazine and Multihulls International Boat Show, and 2018 European Yacht of the Year.

A true evolution in multihull design, the NEEL 51 delivers unparalleled performance and comfort. This remarkable blue-water trimaran is ideal for family cruising, with easy handling by minimal crew and excellent bridge deck clearance for optimal comfort and safety.

The Singapore Yacht Show will also be the stage for the Asian premiere of the ILIAD 50 power catamaran, which has caused waves throughout the industry since the brand's launch in 2019. The ILIAD 50 is a true offshore bluewater passagemaker that delivers outstanding range, impressive comfort and safety at sea, and offers full customisation options at an extremely competitive rate.

The MY 40 by Fountaine Pajot Motor Yachts will also be on display at the show and is expected to draw strong interest from power catamaran enthusiasts with its expansive flybridge and owners' suite of unprecedented size for a boat in this class. With energetic lines, a contemporary design and distinctive bows, the MY 40 makes a sleek impression on the water and her performance is outstanding.

Multihull Solutions will also have representatives of Stealth Catamarans, Ocean Voyager Day Charter Catamarans and Corsair Marine on the stand to answer all queries about these prestigious brands.

Further information or guided tours of the display vessels can be arranged by contacting Multihull Solutions Asia at +66 (0) 76 238 117, emailing [info@multihullsolutions.asia](mailto:info@multihullsolutions.asia) or visiting

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# 12 (OF THE) BEST ANCHORAGES

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## IN QUEENSLAND

I story **ROSEMARY JILDERTS**

The subject of this article is the 12 best anchorages in Queensland but how do we limit ourselves to 12? And how do we select them? There are many reasons to include an anchorage in a list of 'the best'. Everyone probably has a different idea of what it could be. Those who want peace and quiet would recommend secluded anchorages; or, in contrast, party-goers would want those that have the most entertainment on shore or that hold the most boats for get-togethers. Others may select the calmest; or the prettiest; or for some it's where the welcome by resort management is the warmest.

**T**here are so many wonderful anchorages in the sunshine state with more than 12 alone between the Gold Coast and the Sunshine Coast. Moreton Bay is inundated with great anchorages. All these areas have been previously well covered so let's find some great spots further north. I found it difficult to select them. Some that I mention may surprise you, but keep an open mind when you plot your course north and select your anchorages. You might be very surprised.

Maritime Safety Queensland offers maps to some areas which you can download from their website. Be aware that many rivers have sand bars making crossings hazardous and as these bars move constantly you should check with local authorities before crossing them.

Please note that these anchorages are not in any order or priority of 'bestness' and are simply noted from south to north.

After heading out of Moreton Bay the next obvious stop is Mooloolaba where there are lots of options to stock up for the trip north and marinas to linger in until you are ready to make the next hop.

Many boats head straight to Wide Bay Bar and the Great Sandy Strait making an overnight run from Mooloolaba so that they can reach the bar early morning. However, if you want to shorten this trip there is a delightful anchorage on the way.

### 01 NOOSA

Noosa (the Sunshine Coast's Golden Child) is one of the most popular beachside holiday destinations in Australia. Stunning beaches abound. There are lakes and national parks to explore and, with superb day spas, great golf courses, upmarket shopping and amazing cuisine, there's plenty to occupy yourself during your stay.

Unfortunately, liveaboards are only allowed 48 hours in the river so you need to make the most of your limited time here. However, it is definitely worth calling in and dropping the anchor.

**RIGHT:** Noosa National Park.  
*Image Paul Smith and  
VisitNoosa.com.au*



Conditions of living on board include :

- vessels must have the appropriate waste holding system on board
- occupants must ensure none of the contents of this system are discharged to the river
- occupants must also ensure that a fixed or mobile pump-out facility is used to empty the contents of the waste holding system; and
- they must keep written records of each discharge while the vessel remains in the river.



Noosa Everglades. Image Paul Smith and VisitNoosa.com.au

Once you have satisfied those requirements, you can sit back and enjoy the tranquil waters of the Noosa River. If you like to fish ... drop in a line or crab pot. You are bound to catch that night's dinner.

Sunsets are incredible with colours ranging from oranges to pinks and a brilliant gold yellow. Romantic and magical.

Then, of course, there's amazing Hastings Street with a plethora of shops and boutiques, cafés, bars and

restaurants to satisfy any taste or craving. And at night, strings of fairy lights are switched on through the trees bringing the street alive. This fashionable resort town backs onto pristine subtropical rainforest where interesting walks abound. It doesn't matter what your taste ... Noosa has something for everyone.

The next Noosa Food and Wine Festival takes place in May 2020 and promises to be bigger and better than ever. The venue is the Lions Park and you will enjoy

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Palms line the riverband.

Image Paul Smith and VisitNoosa.com.au

wine tastings, masterclasses, cooking demonstrations and as the sun sets at night there will be live music. From sampling great food to learning secret skills from some of Australia's best chefs ... this is an event not to miss.

While you are in the river you might like to experience the Noosa Everglades which are advertised as 'one of only two in the world'. Its diverse ecosystem stretches for 60kms and the reflective waterways are 'a nature enthusiast's paradise'.

**The Great Sandy Strait** is 70km long and separates mainland Queensland from the World Heritage listed Fraser Island, the largest sand island in the world. It was designated as a world heritage site on June 14, 1999 and is renowned for its calm, clear turquoise waters making it a boatie's paradise. Some say it rivals the Whitsundays for unique sailing conditions and stunning scenery. There are some shallow spots so we always make those a place to stop for a cuppa or a meal and drift while awaiting the rising tide.

But first we have to cross Wide Bay Bar. Entering or exiting the Great Sandy Strait at the southern end you need to cross this notorious bar which is often described as the best and also the worst bar on the coast. It can be the easiest in calm conditions but it is a long bar sometimes taking up to 40 minutes to cross. Having crossed it many times in varying conditions we found it to be intimidating at times as waves roll in at you on either side. Standard practice is to always cross any bar on a rising tide as, if you touch bottom, you have a chance of getting off. You should naturally always check with the local VMR for latest bar conditions.

A great little stopover before heading up the strait is **Tin Can Bay** which lies on a peninsula between Snapper Creek and the Great Sandy Strait. One great reason to stop in here is to see the early morning visits to the Norman Point boat ramp of wild Australian humpback dolphins. Those of us who cruised the area in the 1980's and even earlier, always stopped to feed the families of dolphins. In our early days it was Scar who



Tin Can Bay area map.

came to interact with humans, later bringing her babies. They never seemed too interested in eating the food offered, but were definitely interested in interacting with us. Nowadays feedings are conducted under close supervision. If you want a marina stop-over you can call Tin Can Bay Marina on (07) 5488 2800.

There are some regulations relating to dogs and other domestic pets in the marine park but prime among them are ...

- Domestic animals are allowed on vessels in the marine park, but are prohibited in all national parks and regional parks
- Dog owners must not take a dog into the shorebird roosting and feeding designated area unless the dog is controlled or restrained in a way that prevents the dog from causing excessive disturbance to shorebirds in the area
- Dogs are permitted within Inskip Peninsula Recreation Area and Tuan State Forest camping areas. They must be on a leash and under control at all times.

I would suggest however to either leave your pets at home or keep them on your boat at all times.

Within this wonderful cruising area there are so many great anchorages but probably the most popular and best-known would be Garry's Anchorage which has had much publicity over the years so this time we will move on. There are miles of pristine white sandy beaches on the western side of Fraser Island with crystal clear water and great fishing making it a true paradise. While you will undoubtedly drop the pick at Garry's and places like South White Cliffs, Wathumba Creek and numerous other great spots there is another interesting and welcoming anchorage where you might like to have an extended stay.

## 02 KINGFISHER BAY

Kingfisher Bay is on the western side of Fraser Island. A world-class eco-resort, Kingfisher Bay Resort welcomes boaties and allows day guests access to all resort facilities including

- Swimming pools and tennis courts
- Village Store
- Fraser Island Day Spa, with an array of island-inspired treatments, massages, facials and rituals, all using organic, Australian-made products
- Nature based activities, led by the resort's eco rangers, which include guided walks, bush tucker talks, canoe paddles and wildlife presentations
- Resort dining outlets, including The Sand Bar, The Sunset Bar and Maheno Restaurant.

We have found Kingfisher Bay Resort to be the friendliest of all resorts to visiting boaties welcoming

them with open arms and we have always enjoyed our many visits there.

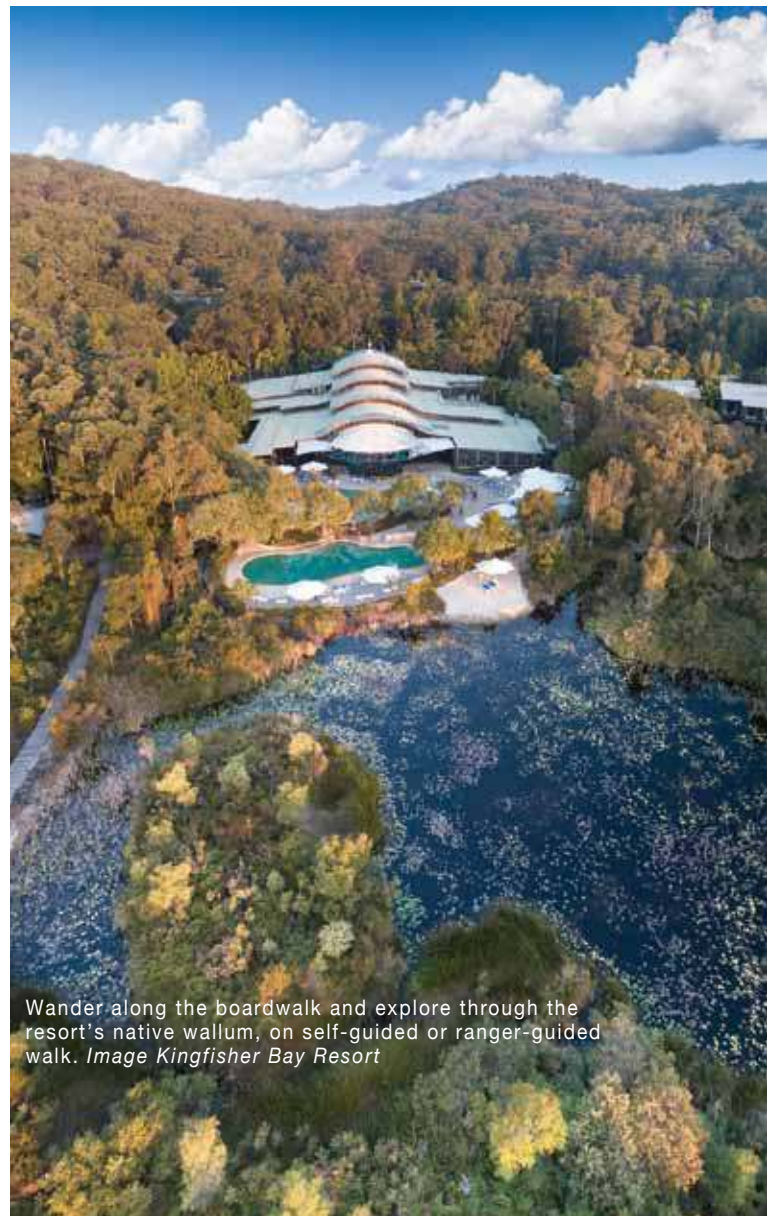
Anchorage is possible on either side of the jetty and there is good protection from southerly winds. They don't have any moorings as such in front of the resort but it is a sandy bottom in which boats can safely anchor. Also, the beach is quite shallow so keep an eye on your chart and sounder to ensure that you have sufficient water under your keels at low tide. But, very importantly, please keep the channel clear so that their vessels can access the ramp and jetty without hindrance.

Large schools of herring and squid will interest fishers wanting to catch bait to lure some of the large fish in the area – or calamari lovers might enjoy sampling some of the many curious squid that may be found under your boat.

Fraser Island is the largest sand island in the world. It is stunningly beautiful with ever-changing sandscapes. The island's complex dune systems are still evolving, and the dune lakes are exceptional in terms of number (40), age and diversity. The highest dunes reach up to 240m above sea level.



Sunset at Kingfisher Bay resort.  
*Image Kingfisher Bay Resort*



Wander along the boardwalk and explore through the resort's native wallum, on self-guided or ranger-guided walk. *Image Kingfisher Bay Resort*

### 03 LADY MUSGRAVE ISLAND



**TOP:** Lady Musgrave Island.  
*Image Tourism & Events Queensland*

**ABOVE:** Tender exploring the coral reefs at Lady Musgrave Island. *Image Tourism & Events Queensland*

Lady Musgrave Island is a 14 hectare coral cay, with 192 hectares of surrounding reef. It is the only coral island on the Great Barrier Reef with a lagoon offering pristine, clear waters making it perfect for swimming, snorkelling and diving. The island is the second island in the Great Barrier Reef chain of islands and is named for the wife of Sir Anthony Musgrave, a colonial governor of Queensland. Although only small in size, it is huge on nature. The water at the island is so clear that it feels as though you are in an aquarium and is often described as one of the most magical places in the world.

Bird life teems above the water and a large array of marine life lures visitors from all around the world into the depths. You can swim or dive with turtles, manta rays and dolphins while watching whales play. Leopard and whitetip reef sharks also cavort in the waters surrounding Lady Musgrave Island but are of no danger to the humans who join them.

When anchoring avoid damaging the coral (and your vessel), anchor with care and, where possible, in sand well away from any coral. Don't anchor or moor overnight near turtle nesting beaches as your lights can interfere with the new hatchlings reaching safety in the sea. If you must be there, cover your windows at night. If you must anchor near coral, use a reef pick and retrieve it slowly by motoring towards the anchor. Larger yachts will manoeuvre easier if they anchor outside the lagoon.

### 04 PANCAKE CREEK

On the western side of Bustard Head you will find another anchorage to delight you. There is no bar to cross when entering Pancake Creek and as the channel is well marked it can be entered both day and night. There is no road access, only a foot track through the national park that would test the most serious bush walker, so you won't have campers to disturb the peace. And peace is what you will find here. The anchorage is large and could take a lot of boats. With



**TOP:** Pancake Creek anchorage.

**ABOVE:** Bustard Head Lightstation.

pelicans floating nearby and turtles surfacing next to the boat you are bound to let out a deep sigh of satisfaction as you enjoy the quiet, peaceful beauty of this lovely anchorage.

You feel like getting some exercise? Well, there's a nice little 2.8km walk through the bush to the lighthouse. It's a relatively easy walk and you will get fantastic views of Aircraft Beach as you head towards the top.

If you like peace and quiet then this is another anchorage that you will promise to return to.

The next obvious port if needing to restock is Gladstone which is around 30 miles north. This entails quite a long trek in but Gladstone has everything the boatie needs.

## 05 MIDDLE PERCY ISLAND

Middle Percy Island has long been a regular stop-over for cruising boats as they headed up and down the Queensland coast. Stories and memories abound of the days when Andy Martin offered his hospitality, with plentiful supplies of goat meat, honey and jam; and the A-frame where we all placed a plaque emblazoned with our boats' names. These plaques ranged from shells, to floats, fenders, hats, even a fireman's helmet from the large red aluminium trimaran, *Fire Truck*. We left three different plaques for our two monohulls, *Scylla* and *C.B.*, and our catamaran, *Sokari*.

The barbecue at the back of the A-frame regularly sent forth wonderful aromas as everyone came to shore for a night-time get-together. When fishing boats were on anchor they usually supplied enough fish to feed everyone.

While West Bay can be lively during trade winds, tucked between two rock walls is a narrow channel leading into



Percy Island Club House. Image Steve Kenyon

the lagoon where those of us who are lucky enough to have shallow draft vessels capable of taking bottom could slip inside in bad weather.

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The island has a rich history and a long established tradition of hospitality. There are very few remaining places on the coast where cruising yachties may come ashore, explore and share a beach barbecue with fellow travellers and where memorabilia of bygone days is kept safely for the enjoyment of future travellers.



West Bay. Image Steve Kenyon

Much has changed over the years since Andy's passing but not the tradition of hospitality. However, in 2011 the leasehold formally changed from the Lands Act to the Nature Conservation Act, Section 34. National Parks decided that they could manage the island better, against the wishes of the majority of the main users of the island – the cruising public – so changes included designating 83% of the previous land holding to national park status. The 117 hectares of Conservation Park was granted to Andy's cousin, Cathryn Radclyffe, for 20 years commencing 2012 to ensure ongoing maintenance and to protect the unique Cultural Heritage and Nature Conservation values of the Island.

It is to help Cate keep everything running that a group of concerned yachties formed the PIYC in November 2011. A one-off, lifetime membership costs \$150. The proceeds are for Public Liability Insurance but extra donations are always appreciated for upkeep and maintenance on the historic buildings or specified projects to help ensure this unique island life continues. Members will receive a plaque with their boat's name, a set of dog tags with their names and membership number, a PIYC Burgee and, probably the most important thing, the satisfaction that they are helping to protect the island's unique atmosphere for future generations. Membership is transferable to another boat, so that records are up to date and membership changed on the Membership Board which is displayed in the famous Percy Hilton Yacht Club House.

To join, as a PIYC member, please contact Cate when you deposit the money into :

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Payment on internet with direct bank transfer or pay cash into Wespac Bank as no charges involved at that Bank. Make sure that you contact the island, leave your name, boat name, and postal address so that your plaque etc. can be posted to you on the next available stores run. Email: percyisland@gmail.com

Produce is still available for purchase including the famous Island Bush Honey, at the A-frame, and seasonally Mango Chutney, Jams and Marmalade (Lime, Orange, Calamondine Mandarin, and Mixed Citrus) are available. Fruit, vegies and eggs are advertised on the chalk board when they are available. Rangeland Meat however does require advanced request.

The closest port is Mackay where you will find everything you need to replenish your boat's stores and with haulout facilities if needed.

## 06 AIRLIE BEACH



Airlie Beach is busy these days with boats anchored around the headland and marinas full.  
Image by Joscelyn O'Keefe

No list of 'the best' anchorages would be complete without including the Gateway to the Whitsundays ... Airlie Beach. It is where everything begins and ends for boats exploring these fantastic world-renowned cruising grounds. International and domestic boats always have the Whitsundays on their list of stops whether they're on a world-circumnavigation or it's a short annual holiday. Airlie Beach is where they begin their exploration of the Whitsundays.

The moment you hit Airlie it's holiday mode. Boutiques, cafés, alfresco restaurants and shops line the main

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street. The Airlie Beach Lagoon calls out for you to stretch out on the grass with a book. Ree-laax. The Saturday morning markets offer local arts and crafts as well as fresh fruit and vegies – great for restocking the boat's larder. When you've had your fill, head out to the islands to find other great ('best') anchorages then come on back to Airlie Beach when it's time to restock again.

With so many fantastic anchorages amongst the islands it's difficult to select just one but the following is where we have spent many happy days and nights enjoying the companionship of the crews from other yachts.

## 07 NARA INLET, HOOK ISLAND



Nara Inlet. *Image Tourism & Events Queensland*

Nara Inlet is tucked into the south-eastern end of Hook Island. It's a secluded bay with fringing reef. Entering the bay care needs to be taken not to encounter reef on the port side so keep to starboard but with reef extending from all shores enter with care. We have seen many bare boats come to grief on the reef just outside the entrance.

This is a beautiful all-weather anchorage that can be used all year round. The deep fjord gives excellent



Nara Inlet with Refuge Bay central.  
*Image Tourism & Events Queensland*

protection from winds from the north, south, east and west and there's plenty of room. However, all these attributes ensure that this inlet is very popular so it can become crowded. With bareboat instructions including 'be on anchor by 4pm' and 'follow the lead of the cruising boats when anchoring' and finding them hitting us during the night, most cruisers dropped anchor where they didn't want to be and after the bareboats had settled down, we'd move elsewhere.

Inside the inlet, steep tree-covered hills are reflected in the calm waters giving a sense of serenity. Towards the far end of the inlet is the 6000 year old Aboriginal cultural site. The ancient rock wall paintings in the caves and interactive displays along the bush track from the water attract many visitors. The track is well-marked, gentle and accessible by people of all fitness levels. It is here that you can learn the history of the Ngaro Aboriginal people. Venturing further down to the bottom of the inlet you will find a delightful fresh-water rock pool and refreshing waterfall but the pool only flows during the wet season.

**Bowen** is snuggled on the edge of a 10nm wide bay north of Airlie Beach and boasts an unusually dry climate. There was a time back in the 1980's where the owner of the Horseshoe Bay Caravan Park didn't charge on days that it rained, so confident was he that the weather would be perfect. And perfect it seems to be. It is also the perfect place to use as a base while exploring this section of the Great Barrier Reef.

Bowen is also the ideal spot to reprovision with lots of options.

## 08 GREY'S BAY

Grey's Bay is one of the most picturesque bays in Queensland – one of the few places on the east coast where you can watch the sun set over the ocean. The road runs close to the water's edge when the tide is in and with its azure water, white sand and rocky outcrops, it is truly spectacular. There's a boat ramp, free barbecues and a playground under big shady trees.

It is also one where we spent much of the early 1980's working as we started and ran a hire boat business off the beach there. Prior to that, it was not used much except for rock fishing, until our business began attracting locals and tourists alike.

Sailing north into Grey's Bay, you need to round Innaminka Rocks but take great care as just when you think you are clear to head towards the boat ramp suddenly huge boulders loom up in front of you sometimes just under the surface. So without trying to give you distances, I can only say from much experience in this area, keep your eyes peeled. Unbelievably, there is plenty of depth between



Sunset over Grey's Bay. Image Bowen Tourism

Innaminka and Little Innaminka Rocks. Many times we have watched as one of our off the beach cats has gone through there upside down. Masts ranged from 18' to 21' and none ever touched bottom. Knowing this and trusting our own judgement, once, when the weather was blowing a gale and wanting to reach calm water as soon as possible, we took our 13.5m cruising catamaran through. We drew 1m and at no time did either depth sounder indicate dangerous depths. In



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fact it was quite deep but if you ever decide to take this short cut be very careful.

This bay is perfect in strong south-easters and usually has calm to low wave conditions. It's only in the rare northerlies that you would need to seek a more comfortable anchorage. There are plenty of sandy spots to beach tenders on the long stretch of beach.

Fishing is excellent in this bay either from your boat or from the rocks.

Heading north again **Townsville** is the next major port to reprovision, do maintenance etc. This city, with a population of 173,815 as of the 2016 Census, is considered to be the unofficial capital of North Queensland by locals. In the dry tropics region of the state it is adjacent to the central section of the Great Barrier Reef. Popular attractions in Townsville include 'The Strand', a long tropical beach and garden strip. Other attractions are Riverway, a parkland located on the banks of the Ross River. A large tropical aquarium, Reef HQ, holds many of the GBR's native flora and fauna and the Museum of Tropical Queensland which is built around a display of relics from the sunken British warship HMS *Pandora*. Castle Hill is the most prominent landmark in Townsville.

The Townsville Yacht Club Marina has been operating for over 70 years. The new marina has 165 berths (including regatta berths) and can accommodate vessels up to 20m. They can be contacted on (07) 4772 1192.

Breakwater Marina, has a 24 Hour Fuel Wharf and now offers a courtesy car for marina customers. They can be contacted on 07 4721 2233.

## 09 HORSESHOE BAY, MAGNETIC ISLAND

Horseshoe Bay has always been a popular anchorage for visiting yachts and also for local Townsville boaties wanting to escape from city life on weekends. The holding is good in sand with the south-east corner the most comfortable if the wind pipes up which may bring in a slight swell. There are other bays on Magnetic Island but Horseshoe Bay is definitely the best and most comfortable in south-east trade winds.



Horseshoe Bay, Magnetic Island.  
*Image Townsville Enterprise*

The clear blue water invites swimming but if you feel like hiring a jet ski, kayak or other equipment there are plenty along the shores of the bay. Fishing is good here, too. It has a very pretty beach with shade trees and offers beautiful views across the bay and out to sea.

There is a good selection of shops along the beachfront as well as restaurants, cafes and bars. If you feel like taking a picnic lunch to shore, grab a picnic table and sit and enjoy the view while the kids enjoy the nearby playground facilities.

## 10 FITZROY ISLAND

Fitzroy Island is surrounded by a reef system that forms part of the Great Barrier Reef Marine Park, making it the perfect accessible base for swimming, snorkelling, diving and exploring the reef. The water is clean and clear and underwater is worth exploring for the beautiful corals that grow close to shore. The coconut palm lined beach slopes down gently into the calm, clear Coral Sea.

At Fitzroy Island, you'll find secure moorings and anchorage for private vessels in naturally sheltered waters. Public moorings are located at Latitude 16° 93.0S, Longitude 145° 98.6E.

The island has several idyllic beaches and the bay is a popular anchorage for travelling boats and also for local boats wanting to get away from the rat-race of Cairns. The 15nm sail to and from Cairns takes you through safe, sheltered waters along the scenic coastline. Although, approximately halfway in through the beacons channel, you should watch out for the occasional bullet that may fly down between the hills.



**LEFT:** Sunset over Horseshoe Bay.  
*Image Townsville Enterprise*



**TOP:** Fitzroy Island. *Image Fitzroy Island Resort*

**ABOVE LEFT:** The jetty on Fitzroy Island.  
*Image Fitzroy Island Resort*

**ABOVE RIGHT:** Yacht anchored in Welcome Bay.  
*Image Fitzroy Island Resort*

The history of the island is interesting. The island originally separated from the mainland about 8000 years ago at the end of the last Ice Age. It still maintained its Aboriginal cultural links, mainly for visiting hunting trips and recreation. There were links with Captain James Cook too and was at one time a significant Chinese Quarantine Station for the Queensland goldfields. It was later turned into a Mission School and during WWII it became a Coast Watch Station to protect the mainland from invasion. Most of the walking trails leading to some of the best vantage points in the region hark back to that era.

**Cairns** is without doubt the best anchorage on the Queensland coast for security, especially during cyclone season with its many secure mangrove creeks. Just about anything that you need for your boat maintenance and restocking is available here. There are two marinas – Cairns Cruising Yacht Squadron which is up Smiths Creek and Cairns Marlin Marina at the harbour entrance - if you wish to hop straight off your boat onto dry land, and lots of great anchoring spots where you can imagine yourself to be out of sight of a city just by turning a bend in the inlet or close to a dinghy dock if you prefer swinging to anchor.

Just north of the city are two more marinas – Half Moon Bay Marina and Blue Water Marina.

## 11 LOW ISLES

These two islands lie 15kms north-east of Port Douglas. They comprise a four acre coral cay surrounded by 55 acres of reef which due to their close proximity to the islands makes snorkelling an amazing experience. Woody Island is the larger of the two and is uninhabited apart from the large bird population. It's an important habitat for a number of different species.

Low Island, the smaller of the islands, is a coral cay. The lighthouse on it has been operating since 1878 and weather data has been collected since 1887. In 1928 it was the base for a 12 month long scientific survey, the first to be undertaken of a coral reef anywhere in the world. Many current theories about coral reef ecology are based on this expedition's findings. While there are



Snorkelling off the beach.

150 different species of hard corals in these waters, 15 species of soft corals dominate them and if you take a close look, you may see the soft coral's feathery tentacles collecting food particles floating in the water around them.

Snorkellers and divers will enjoy the large variety of fish, molluscs, sea cucumbers and other marine life living among the corals. Commonly seen are blue, green and purple parrotfish but there are also angelfish, anemonefish (commonly called clown fish but please don't call them 'nemos'), damselfish, trevally, moon wrasse, sweetlip and many more. There are also some turtles residing here.

There are some moorings but, from our experience, you have to get there early to grab one as quite often local Port Douglas boats have taken them before cruising boats reach the anchorage in the late afternoon.

The nearest town is Port Douglas, which is famous for having two World Heritage-listed areas nearby ... the Great Barrier Reef and the rainforest of the Daintree and Cape Tribulation.

**Cooktown** is one of my favourite towns on the coast. The friendliness of the local residents makes you want to stay longer. That wish may often be fulfilled as when the south-easterly trades blow it can be a difficult place to leave especially if heading south. With so much natural beauty around the town and a diverse Aboriginal culture and a wonderful pioneering history to enthrall you it is a town to really love. The fishing is great as is the beachcombing and with so much to entertain you such as cultural centres, rock art galleries and museums, you will undoubtedly wish to stay longer.

## 12 LIZARD ISLAND

Located around 130nm north of Cairns and about 50nm north east off the Cooktown coast, Lizard Island is a tropical paradise, described by some as a 'haven of isolation, gratification and relaxation'. This island is well known world-wide and is visited by both domestic and international visitors on their world-circumnavigations. For some Aussie boats it is an annual migration to this beautiful anchorage. It can, therefore, become crowded at times but certainly is worthwhile to enjoy the many delights this island has to offer.

The swimming, snorkelling and diving are fantastic. While remaining anchored in Watson's Bay, a short dinghy trip will take you to other bays where the

undersea gardens enchant snorkelers and divers. There are 24 powdery white beaches on the island so you'll have no trouble finding a place to explore.

Energetic boaties love to walk to the top with some people even running up. Cook's Look is where James Cook surveyed for a suitable and safe passage through the dangerous reefs. It is quite a hike but the views are magnificent – both out to sea and over the Blue Lagoon. I remember our first walk to the top. We found an old yachtie sitting on a rock and staring out over the lagoon. He had brought a picnic lunch and water (an absolute must) – wearing a hat, of course – and advised us to "Just stay a while and drink in that view. It will imprint on your brain and you will never forget it." We took his advice and, to this day I can see as clear as day, the beautiful image of the Blue Lagoon. I do not need a photograph to see it. It is, as he said, imprinted on my brain.

Lizard Island had so many goannas on it when James Cook landed that he had no trouble finding a suitable name for the island.

The Lizard Island Research Station operated by the Australian Museum and internationally recognised as the major island-based research on the Great Barrier Reef conducts tours which are worth checking out.

There's another reason to include Lizard Island in my list of the best and that's its proximity to the Ribbon Reefs. If you feel like exploring them, especially the Cod Hole, it's only a day-trip and makes an extra beautiful addition to what is already an amazing stop-over in this area. Also known as the Northern Reefs, this string of long narrow reefs, offer the most outstanding diving on the GBR. The coral pinnacles and drop-offs attract a large variety of reef life and large pelagic fish. The



The Endeavour River, Cooktown.  
*Image Tourism & Events Queensland*



**TOP:** From the top looking down over Watson's Bay and the anchorage. *Image Tourism & Events Queensland*

**ABOVE:** Boats anchored in beautiful Watson's Bay, at Lizard Island taken from Cook's Look. *Image Rosemary Jilderts*

Cod Hole is famous for the groups of Potato Cod – 150kg or more – and Maori Wrasse that are so used to divers that they will approach closely making an excellent photo opportunity. The fish are so huge however that you must be sure to use a wide-angle lens! Even Dwarf Minke Whales visit during June and July and have been known to remain with snorkellers for hours.

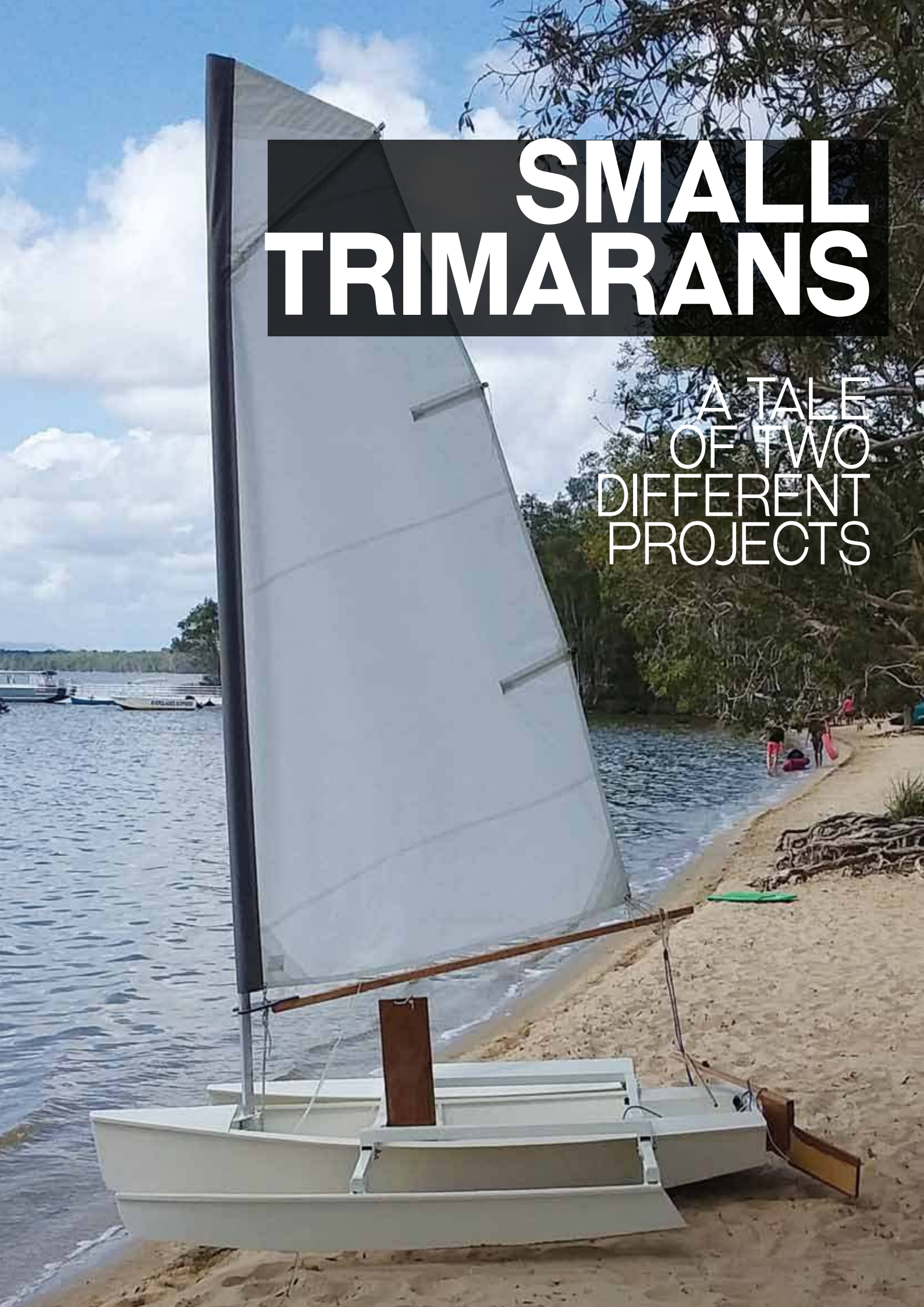
Someone who lacked imagination must have named the reefs as they are simply known as #1 to #10 from south to north. Visibility is amazing and because of its distance from shore fewer boats visit. So, a trip to Lizard should include this amazing side trip.

So, in closure, I realise that there will be many who disagree with me on some of the anchorages on the list

of 'the best' but please note that I changed the title to '12 (of the) best anchorages in Queensland'. You will wish I'd included your favourites and perhaps if one day we did 100 best anchorages in Queensland we could include many more. However, for now, I hope that you will call in and drop anchor in these, especially any that you haven't visited before, and you may just realise that they do, after all, deserve the title of amongst '12 of the best anchorages in Queensland'.

# SMALL TRIMARANS

A TALE  
OF TWO  
DIFFERENT  
PROJECTS



Like many amateur boat builders, I started out by building (in 1976) a Mirror dinghy. Not only did I have to learn the basics of stitch and glue construction but I also had to teach myself to sail it. The first time I tried to sail it capsized and that has coloured my perception of monohulled boats ever since. However, I persisted and later built a Sabre and finally a Tasway 7m trailer-sailer which I owned for many years. (There was an article in one of the earliest editions of *Australian Amateur Boatbuilder* about our Tasway).

**Y**ou can probably guess I am a big fan of stitch and glue but I build 'workman' like boats, concentrating on structural integrity rather than beauty. No fancy woodwork for me! Children with sandy feet and finely polished timber are mutually exclusive.

One deviation from the mono hulled theme was an Arafura catamaran we owned for a while when our children started sailing. When I was looking at designs before I built the trailer-sailer I was very interested in Ian Farrier's trailer tri, but was put off by the extra complexity. So, the interest in multihulls was always there.

Fast forward to 2010, my youngest son, Matt, asked me to make a small dinghy so he could introduce his children (all girls) to sailing. I duly built them an Argie 10, (complimentary plans were included in a past issue of AABB, although I did buy a set from Dudley Dix because I had forgotten that at the time). On the very first test sail, my son, who is an experienced sailor, capsized it in a fine example of history repeating itself. It was used a couple of times but the grandchildren, who were quite young at the time, never showed any enthusiasm for it.

Fast forward again to the present and my daughter was keen to get her son interested in sailing. This time however, instead of making the same 'mistake' of building a monohull I looked for a multihull.

I preferred a trimaran over a cat because I wanted to sail it myself and needed a comfortable sitting position for my old bones. A small cat has no back rest and no cockpit to put legs and feet in a more natural and



**TOP:** Starting Tryst construction.

**ABOVE:** Fitting the foredeck.



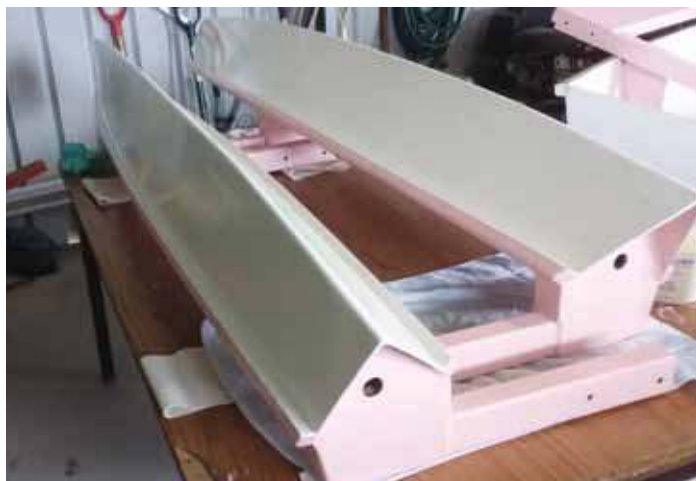
**TOP:** Clamps, clamps and more clamps!

**ABOVE LEFT:** Outrigger attachment.

**ABOVE RIGHT:** Outrigger fitted to Argie.

comfortable sitting position. The fact that a small tri feels more like a mono to sail was a bonus.

Being a fan of Richard Woods' designs, it did not take me very long to decide to build a Tryst so I duly paid for a set of plans and building instructions. Richard's description from his website says it all.



**ABOVE LEFT:** Outrigger construction.

**ABOVE RIGHT:** Painted outriggers.

*"The 10ft Tryst trimaran is a variation of the Duo dinghy. The main hull is a sailing Duo and it is fitted with two Vee shaped outriggers that bolt onto the Duo wings. The wings are then lashed to the main hull gunwales, as they are on Duo. The outriggers add masses of stability for little extra weight, especially as all the panels for the outriggers are made from one sheet of 3 or 4mm ply. So the whole boat is very light and cheap to build, basically made from just three sheets of plywood."*





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**TOP LEFT:** Seats fitted permanently to Tryst.

**TOP RIGHT:** Seats fitted to Argie.

**ABOVE:** Elanda Point, Cootharaba.

*The Tryst outriggers are long, narrow and deep. That is because they are not 'training wheels' but hulls in their own right. If they were too short and fat they would generate a lot of drag, even if they had the same buoyancy as the longer ones.*

*The prototype was first sailed in August 2014 in Canada and has since sailed in the USA and Mexico and has travelled over 10,000 miles in the back of our pickup truck – which has a 6ft long bed. I have had a great time sailing it, very easy and fun and, despite the small mainsail, Tryst sails surprisingly well even in light winds. Tacks very easily, with absolutely no hesitation.*

*As a keen dinghy sailor I try to keep both outriggers out of the water, but when I'm feeling lazy I let them do the work and just sit back and relax, welcoming the extra security of the buoyancy 'out there doing it'.*

*One reason for making the outriggers a Vee shape is to reduce slamming and spray. Another reason is that, when heeled, the outriggers give grip to the water. This allows easy sailing on or off a shallow beach.*

*Tryst would be an extremely difficult boat to capsize. But, if it did, then it is small and light enough to pull up again without help. Simply stand on one outrigger, which will sink and the boat then rotates round the main hull.*

Finally, after many delays it was finished and we took it to Lake Cootharaba on the Noosa River where we camped for a few days with most of the family after Christmas. Matt was the 'crash test dummy' and went for a test sail in fairly blustery conditions while I watched apprehensively from the beach.

Part of my apprehension was about the sail and mast combination as I had used what I thought was too great a wall thickness for the aluminium tubes (50mm x 2.85mm wall thickness), due to the lack of availability of an alternative, making up the two-piece mast.

I did discuss the mast with the sail maker, Colin Quin. When I had the Argie sail made the sailmaker at the

time made the head of the sail fairly flat so as not to overpower it for child sailors. However, I asked Colin to put more power into the head of the sail on the assumption that the extra stability of the tri would warrant it.

The sail set nicely and as soon as I saw Matt tack without any problem I knew it was all good.

The next day the weather had calmed down so Grandpa (me) also had a test sail. The value of the extra stability of the trimaran was immediately apparent when a careless tack (my excuse: my old bones make me much less agile than I was in 1976) had me 'caught aback' with the lee outrigger completely submerged, but no swim which would have been inevitable in a monohull.

Anyhow the grandchildren all went out sailing and even the two eldest girls, who had previously been put off by the Argie, sailed it together. So, overall, a huge success.

Probably after a couple of glasses of wine with the evening meal I idly mused that the Argie might work as a trimaran. Matt pounced on this idea so I duly set to work.

I found the plans for the Argie buried in the filing cabinet so I was able to draw the cross-section at the bulkhead at the front of the centreboard case on both the Tryst and the Argie and it seemed to my amateur eye to look about right.

**ABOVE RIGHT:**  
Grandchildren helping at Argie's first sail.

**RIGHT:** Now a teenager, keen to sail the Argie tri.





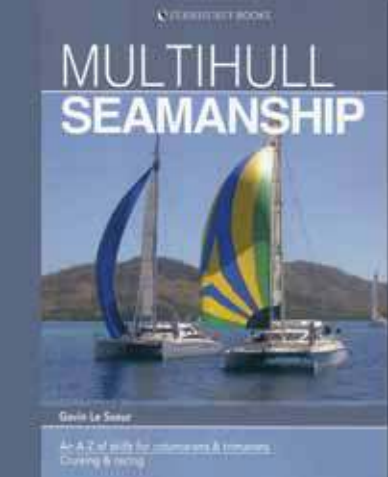
**TOP:** Preparing the modified Argie for first sail as a trimaran.

**ABOVE:** Testing outrigger immersion.

So I decided to use Richard Woods' Tryst design for the seats, cross arms and outriggers. I located the outriggers in the same relationship to the centreboard based on the assumption that if the centre of lateral resistance was okay for one it would be for the other.

I had to make some modification to the cross arms to compensate for the wider Argie, to maintain the same overall beam and height of the outriggers above the waterline. I also decided to bolt the assembly to the hull rather than permanently fixing it so that if it didn't work out, I could simply remove it, unlike my Tryst when I permanently mounted the seats to the hull. The Tryst and Argie differ markedly in the amount of rocker in the hull. The rocker of the outriggers matches that of the main hull of the Tryst, but the Argie has very little rocker so I had some doubt as to whether it would sail satisfactorily. I need not have worried as it turned out.

Again on a blustery day, at Victoria Point, Matt was the 'crash test dummy'. Before we rigged the mast and sail, we launched it so I could see how the boat was sitting in the water and also the height of the outriggers above the waterline. For stability I had my daughter sit on the seat at the gunwale, which would normally capsize the Argie, and it immersed the outrigger about 100mm, ie: half the depth of



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*by Dr Gavin LeSueur Illustrations by Nigel Allison*

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Returning from first successful sail as a tri.

the hull of the outrigger. I deemed this to be satisfactory so we completed rigging it up and Matt went for the sailing test. I was also apprehensive about tacking and gybing but there weren't any problems in various wind conditions.

Returning to the beach demonstrated another plus for the trimaran. Moving around, getting the centreboard and the rudder raised was no problem once the risk of a capsize is eliminated.

As for boat speed I am less interested. Having said that, I was quite happy with the Tryst which sailed at

a rewarding pace when the breeze picked up and the same for the Argie after the conversion.

A couple of modifications are likely to be made. The sail of the Argie needs to be powered up so I'll talk to the sailmaker. It is difficult to erect the mast through the upper hole when it is windy unless the boat is on its side, which is no longer

possible with the outriggers attached so I'll make a gate as I did with the Tryst.

Finally, having proven the concept I contacted Richard and confessed to my use of his plans and I have now made a payment for Consulting Services, so my conscience is clear.

If there is a moral to the story it is this. If you want to introduce young children to sailing then a small trimaran has to be seriously considered because the inherent instability of a monohulled dinghy can be very off-putting.

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2008



2 x 40HP Volvo  
Diesel Saildrives



2 Queen,  
1 Double

**\$550,000**



## OUTREMER 55

Brisbane, QLD | Patrick Darling 0418 887 911



2001



2 x 40HP Yanmar  
Diesel Saildrives



3 Queen,  
2 Single

**US \$950,000**



## ST FRANCIS 50

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2015



2 x 57HP  
Yanmar Diesels



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2002



20HP Suzuki  
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## ROGERS 10.5

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2003



20HP Yamaha  
Outboard



1 Single

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## SCHIONNING COSMOS 1320

Brisbane, QLD | Andrew Crawford 0402 345 245



2002



2 x 25HP Yamaha  
Outboards



3 Doubles

**\$450,000 + GST**



## SEAWIND 1250

Brisbane, QLD | Patrick Darling 0418 887 911



2010



2 x 29HP Yanmar  
Diesel Saildrives



2 Queen,  
2 Doubles



**\$149,500**



## ROGERS NORTH REEF 10

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2001



25HP Yamaha  
Outboard



2 Doubles,  
1 Single

**\$249,000**



## SCHIONNING WILDERNESS 1100

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2011



2 x 9.9HP Yamaha  
Outboards



2 Queen,  
1 Single

**\$595,000**



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2005



2 x Honda 30HP



5



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**2018 Lagoon 420**  
\$650,000 [Ex Tax; Ex Turkey]



**2010 Dragonfly 35 Touring**  
\$277,500



**2009 Lagoon 380**  
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**2019 Dragonfly 32 Evolution**  
EUR 340,000 [Ex Tax; Ex Italy]



**2007 Lagoon 500**  
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**2008 Lagoon 420**  
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Lying: Iluka, NSW \$375,000 AUD



2018 Fountaine Pajot Lucia 40 - "Mon Desir"  
Lying: Leros, Greece 389,000 EUR



1991 Grainger 40 - "Allegro of Southport"  
Lying: Sydney, NSW \$200,000 AUD



2016 Fountaine Pajot Saba 50 - "Lai Sea"  
Lying: Hong Kong \$798,000 USD



2010 Lagoon 440 - "6Gone"  
Lying: Auckland, NZ \$330,000 USD



2010 Fountaine Pajot Mahe 36 - "Skedaddle"  
Lying: Airlie Beach, QLD \$339,000 AUD



2007 Sunreef 58 Loft - "In the Wind"  
Lying: Phuket, Thailand \$935,000 USD



2009 Lagoon 440 - "Blue Wings"  
Lying: Phuket, Thailand \$360,000 USD



2014 Lagoon 400 S2 - "Runaway"  
Lying: Malaysia/Thailand \$390,000 USD



2014 Teknicraft 54 Power - "Tornado 2"  
Lying: New Zealand \$1,200,000 NZD



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SCHIONNING COSMOS 1320

# FULL PELT

**LYING:** Brisbane    **PRICE:** \$399,000





The Schionning Cosmos 1320 *Full Pelt* is no stranger to *Multihull World* magazine. At the time of its review noted sailor Barry Tranter described the boat as one that simply murders distance and does so in near-silence, with a very easy motion and negligible heel;

beating at 11kts on a quiet sea, or shy-reaching at 15kts. And that remains the case, indeed it is probably a better, more efficient boat now than when it was launched.

The port hull has the double cabin forward and a huge bathroom aft, with the shower in a separate room behind the toilet. The dinette easily seats six, eight with a bit of a squeeze. On the port side of the main

saloon is the navigation table. From the navigator's seat there is almost full vision forward. *Full Pelt's* galley has a three-burner stove and separate eye-level oven, extensive fridge and freezer space, and great storage and preparation area. Starboard houses a queen cabin and third cabin aft. Easily handled by one but able to carry many. A key feature of the design/build is the absolute uninterrupted visibility from saloon and cockpit.

Built by SJ MARINE in Perth as part of a limited run production series she has recently been fully refurbished with the best of materials, fixtures and fittings with new systems throughout. *Full Pelt* is almost the perfect balance of length, weight and comfort. Not a stripped out racer, she is able to carry a significant cruising load and sail when others are motoring and entertain comfortably. Wonderful new ground tackle system further demonstrates its pedigree as a performance cruising boat. Go far go fast go comfortable. Go *Full Pelt*.



contact:

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**andrew@multihullcentral.com**  
**www.multihullsolutions.com.au**

## 2010 FOUNTAINE PAJOT MAHE 36

# SKEDADDLE

**AUD \$339,000**  
**LYING: AIRLIE BEACH, QLD**

This superb 2010 Fountaine Pajot Mahe 36 is currently lying in the Whitsunday islands and ready to take her new owners on bluewater cruising adventures.

*Skedaddle* is the ideal catamaran for a couple with kids or entertaining occasional guests, with her two full-size owner's staterooms (one per hull) offering spacious queen-sized berths, plenty of storage and a large ensuite forward – unique for a boat this size and a fantastic use of space.

The Mahe 36 has plenty of living and entertaining areas in a manageable size for single-handed sailing. The saloon and cockpit on the Mahe 36 are on the same level, offering open-plan living and ease of communication between all areas including the helm station.

All sail controls return to the double helm station – no need to move forward when tacking and the simple, generous sail plan with an upwind area of 77m<sup>2</sup> creates a relaxing cruising experience. The Fountaine Pajot shipyard put a lot of effort into the design of this model which is now considered a reference for catamarans under 40ft.

*Skedaddle* is currently in charter in Airlie Beach and is in 4C Survey for a maximum of 6 pax. The boat is professionally maintained with regular services on all equipment, and a recent valuation an independent surveyor resulting in an overall rating of 'Very Good Condition'. *Skedaddle* can be retained in charter for her new owners to continue benefitting from forward bookings with charter companies, or released from the arrangements to be sailed on privately.



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# 2018 LAGOON SEVENTY8

## MOTOR YACHT

€4,370,000





**Galaxy Big Sister or 'GBS' is arguably the highest specified Lagoon SEVENTY8 ever ordered and is now offered for sale in Sydney by YOTI Multihull.**

The Lagoon SEVENTY8 is the new flagship of this magnificent brand. This Lagoon SEVENTY8 was commissioned by a very experienced Australian family who have previously commissioned one of the world's most successful 56M super yachts. With a staggering 4000nm range and carrying 8500L of fuel, this catamaran is perfect for stable, safe and luxurious bluewater exploration. A fully crewed and professionally managed vessel from launch, *GBS* has had no expense spared in her commissioning and ongoing upgrades and management.

Production took place at CNB Lagoon, Bordeaux, the world leader in catamaran production with moulding and completion taking place in the new purpose-built facility. In October 2017 she was pre-commissioned in France, before final commissioning took place and she was handed over in Sydney, Australia in January 2018.

From initial order to build, custom installations, commissioning and aftersales, TMG provided a consistent solution for her owner and an ever-available touchpoint for the full-time captain and crew. Allowing for the owners to get on the with serious business of fun, adventure and entertainment.

A special vessel deserves a special owner. *GBS* was commissioned by an Australian business magnate, a seasoned owner of superyachts around the world. Her new owner can be confident that there has been no expense spared in the preparation, and equipment specification onboard.

The challenge is to find another vessel in production today that delivers;

- 4000+nm in range
- 19kts top speed
- Comparable in area and volume to many 35M monohulls.

With the surge in popularity for power catamarans and the subsequent levels of global demand, the 78MY production in Bordeaux is now sold out until the end of 2021. With only four others on the water today, this represents an opportunity to purchase a unique and in-demand product, available now and for an approximate saving of 2million AUD on a like for like replacement.



YOTI is a strategic partner of The Multihull Group (TMG), which positions the company as the brokerage arm for the group. For further information contact:

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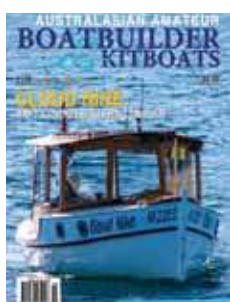


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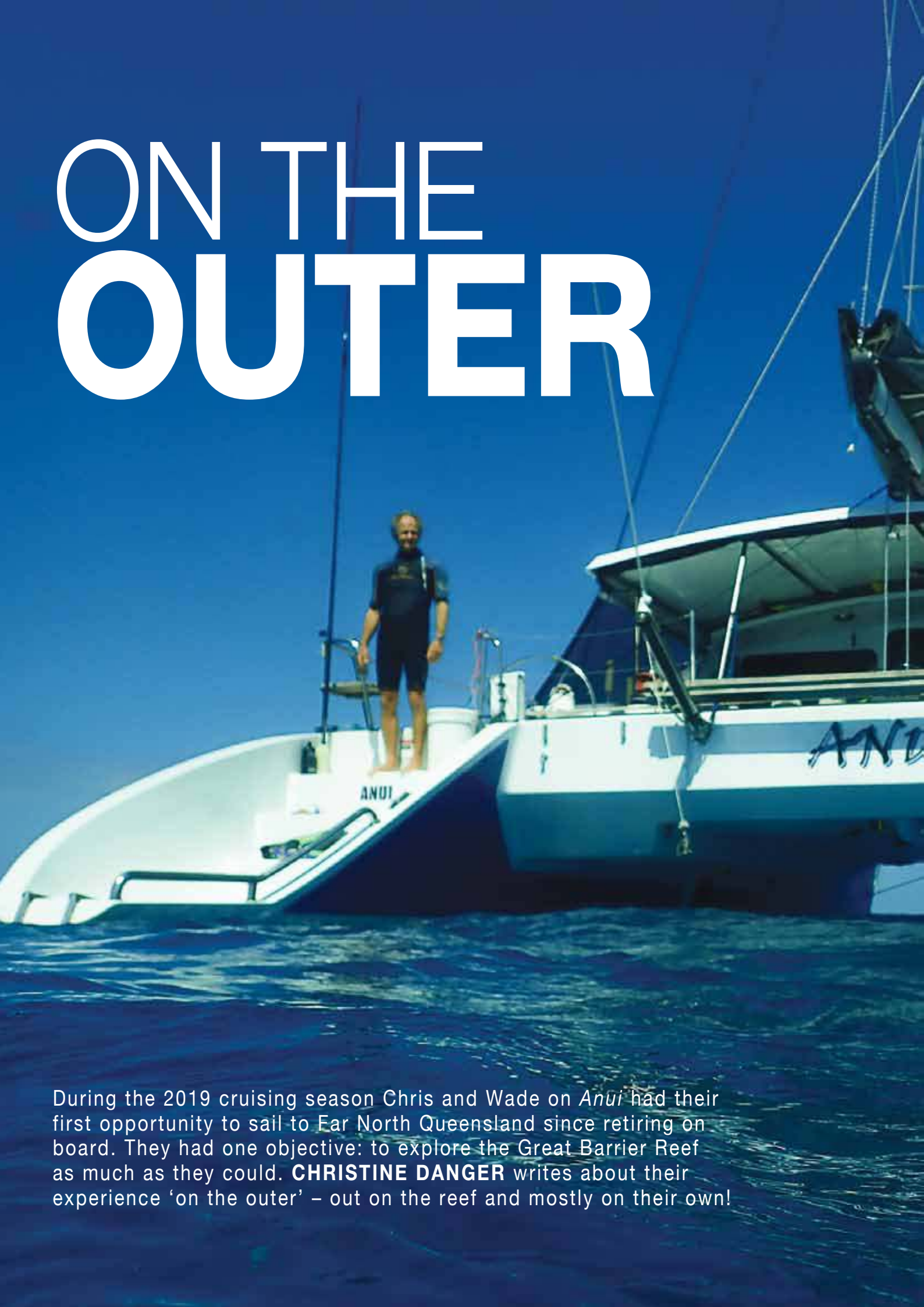
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# ON THE OUTER

A full-page background image of a sailboat named 'Anui' on the water. A man in a black wetsuit stands on the deck. The boat's name 'ANUI' is visible on the hull. The sky is clear blue and the water is a deep blue.

During the 2019 cruising season Chris and Wade on *Anui* had their first opportunity to sail to Far North Queensland since retiring on board. They had one objective: to explore the Great Barrier Reef as much as they could. **CHRISTINE DANGER** writes about their experience 'on the outer' – out on the reef and mostly on their own!



Getting ready for a dive off the boat!

We have always thought that being at the Reef in strong conditions is not something we want to do: uncomfortable, a little scary, and you don't get rewarded for your bravery with the crystal clear, calm waters you need for beautiful snorkelling and underwater photography. But 2019 was not a calm season, so much so that we did not see many other boats out there! We are not sure whether it was the stronger winds than usual keeping cruisers close to the coast, the Shaggers' Rendezvous on Gloucester Island attracting over 200 cruisers, but we spent a lot of time on the outer – on our own away from everybody, as well as at the Outer Reef off the beaten track.

From May 1 to October 30, 2019, we spent 43 days at the Middle to Outer Reefs. It may not sound like a lot: 43 out of a possible 184 days, but the rest of the time we were still floating or sailing along the Great Barrier

Reef, just closer inshore! We are keen snorkellers and underwater photographers, and have the best time engaging in our passion in the crystal clear waters of the Reef.

But the two big challenges with spending time at the Reef are picking the right weather and finding a safe spot to stop at. We did lots of exploring during the 2019 season and found that a combination of settings worked for us.

## THE RIGHT COMBINATION FOR US

Everyone will tell you that at over 15kts of breeze, it gets uncomfortable out at the Reef: you get tossed around and there is little protection, especially at high tide when several metres of water cover the reef flat. In trade wind season the south-easterlies blow fairly relentlessly, which also happens to be the time when most cruising yachts head to the tropics. What we found in 2019 was that the calm days below 10kts were few and far between. So much so that if we wanted to see the Reef, we had to put up with less than ideal weather conditions. When we look back at our cruising notes and tally up the days they show that between the beginning of May and the end of October, we had 16 days of calm conditions with less than 10kts of breeze. The rest of the time it was blowing at 15-20, with peaks at 25-30. Our notes also show that most of the time we spent at the Reef was in 15-18kts. Bear in mind we are on a 52ft cat. It moves in the chop, but not as much as smaller cats or monohulls. So we became adept at looking for spots offering the best protection possible for those prevailing conditions. We found that the middle to outer reefs, with a sand cay, a public mooring, and within 30-40 miles of the mainland for easy returns to shelter, offered us the best combination.

If you look at a map of the Great Barrier Reef, particularly as you head further north of Townsville, the GBR gets closer to the coast. Off Cairns and Port Douglas for instance, the furthest offshore you have to travel to be at the outer reef is 30 miles, whereas down south, you may have to travel 90 miles – to the Swains for example.

The very inner reefs and fringing reefs around islands close to shore are badly affected by coastal run off, often covered with filamentous algae, with hardly any coral left even if there is still



**TOP:** What lurks under our hulls!

**ABOVE:** Found another public mooring!

some fish life. The water is turbid and clarity poor.

The very outer reefs offer the best water clarity and therefore visibility underwater, show no detrimental effect from coastal runoff, and there is limited rubble from cyclone damage. Corals might not be as dense as they used to be, but they are healthy or recovering and you still have the option of a relatively quick return to shelter if the weather turns. Add a green zone, where no fishing or take is allowed, and you find more fish life which is also less nervous about human presence.

Another aspect we noted was that the more central reefs have the advantage of offering slightly more protection because of the layering effect of a reef within a reef. For instance Michaelmas Reef sits in the shelter of Arlington Reef.

Then add a sand cay and although these islets are only two or three meters above sea level, 10 or 12 if they are vegetated, they provide an extra break from swell and chop.



**TOP:** The clarity of the water and variety of corals at the outer reef is extraordinary.

**ABOVE LEFT:** Steephead parrotfish produce much of the sand at the beach!

**ABOVE RIGHT:** Beautiful gorgonian fans, adorning the reef.

## ANCHORING VS MOORING

Once you find the spot, should you anchor or do you pick up a mooring buoy? There is a bit of debate among cruisers as to what is the best when at the reef. Some would rather use their own ground tackle, knowing exactly the state it is in. But as far as we are concerned, the enemy at the reef is getting your anchor chain caught on isolated coral heads. You might be able to manoeuvre the boat around to get the chain free, but you might not, and if this happens in really

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deep water, you need diving gear to get freed up, unless you can free dive – which we can't!

If we can find a large enough patch of sand, free of coral heads and not too deep, we anchor. We tend to look for a location in 6-10m of aqua water over sand at high tide, crystal clear so we can see the bottom, and put out 30-60m of chain, and then we dig in the anchor by reversing hard and we set our anchor alarm. You don't want to drag at the reef! When we do find a spot, we mark it on our GPS for future reference. And to be sure to be sure, we dive down to the anchor to check the bottom.

But on the whole, give us a public mooring buoy any time! The Great Barrier Reef Marine Park Authority have installed quite a number of public mooring buoys, colour coded to show their class (maximum length of vessel and maximum wind speed limits). We use the green or blue moorings, which are also the most numerous. They are regularly maintained, they are often close to the best dive spots and close to the reef wall. They are generally worry free and are there to protect the coral from anchor chain damage. I say generally,

because we have had one instance when a poorly spliced loop gave way in the night at Norman Reef. We realized fairly quickly as our anchor alarm on our AIS sounded when we started to drift out of our safe circle. Here is a hint: even on a mooring, use your anchor alarm. It might save you from serious trouble, as it did for us. But despite this incident, we always favour the public mooring buoys over anchoring. We don't hook on blindly; we systematically dive on the mooring to check its condition. To find out about public buoys locations, go to the GBR Marine Parks website <http://www.gbrmpa.gov.au/access-and-use/moorings> and download the PDF for the region you are interested in.

### HOW WE SEARCH FOR GOOD SPOTS!

There is not really a guide to refer to about the Reef. To search for good spots to explore we rely on:

- The Great Barrier Reef Marine Park charts
- The Public Mooring Access PDFs for different regions
- Google Earth for Satellite images



**TOP:** Our favourite at a Reef: a mooring buoy, a cay and crystal clear water.

**ABOVE LEFT:** Taylor Cay – a great spot for snorkelling off the beach and playing castaway.

**ABOVE RIGHT:** Crystal clear waters and vibrant corals at Wheeler Reef.

- MotionX-GPS phone App for Satellite images, routing and waypoints
- Navionics Charting Software for charts, routing and waypoints.

## WORD OF MOUTH FROM OTHER REEF EXPLORERS

Because typically you don't have much internet at the Reef, it takes some preparation ahead of leaving the coast. We scout around, get on the internet and search for information on various reefs, download aerial pictures or take screen dumps of satellite images for areas we are interesting in exploring, mark spots on the apps. If we find there is a public mooring there, there is no holding us back. But for more remote spots or less frequented ones where you will have to anchor, the satellite images help you work out the layout of the reef, the look of the sea floor, whether there are patches of sand big enough to drop the pick in away from bommies and at what rough depth.

Whenever we meet cruisers at the Reef, we tend to exchange information. We rarely ask or give precise GPS anchoring coordinates. But the few people you meet out there are keen reef hoppers like us. We readily share general information about the attractiveness of certain reefs, their accessibility and ease of anchoring at. And that is sufficient to put in the planning mix.

And then it is a matter of going there!

## FIVE REEFS WORTH VISITING

Now that we have revealed all our secrets for staying 'on the outer', you can scout the charts and go exploring. We will even share with you our top five locations in North Queensland, listed from the southernmost to northernmost. So let the reef hopping begin!

### WHEELER CAY AND REEF

Easily accessed from Townsville and Magnetic Island, Wheeler is a small oval reef with deep water all around and a patch of clear sand in the centre, which turns out to be a shy little cay appearing at low tide. There is one public mooring in about 13m of water and only about 20m away from the reef wall, so perfect for snorkelling right off the boat.

Although less colourful than Keeper, at Wheeler Reef it is the isolated coral pinnacles and the deep gutters patrolled by some big fish that held our interest. Trevallies, giant sweetlips, Maori wrasses and mackerels were there, reminding us we were well offshore.

### KEEPER REEF

Located offshore of the Palm Islands, North East of Townsville, Keeper Reef is very aptly named. We loved it and declared it a real keeper! A few small boats were



Not a bommie in sight, anchored in 6m of crystal clear water.

there fishing, but did not stay the night, however the one and only public mooring was vacant, so we hooked onto it. We arrived at mid tide and laid a track through to the buoy to make it easier to leave early the next day. There is a maze of bommies and when you move before the sun is high in the sky, it is hard to see where the safe passage is.

Keeper is an interesting reef with an elongated shape and multiple long bommies and trenches along the reef flat. It is easy to get lost literally and metaphorically as it is divided by gutters and ledges which create an underwater labyrinth with incredibly beautiful, healthy coral gardens. The water colour was particularly blue and crystal clear, probably because of the bright sun as well as the very light breeze for several days. These were dream like conditions. If you explore at mid tide it allows you to drift atop vibrant coral gardens, whereas at low tide you might choose to meander around different sets of bommies. You could easily spend a few days at Keeper, exploring along the length of the reef. What was most striking there was the clarity of the water – 30m plus of visibility – the brightness and intensity of colours.

### TAYLOR CAY AND REEF

Some 30 miles east of Dunk Island, Taylor reef is a stunning spot. We were lucky to be there on one of those rare calm days and the graduation of colours from ultramarine to turquoise was to die for! It is one of those 'pinch ourselves, we are really here' spots. Anchoring at Taylor Reef is stress free in 7m of aqua water over sand at high tide, with a large area totally clear of bommies. There is a sizable cay which attracts a lot of sea birds such as black-napped terns, brown boobies and noddies. With the reef being in a green zone, you can see the effect on the marine life: abundant fish species and not too worried about people. But what is most striking at Taylor Reef is the

attractive coral gardens. More than at any other reef, you will see many odd dwellers such as the tunicates and the crinoids as well as the beautiful red gorgonian fans. An interesting fact shared with us by locals from Mission Beach is that Taylor Cay exchanges sand with nearby Beaver Cay from year to year. At times Taylor

pretty, others like the green humphead parrotfish only a mother could love! There is a maze of trenches where a multitude of big and small fish patrol. It is great fun to swim along these gutters; sometimes you get through to different areas, other times you reach a dead end and have to turn around. The seascapes are stunning.

And all this in the middle of a huge expanse of hard and soft corals. What a treat! And no rubble, no bleaching, no crown of thorn starfish.

### FLYNN REEF

One of the outer most reefs on the edge of the continental shelf and the Coral Sea Trench, Flynn Reef is one of our favourites. We spent several days there. Because of its location, it feels remote, wild; it feels deep, immense; it feels different from every reef we have been to with its great visibility and dramatic underwater seascapes. It is the sheer size of what you are navigating through that seems most striking here: huge boulder corals, terraces of coral plates, deep trenches, big drops, and all surrounded by deeper water. You do have to dive down further, but it is so worth the effort. And the water is so blue and so clear. There is one public mooring and several tour operator moorings. Anchoring is in deep water – 18m – so it is best to pick up a buoy.

With hundreds of individual reefs along the Great Barrier Reef, there is much to discover. We are totally hooked and hope we will have many years of exploration. We hope too that this article will inspire you to spend time there, even if the conditions are not ideal. It is so worth the effort and it might not be there forever.

As Jacques Cousteau once said: *"The sea once it casts its spell, holds one in its net of wonder for ever"*. One last thing: we think it should be compulsory for every single politician and policy maker to go snorkelling on the Great Barrier Reef because it is hard to imagine not wanting to do everything you can to protect and preserve it once you have spent time there.



**TOP:** Bliss: a rare calm day, anchored at the outer reef.

**ABOVE:** Wheeler Cay, another great spot for playing castaway.

Cay disappears all together at high tide, while Beaver Cay expands ... When we were there it was Beaver Cay which played shy and only poked its sandy head out at low tide.

### MILLN REEF

About 30 miles east of Cairns, on the outer reef, is the absolute splendour of Milln Reef. The colours at low tide are just mesmerising. If you are lucky there is a free mooring when you get there, or you can squat on one of the tour operators' buoys. We went to Milln Reef several times and were generally on our own, apart from the occasional dive boat visit. Anchoring is in deep water: 18m plus, too deep for our liking. But tour operators have several moorings, which can be used if they are vacant.

What we found there were lots of BIG fish: some colourful and

Chris and her partner Wade Bishop have been sailing on catamarans of various sizes for about 20 years, cruising Bass Strait, Tasmanian waters and Australia's east coast. In July 2017, they finally retired, and are now sea wanderers, living on board their 'last' catamaran, *Anui*, a 52ft Crowther. Follow their adventures on [www.sv-anui.com](http://www.sv-anui.com)



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