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OUTREMER 4X LIGHT WIND ASSASSIN

M-SERIES
TRIMARANS

LAGOON 40
PETITE PERFORMER

ISSN 1835-7989



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2 OUTREMER 4X LIGHT WIND ASSASSIN

GENERAL

12 YOU'RE UNDER ARREST



20 LAGOON 40 PETITE PERFORMER



38 NEWS FROM THE SHED PATHFINDER POWER CATS

58 WESSEL VESSELS AS WE CATS CALL OURSELVES

67 LAGOON 42 EUROPEAN PICK UP REVIEW

74 SCHIONNING CATS LAUNCHED ALL OVER THE WORLD

TRADES / FOR SALE

86 TRADES/SERVICES

75 PRE OWNED MULTIHULLS FOR SALE

RACING



16 SEAWIND PITTWATER REGATTA FULL OF SURPRISES

52 MULTIHULL SOLUTIONS LOCK CROWTHER MULTIHULL REGATTA

70 THE FASTEST DUNK ISLAND CIRCUMNAVIGATION

DESIGNS

32 ORAM 32R SAILING CAT

46 M-SERIES TRIMARANS

CRUISING

89 PARADISE FOUND FAR NORTH QUEENSLAND

PRE-OWNED BOAT REVIEWS

80 LIGHTWAVE 38 BRAHMINY

83 2018 LAGOON 42 SABELLA

84 2018 FOUNTAINE PAJOT LUCIA 40 MON DESIR

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OUTREMER^{4X}



LIGHT WIND
ASSASSIN



In 2018 the Outremer 4X became the first production catamaran to race in the famous singlehanded Route du Rhum from France to Guadeloupe in the Caribbean and it placed a very respectable fifth, just behind the world famous multihull racer Loick Pyeron who in fact helped develop the 4X.



LEFT: New Outremer 4X *Puffin* just after arrival in Australia.

TOP: Loick Peyron had input on the Outremer 4X design.

ABOVE: Cockpit and helm positions.

However you would be mistaken to think that the 4X is designed as an out-and-out race boat ... afterall how many race boats have two heads, three cabins, luxurious fitout and large lounging and entertaining spaces. No the 4X is not a high performance race boat, it's a high performance cruising boat that just happens to impress on the race course.

But why bother going to all the trouble and expense to make a cruising boat high performance? What's the hurry anyway? Afterall going cruising wasn't meant to be in a rush right?

We catch up with new 4X owner, Doug Hibberd, who just took delivery of his new boat that recently arrived in Australia who intends to go cruising around Australia and the South Pacific with his family on board the Outremer 4X *Puffin* to ask these very questions and understand why he ended up with a 4X.

"I really love sailing in light winds," explains Doug as we cast off the lines on *Puffin* for a sail outside of Newcastle Harbour, "It's just easier on the crew and boat when the conditions and sea state is light".



TOP: 3Di genoa with stay sail on deck.

ABOVE LEFT: Genoa unfurled.

ABOVE RIGHT: Electric winch for furler with remote heel pedal.

We are heading out for *Puffin's* first sail since it arrived in Australia after being shipped from Genoa in Italy, after a couple of months sailing around the Med on its shake down cruise. Doug previously owned an Outremer 5X (60ft) that he sailed throughout the Med and before that a Catana 471 which he and his young family sailed from Australia extensively through Asia. Doug was injured in a motorcycle accident during their preparations to cross the Atlantic on his 5X which took him out of action for six months and closed his window to sail back to Australia and meet work and school obligations for his kids, so he readjusted and downsized to a 4X to eventually sail with his wife Robin from Australia. With his crew mates now in high school and uni, a big boat like the 5X was overkill but the 4X was perfectly sized for he and Robin.

"Any boat will sail in 20kts, but I'm more

interested in sailing in 10kts," Doug says passionately, "I'm doing wind speed in 8kts of breeze ... it's magic, and I'm sailing when many other boats have to run their engines".

Consider what the sea state is like in 8-10kts of breeze ... it's comfortable. Compared to 20+kts which is when it gets lumpy, bumpy and uncomfortable for everyone onboard. When you have a family onboard to keep happy, comfort is a very important factor to the overall enjoyment of the experience. This seems to be a repeating theme with Outremer owners who are out there crossing oceans and sailing the world. This was best put by Outremer 5X owner Urs Rthcr in on an online post recently, "One reason I have an Outremer is to avoid serious bad weather."

So how do you achieve efficient sailing in light winds with a comfortable cruising platform? It comes down to a combination of keeping displacement at a minimum and a good sail wardrobe combined with an efficient hull.

The Outremer 4X has a light ship displacement of 8.2 tonnes which at 48ft is considerably less than other similar sized cruising cats which commonly approach 20 tonnes. The light displacement is achieved by using carbon fibre through the bulkheads, saloon roof, and a carbon mast amongst other weight savings here and there. With Outremer's sister company Gunboat just across the road, they borrowed some GB technology and even installed thermo-formed foam sandwich construction which in effect, removes excess resin from an already optimised resin infused layup process. This



TOP: Genoa sheeting with barber haulers back to the helm.

ABOVE: Winches at helm with main halyard, genoa sheets and reef sheets.



NEX

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FROM TOP:

Spacious interior with galley near cockpit.

Comfortable queen beds in each stern.

Galley functional and accessible.



Lightweight stowable shade.

is not a standard inclusion on the 4X but the Route Du Rhum boat experimented with this process and with a weight saving of approximately 400kgs, Doug didn't hesitate to opt for this.

Lithium batteries consisting of 2 x 180 Ah (5,000W) in combination with a solar panel package made up of 3 x 118W walk on panels on the roof and also 4 x 150W on the davits totalling 954 Watts and two 115 amp alternators, eliminates the need for a generator.

Puffin has a beautiful set of North 3Di moulded sails onboard. A 68sqm square top mainsail with three reef points, plus a 55sqm furling genoa. Taking full advantage of the standard carbon compression beam that extends to a bowsprit, the boat also features a self tacking 26sqm stay sail and a 12sqm storm sail. For reaching there is a Code D furling gennaker and downwind a 120sqm symmetrical spinnaker with a sock.

On deck the main helm with wheel is located on the port side with an electric winch for the main halyard, main sheet and a secondary manual winch to trim the genoa and add reefs all from the helm. Further to this there is a third winch which is also electric with a neat foot pedal remote control to furl in the genoa, essentially making the boat singled handed to operate. This same winch also helps with trimming the spinnaker or Code D, plus raises the



daggerboards which help with upwind pointing and can be raised to reduce downwind drag.

Beyond the primary helm which will soon have an 'Aussie' shade cover, you have the twin tiller helms that Outremer are famous for, allowing you to sit in comfort with full visibility and enjoy the pure thrill of sailing as you get the boat in the groove.

This level of performance optimisation really appeals to sailors who have spent their life looking for that extra

ABOVE LEFT: Ample cockpit seating.

ABOVE RIGHT: Solar panels on davits.

knot of boat speed and feel at ease when they can turn the motors off. If you are a motor cruiser there are plenty of other options out there for you.

But to reiterate an earlier point, this is not all about performance. The boat has a very stylish European



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designed fitout, several very comfortable beds, nice galley and plenty of seating both in the saloon and cockpit for both cruising and entertaining. Plus with all the benefits that a cat offers with stability and low draft. But unlike other high performance cats on the market, this boat is a true production cat, with factory warranty and backup via an international network of dealers, high resale value and a 35 year heritage of building boats.

The Outremer 4X without the performance enhancements is known as the Outremer 45 as featured on the famous Sailing *La Vagabonde* YouTube channel, which is also a very respectable performance cruising catamaran in its own right.

For further information on Doug's Outremer 4X, be sure to follow his online blog at **www.sailpuffin.com**

For further information including pricing contact brent@multihullcentral.com or visit **www.multihullcentral.com/outremer** or call **1300 852 620**.

SPECIFICATIONS

Architects	Barreau/Neuman
Design consultant	Patrick Le Quément
Interior design	Darnet Design
Length	48ft
Beam	23.3ft
Draught	3.3 / 6.6ft
Bridgedeck clearance	3.0ft
Air draught (without antenna)	66.9ft
Displacement	8.2 / 11.1t
Sail plan	
Mainsail	69m ²
Genoa	55m ²
Genaaker	115m ² (optional)
Spinnaker	150m ² (optional)
EC approval	8 / 16 p
Engines	2 x 30 cv



LEFT: Walk on solar panels.

BELOW: The Outremer fleet.



45

4X

51 seaworthy, efficient, comfortable

5X

7X



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outremer
SERENE PERFORMANCE

YOU'RE UNDER ARREST

I story **MARCEL VAARZON-MOREL**

Arresting a ship in maritime law is relatively common using the Federal Court in Australia and marshals who are well versed in this procedure however; arresting a yacht is rare especially when the vessel is underway. The tale I am about to tell is worthy of a movie as it involves lost love, deception, a lot of expense and sleepless nights.

The ink has not even dried on this script as the vessel, a sea going cat heads to the most northerly point of Western Australia, and the last customs clearance point. To set the stage for final act in this saga, on arrival the captain should make her way to the customs office to finalise clearance but little does she know that the local police and border control will be serving her with a warrant for the arrest of the vessel.

So how and why did this all end up here? well it all started with my client falling in love with a lady on a dating site. What followed next was a six-month whirlwind romance with the lure of adventure on the high seas being dangled before my client's eyes. While my client had no sailing experience his lover was a highly skilled sailor and carried international seamanship certificates as she was not an Australian citizen. A shockingly bad loan contract was drafted and entered into with my client lending a significant amount of money to his partner so she could purchase the vessel. Shortly after taking delivery of the yacht the relationship ended along with the sailing dream. This is where the nightmare started.

The loan contract my client had entered was diabolical, as the terms did not protect my client. It allowed for the re-payments to always be 28 days in arrears; often paid with minutes to go before the midnight deadline. Additionally, the vessel needed to be insured with my client as an interested party and that never happened. To add salt to the wound, the captain and her ex-partner demanded that my client pay for registration, repairs to the vessel and insurance on the false basis that if he did not do this he would risk losing the vessel. While this sounds outlandish, you have to remember the marine world was completely unknown to my client.

Just when you thought it couldn't get any worse, the previous solicitors had improperly commenced court action costing my client a significant amount of money. In an attempt to rectify the situation we redrafted the claim, as best we could, given the situation and sought an urgent injunction. However, while the primary judge granted our orders the following judge ignored them leaving the original claim in place. At this stage, we had no option but to immediately cease the claim as the original supporting affidavit, previously drafted, actually mislead the court. It was clear from these proceedings that the second judge who heard the matter had no knowledge of maritime matters and despite having the power to assist our client, failed to do so. That night our client, feeling pretty rejected, surfed the web finding a scathing parliamentary report on incompetent judges, which assisted him to understand what had just occurred in his matter.

Several months passed before we were contacted again and the situation had become even more serious. The vessel was situated somewhere in the Dundee Beach area south of Darwin and we knew the captain's visa was ending. Additionally, my client had learned the vessel had been reflagged but he did not know the new jurisdiction. My client was concerned the vessel was leaving Australian waters and it was not insured. Following the contract rules a letter followed by a notice, seeking the insurance details or alternatively the return of the vessel to be sold, was served. Finally, on the last day just before the close of business we received an email from the unscrupulous captain that admitted the vessel was uninsured allowing the next stage.

We immediately swung into action and finalised the writs and warrants required seeking an arrest in rem, which is arresting the vessel and holding it accountable for the breach of contract. Marking the documents urgent they were stamped and the marshal contacted. This is where the real cat and mouse game starts and highlights the need for a solicitor to have sailing, navigation and weather experience as well as an understanding of customs and border force surveillance processes.

Working with my client we quickly realised the vessel had left port. We had called the marinas and had contacted the port authority as well as having a colleague do a visual of the port. At this stage we had no idea as to the captain's intention apart from believing she would need to depart Australian waters shortly. So the hunt was on, however for safety reasons the vessel would not be bordered while underway meaning we would have to wait until she docked. We then sought customs assistance who notified clearance had not been granted due to certain documents not being provided by the captain. The marshal had also been in contact with customs and clearance would not be granted thus setting the stage for the final arrest.

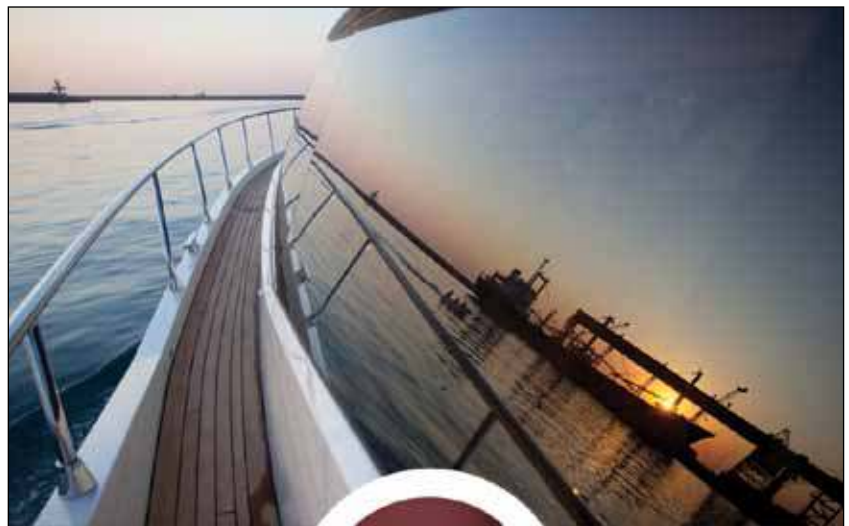
However, the vessel's position was still unknown as it was not showing on AIS and this is where border force surveillance came into action. After providing as much information on the vessel and the skipper we found out, through the marshal, that the name of the vessel was not what we thought, it had changed for a third time without informing our client. In essence the vessel was invisible to our client who had access to AIS vessel tracking and if it was to leave Australian waters the vessel could never be seen or found. Additionally, to add another level of deceit the captain knew our client was monitoring certain social media sites and while heading north was posting messages that she was on her way to Perth. Little did the captain know that our client had found advertisements for crew to sail to Singapore and that we now knew the new name of the vessel and its flag, thus were able to track the vessel's every movement along with border force, customs and by aerial surveillance.

The waiting game continued as this vessel slowly tracked north stopping at different islands overnight. In the meantime we kept in constant touch with the marshal who was busy ensuring all arrangements were made including the return of the vessel by professional sailors. Once the vessel was returned to the designated port it would be held by the marshal under surveillance at a

marina that had restricted access until the 21 days had passed, allowing the captain to enter a defence to the arrest. However, any defence will be problematic for the captain as it means she personally will be responsible for all the debts incurred.

In essence the moral to this story is to not be led by your heart when it comes to boats and lending large sums of money to fulfil a dream and that proper legal advice should be sought from marine lawyers thus this story would not have been told.

The positive part to this story is that while our client has incurred significant cost finally he has taken control and is now empowered. Eventually the vessel will be sold and what could have been a complete loss with vessel disappearing overseas will only be a partial loss and an expensive lesson learnt.



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PRODUCTS

NEW 254MM SHURHOLD BRUSH COVERS GROUND, SAVES TIME

Washing a large expanse of deck and hull takes time, especially when a second tool is needed to get at tenacious dirt and grime. With Shurhold Industries' new 254mm Soft/Medium Combo Brush, it's easy to cover a lot of ground while saving time, using only one tool.



The versatile 254mm Soft/Medium Combo Brush has a ring of long, soft fibers that are perfect for gentle washing. It pulls up lots of soap and water, saving on dunking time. When tougher scrubbing is needed, shorter, stiffer bristles hidden within the longer ones come into action by simply pushing down harder on the handle.

Unlike some deck brushes, the 254mm Soft/Medium Combo Brush is made to last. The bristles are deeply embedded into the wooden head and are slightly splayed to get into crevices. A surrounding rubber bumper protects knocking into fittings and windows. A video is at bit.ly/ComboBrush.

Part of the innovative One Handle Does It All system, the 254mm Soft/Medium Combo Brush simply snaps onto any of Shurhold's fixed-length or telescoping handles. It makes changing any of the company's 40 attachments as simple as pressing a button.

Dedicated to educating boat owners, Shurhold provides key tips for boat value preservation at www.shurhold.com. Inventor of the One Handle Does It All system, Shurhold manufactures specialty care items and accessories to clean, polish and detail.

www.shurhold.com

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Everyone knows that musty, dank odour. It's a sign that mold and mildew have taken hold. Worse yet, it signals that damage such as rust may be happening. It's easy to eliminate the humidity that causes these problems with Air-Dryr from Davis Instruments. Perfect for boats, RVs, vaults, small rooms and storage units, it's inexpensive 24/7 insurance against the ravages of moist air.

Using Air-Dryr is as simple as plugging it into a 110/120V outlet. Placed low to the ground, it draws in cool, moist air via convection and warms it to above dew point. It has no switches or moving parts, so operation is completely silent.

Air-Dryr is safe to use and can be handled when plugged in. A thermal cutoff switches off the device in case airflow



becomes blocked. UL Listed, its housing is built from rugged polycarbonate for a long service life and the occasional hard knock.

Two sizes are offered. Air-Dryr 500 has a 70 watt heating element and handles up to 500 cuft, yet draws only 0.6 amps. It measures 36cm L x 13cm W x 11cm H. With a 130 watt heating element, Air-Dryr 1000 takes care of up to 1,000 cuft of space. Drawing only 1.1 amps, it's 34cm dia. x 11cm H.

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Cellular connectivity has become so ubiquitous it's a challenge to go without it – even on a boat. Glomex's innovative weBBoat 4G Lite Internet antenna receives 3G/4G cellular and Wi-Fi signals up to 24km away, amplifies them and becomes a safe, personal hotspot. Up to 24 devices can connect simultaneously for everything from entertainment to navigation.



weBBoat 4G Lite has an integrated SIM card slot to take full advantage of cellular coverage areas while reducing roaming costs. Inside the compact 140mm W x 200mm H radome are three antennas: two for 3G/4G cellular reception and one for Wi-Fi. The internal router has an Ethernet LAN port for direct wiring of a networked device.

Using weBBoat 4G Lite couldn't be easier with the free Android and iOS Glomex apps. Users set up the device, and monitor and control the SIM card. Additionally, the apps log performance data and automatically download firmware updates.

Installing weBBoat 4G Lite is plug-and-play. It requires a 10–30V DC power supply. Mounts are available from Glomex to suit almost any marine application.

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Seawind Pittwater Regatta



full of surprises ...





The Seawind Pittwater Regatta served up a weekend of fun filled activities and diverse experiences, making it one of the most enjoyable weekends in the regatta's history that has spanned over 21 years.

Hosted by Seawind distributors Multihull Central on the October 25 and 26, the fleet of Seawind owners and their crew members enjoyed a weekend of competitive but fun racing that had extreme conditions, ranging from 4-40kts thanks to a strong westerly wind the hit during the day.

This gave the fleet an opportunity to test both their light wind sailing skills and tactics, through to heavy weather reefing prior to the third race eventually being cancelled. Guests who joined the regatta were super impressive with how the Seawinds handled the varied conditions.

But the weekend certainly wasn't all about racing, with time in between for a raft up, lunch and swim before a blind dinghy race from the beach which had spectators splitting their sides with laughter.

The after hours events were hosted from the picturesque and remote Coaster's Retreat anchorage

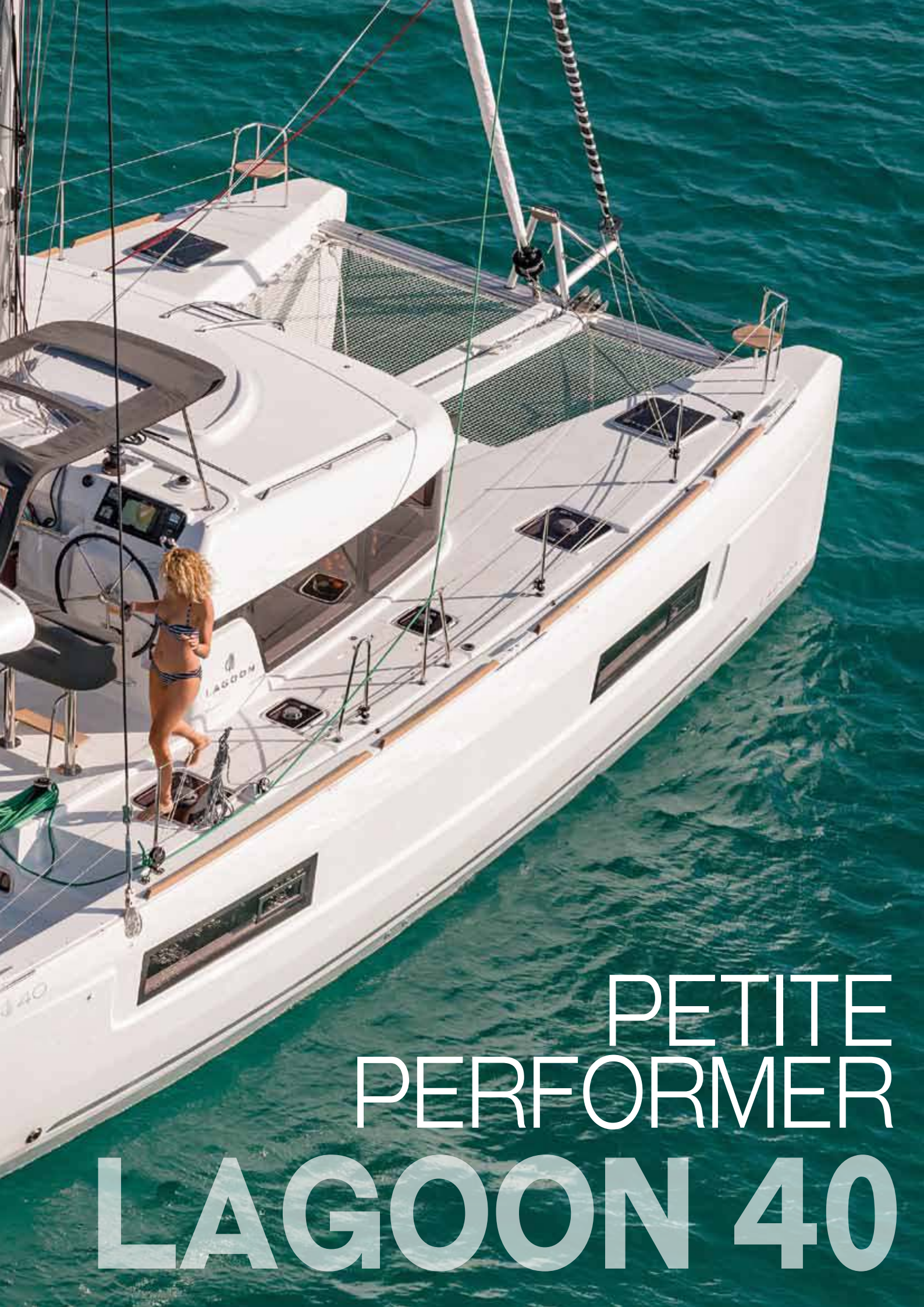


nestled against the sands of the Basin camping ground inside the Ku-ring-gai Chase National Park. Here a large marquee was transported in by barge which hosted two parties over the weekend with gourmet food served while the crew caught up and shared a cold drink surrounded by beautiful Norfolk Pine trees.

The crew from each boat were tested with onshore challenges too, including a knot tying competition, nautical trivia and best dressed crew with a Gilligan's Island theme that added some colour and evened the playing field for those who prefer to cruise than race.

The regatta confirmed that the community of Seawind owners is alive and well with plans already being made for next year and other events.





PETITE
PERFORMER
LAGOON 40

Families looking for an entry-level catamaran that can sleep up to six, yet not break the bank of Monte Carlo could do well to check out the Lagoon 40, reports **KEVIN GREEN.**



Entry-level models have a big responsibility, as they get buyers in and perhaps one day those same buyers will move up the range, and given Lagoon currently has 12 sailing catamarans, there's plenty to choose from. The 40, like all of these VPLP French boats, is designed from the inside out, to maximise space while having a hull robust enough to enjoy coastal cruising.

For this model, that launched in 2018, performance has been given more emphasis so the rig has been upgraded with the mast located further aft (thus giving a more even coverage of sail across the hull). This also creates a larger self-tacking jib for better windward abilities. Having spent some time living on these smaller Lagoons, I found several key parts of note. The spacious saloon protected by GRP lip minimises the Pacific sun and in terms of the hull, a manageable overall size for those tricky marina manoeuvres. The elevated steering console gives good vision and all sail controls are here as well, so the kids can safely enjoy

Vertical saloon bulkheads and flat decks with flush hatches allow safe passage forward on the Lagoon 40.
Image Kevin Green

the fun in the large aft cockpit. Water access is the other plus of many catamarans and the Lagoon 40 is no exception with steps on each hull and davits for the dinghy in between.

COSY COCKPIT

Local dealer The Multihull Group (TMG) had experienced a positive response to this first boat Australian boat (hull #87) from visitors to the Sanctuary Cove Boat Show, so afterwards I jumped aboard for a sail around the Gold Coast. The inland waterways, including the Broadwater are ideal catamaran cruising grounds, so a good place to experience the Lagoon 40. Another big



A larger foretriangle is created by the rig moved further aft on the Lagoon 40, which also improves the balance the sailplan.

Image TMG/Joe Fox

plus is the excellent facilities at the Boat Works yard, where I joined the yacht along with my colleague Wendy from *Multihull World* magazine.

The most obvious place to begin looking at any catamaran is its aft cockpit, given this area dominates most modern designs. Cockpits on cruising catamarans are heavily used places, so smart ergonomics here can make or break the deal for buyers. Acres of open space is not desirable at sea, unlike in port where catamarans are the party platforms of cruising fleets. So the modest Lagoon 40 cockpit is nicely in proportion and the dining part is sheltered below the fibreglass saloon overhang. Our review boat came with teak underfoot



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TOP: My colleague Wendy demonstrates the good handrails going forward, while Joe from TMG at the helm is near the rig; all good features of the Lagoon 40.
Image Kevin Green

CENTRE: Anchoring is a key part of cruising so the large Quick windlass with capstan is welcome on the Lagoon 40 and that second bow roller is also handy.
Image Kevin Green

ABOVE: The galley has a deep sink, two fridge/freezers and a cooker plus microwave cupboard; and ample cupboards so an ideal cruising arrangement.
Image Kevin Green

and the upgraded Elegance Pack for furnishings but the standard layout was fine. The transom bench added greatly to the dinette seating to create a convivial area, suitable for most weathers. Other notable points included under-bench storage and the single helm nearby.

Stepping inside the saloon, via single sliding door reveals a fairly busy area, which is understandable given there is a lot to fit in. Having the rig further back requires the compression post to be near the door which is no bad thing as it's a good hand-hold. Around the compression post is the galley to port and lounge area on the starboard quarter, which is nicely shaded thanks to those signature upright bulkheads that are softened externally by a fibreglass lip. These upright bulkheads give sun protection and add volume. Critics say the downside is windage, so at anchor you may tend to dodge around, but the benefits are plain to see when you consider the near 2.0m plus headroom throughout.

Other amenities on the Lagoon 40 include the dinette which can seat a large family easily around its rectangular table. Regular collaborator Nauta Design has created a saloon with plenty locker space, soft close drawers and overhead cupboards. The navigation

station uses the forward portside corner well, giving the skipper a large angled bulkhead for electronics, above a small chart table. The house switchboard is below, along with a slot for the VHF, and of course with clear views all round to help the navigator. Two opening forward windows, which are also suitably large, ensure good ventilation as well.

Behind, the U-shaped galley's amenities include a single deep stainless sink, sunk into the composite worktops – which have tall, effective fiddles but spoiled by sharp corners that will bruise crew. Cooking is well taken care of, thanks to a three burner stove-oven with microwave slot above. Perishables go into a deep chest fridge and drawer one. Food can be conveniently served through the sliding window to the cockpit diners. The dark Alpi Walnut woodwork is smart but perhaps lends less light than the blonde version while the CNC machine finishing is smooth, with no gaps spotted during my walk-through. Solid metal fixings on doors and gas struts on cabinetry impressed me – something I feel earlier Lagoons were lacking.

FOOD CAN BE
**CONVENIENTLY
SERVED**
THROUGH
THE SLIDING
WINDOW TO
THE COCKPIT
DINERS

FOUR CABINS

Our review boat came with the 4+2 layout, which meant four cabins with two spacious heads; an ideal family arrangement. Alternatively, for those with chartering in mind, a 4+4 model gives four heads which is incredible for a 40 footer. As for couples, the owner's version uses the entire port hull for a suite with two cabins in the starboard one. Cabin access is down stairs on each side of the nacelle and these stairs are removable for quick access to



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the escape hatches – an essential feature on seaworthy sailing catamarans.

In the four cabin layout, both aft cabins are the same, as are the two in the bows. More volume aft makes these cabins the largest, with the double bed given a slot to allow movement alongside it. Ample storage is available in the tall wardrobe with even a cubby space with about 1.85m headroom. This cabin is full of natural light and there's good ventilation from skylights, portlights and an aft opening one. Other good features included slatted mattresses with memory-style foam but protruding cupboard handles can hurt occupants

on their way to bed. The bow cabins use the entire hull width to maximise the mattress area and again ventilation is good along with a man-size escape hatch into the forepeak – which could also aid airflow. Cabin locker space includes a tall wardrobe and under-bed drawer; while the long rectangular portlight gives occupants panoramic views to ward off claustrophobia.

The ablutions benefit from being in the deepest part of each hull so come with a spacious separate shower cubicle and large sink-vanity between the head. Again ample ventilation and the only negative is the sharp edges on some bulkheads. Access to plumbing and



TOP L-R: The aft guest cabin is unadorned but spacious and those large portlights avoid feelings of confinement. *Image Lagoon*

The large owner's bathroom benefits from the wide beam carried forward to contain a spacious shower and separate head. *Image Lagoon*

The Lagoon 40 owner's version (not tested) uses most of the port hull so is spacious and airy. *Image Lagoon*

seacocks is generally good throughout with hatches in various places; which reflects the fact that Lagoon has been building interiors for a long time, so there's generally few surprises or quirks.

SIMPLE SAIL PLAN

The redesigned rig has put the mast on the coachroof and created a larger fore-triangle allowing bigger headsails and our review boat came with a cutter rig – self-tacking jib and large screecher on the bowsprit. The alloy rig is a sturdy arrangement with chunky outboard chain plates on the wire shrouds and sails are all controlled from the flybridge, apart from the screecher's sheets that run to deck winches. The raised steering console dictates that the sail plan must be well above head height so fairly high on the hull but easily accessible by stepping up from the steering console, allowing tidying of the fully battened square-top mainsail in the lazyjacks. Alternatively, there's a ladder at the front of the saloon. Furthest aft is the wide main track which is effectively controlled by jammers and a Harken winch, making the sail plan suitable for short-handed sailing. Similarly, the mainsheet runs to this Harken as well with another one on the starboardside of the console for the halyards. Halyards benefit from a short run out of the cabin stepped mast to the banks of jammers within arm's length of the wheel and all lines fall neatly into a large rope back. Large diameter lines, oversized winches and jammers all are welcome, especially in heavy weather. Console controls include B&G plotter with depth sounder and the essential autopilot while the twin throttles are outboard and very prominent, so could be snagged by crew or errant lines. Ankle height engine gauges are also not ideally placed.

STURDY HULL

The tall and wide hulls create lots of volume which is intended to retain buoyancy and waterline as you increase the load. Construction is infused polyester with balsa core above the water and below the water – the latter a weight-saving change from solid GRP on previous models. This still makes for a fairly heavy



TOP: Good galley access to the outside diners and the door plus large windows forward create good airflow on the Lagoon 40. *Image Lagoon*

ABOVE: A chest fridge is the most efficient cooling for perishables. *Image Lagoon*



TOP: The Lagoon 40 has a more efficient sailing rig than its predecessors, while inside there's up to four double cabins; all packaged in a manageable size for newbie owners. *Image TMG/Joe Fox*

ABOVE: The elevated steering position and handily placed controls show good ergonomics on the Lagoon 40. *Image Lagoon*

boat compared to say a Fountaine Pajot Lucia 40, however the factory argue that Lagoon include items such as mooring gear and other essentials in their light displacement figure (10,880kg) while their rivals do not. At the transom, the stepped bulkheads ensure easy water access, and the davits ensure the dinghy is hoisted clear of the water when offshore. Beneath the davits is a slot for an eight

man liferaft which can be quickly deployed even when inverted.

The smart design continues as you walk along the flat decks and flush hatches (with indented handrails on the coachroof for support) to the bow. The foredeck has trampolines each side of the nacelle bulkhead spine which has an indented track for the rode, however it is exposed to careless feet or loose lines so I'd prefer a hinged lid as I've used on other catamarans. The rode is ably controlled by a sizeable Quick capstan-windless and a second (rather small) roller is nearby as well with matching cleat. Large lockers here offer good storage



as well as housing tanks and a generator plus forepeak lockers for lighter gear such as the cruising chute or fenders. Our review boat came with upgraded twin 45 HP saildrive Yanmars which are accessed via the aft deck hatches. Given the wide hulls, ample space is around them for servicing the gearbox oil, filters and impeller. The optional folding propellers were welcome on our review boat, given the drag created by this large vessel.

ABOVE LEFT: Nauta's saloon design is fairly busy which is an asset at sea and it contains all the essentials – large dinette table, U-shaped galley and substantial navigation area.

Image Lagoon

ABOVE RIGHT: The aft deck is sheltered for all-weather dining, with quick access to the helm.

Image Lagoon

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LAGOON 40 SPECIFICATIONS

Price	\$780,000
LOA	11.73m / 38'6"
Beam	6.76m / 22'2"
Mast height	18.42m
Draft	1.35m
Displacement (ECC)	10,880kg
Sail area upwind	81m ²
Full batten mainsail	47.5m ²
Self-tacking jib	34m ²
Water	300L
Fuel	2 x 200L
Engine	2 x 29hp Yanmar sail drives (45hp option)
Design	VPLP Design
Exterior	Patrick Le Quément
Interior design	Nauta Design
Berths	6 to 12
EC Certification A	12, B: 14, C: 20, D: 30

www.themultihullgroup.com

www.cata-lagoon.com

The raised helm can be exposed at sea but gives a commanding position with all controls at hand.
Image Lagoon

GOLD COAST SAIL

Our host of the day Joe Fox from TMG, guided us out of the tight marina at the Boat Works with deft touches fore and aft of the twin throttles before we motored down the winding river to the Broadwater estuary. Taking over the wheel and glancing at the plotter revealed the myriad of channels and hidden sandbanks ahead but many were revealed to the naked eye because of the elevated steering position of the Lagoon 40. Once clear, I pushed the throttles down to watch the numbers rise as the Yanmars topped-out at 9.3kts but more importantly cruised quietly at 7.0kts while spinning at 1600rpm. Motoring beyond the Gold Coast Seaway and pointing into the light breeze the main was hoisted. A major plus of the redesigned sailplan was the nearness to it from the helm, so hoisting the main was easily done, aided by the electric Harkens and lazyjacks guiding the mainsail aloft. With the big top mainsail pulling I steered us off the breeze as Joe pulled out the screecher sheet on the deck to

unfurl it, and we were on our way towards the glinting towers of Surfers Paradise. Mainsail trim was easily done as there was no bimini at the helm obscuring its luff, something that would be required generally in Australia's hot climate. The numbers on the B&G plotter screen showed boatspeed at 5.8kts and windspeed 10.1kts on a broad reach, confirming the benefit of the Incidence screecher. But when the southerly buster kicks in and you're punching into it, the self-tacking headsail is ideal, so we unfurled it before furling the screecher, and watched how the Lagoon 40 reacted. If anything the boat preferred this angle of sail, showing 5.9 SOG in the growing 12.4kt breeze at an angle of 50 degrees, albeit in fairly flat conditions. Tacking proved fairly drama free, just requiring a half turn of the light wheel to set us on our new course. In fact this Lagoon 40 is firmly on the right course, I'd say, as a user-friendly family catamaran.



The four cabin Lagoon 40 as tested, but there's an owner's version as well plus a four head/two cabin layout. *Image Lagoon*

TWO WORLD LEADING ANCHOR DESIGNS



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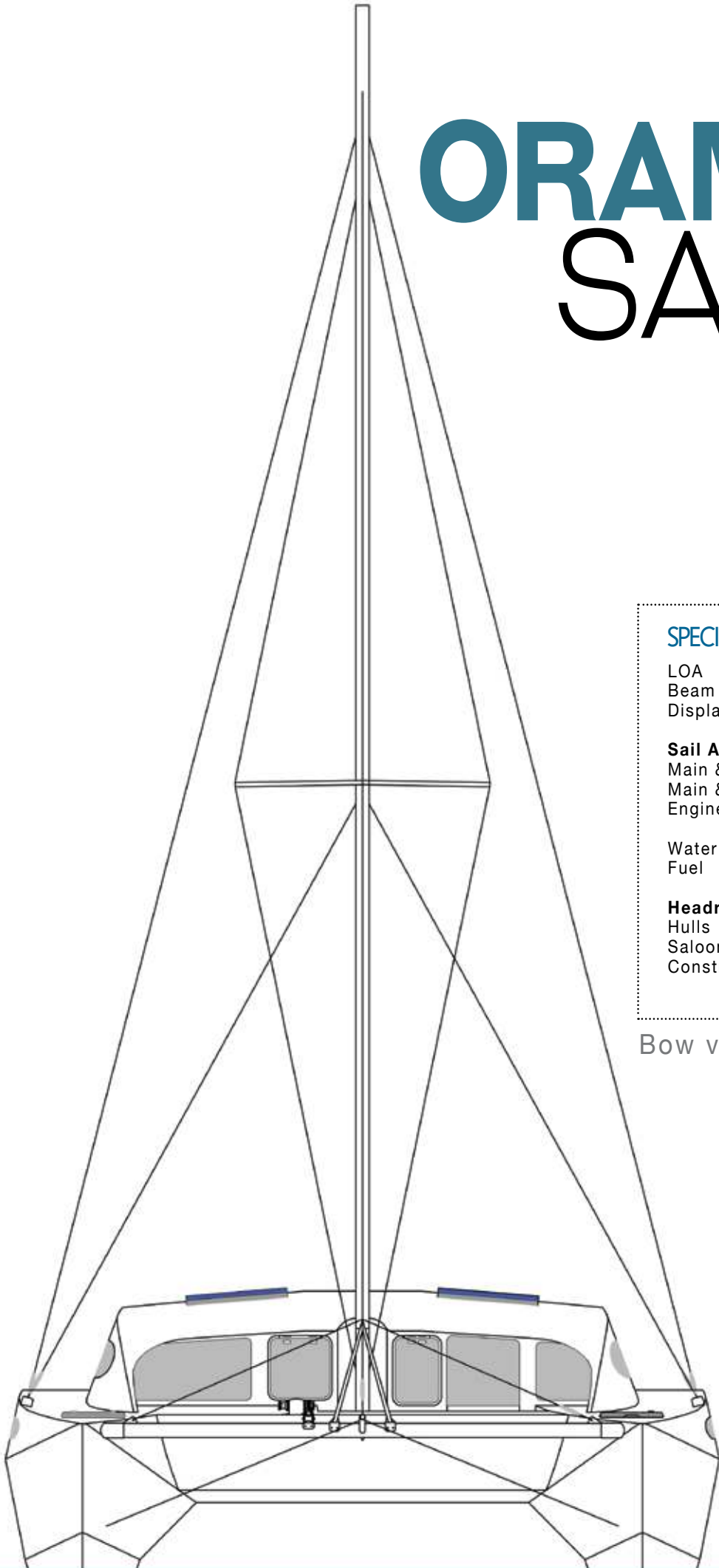
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ORAM 32R

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CAT

SPECIFICATIONS

LOA	9.75m
Beam	6.4m
Displacement	3600kgs

Sail Area

Main & Jib	54sqm
Main & Reacher	72sqm
Engine	1 x 30hp 4-stroke 2 x 20hp 4-stroke

Water	300L
Fuel	100L

Headroom

Hulls	max 1.94m
Saloon	1.85m
Construction	Epoxy/foam/plywood/ eglass composite

Bow view.

I story **BOB ORAM**

I had an enquiry from New Zealand (where they know a little bit about boats) for a 30-ish foot sailing cat for cruising in NZ waters for a few weeks at a time with up to four friends.

As we explored options and because Greg is 6'2" the boat grew a little and became what is shown. The rig will appear a little conservative to some but the reacher will add the extra power required for lighter air sailing.

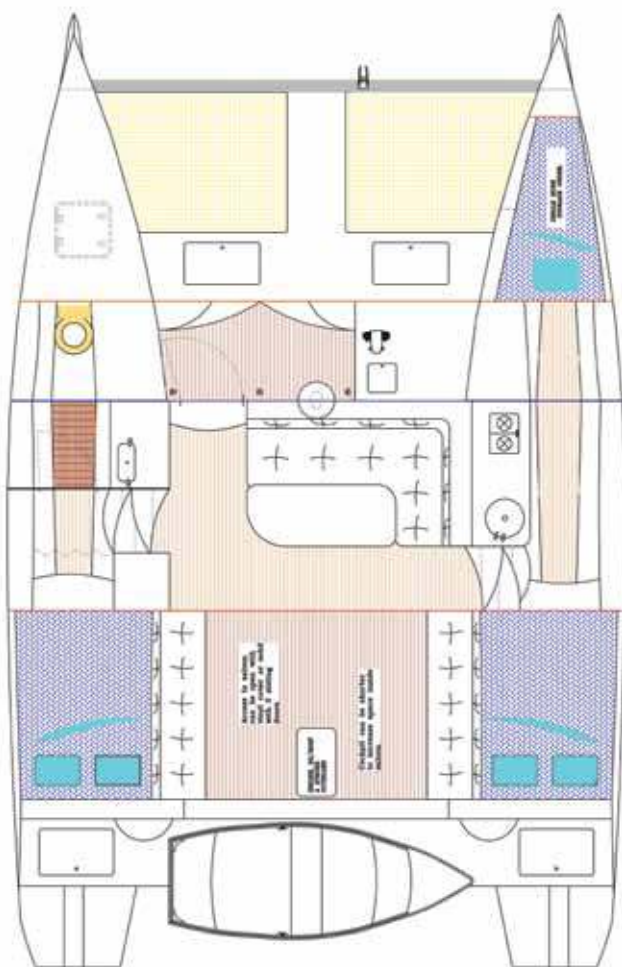
Our reacher on *Slim* is a wonderful sail that definitely adds that sparkle to sailing in lighter airs, especially if you can get the apparent forward of the beam. It can be on a fixed or gybing pole or on a bridle like ours. There are advantages to both.

The layout is our normal two queen size berths aft where the motion is least and there is no bridgedeck slapping. The layout in the starboard hull is a queen size bunk aft, galley in the middle and single forward. The port hull has another queen size bunk aft with a big shower and WC area forward.

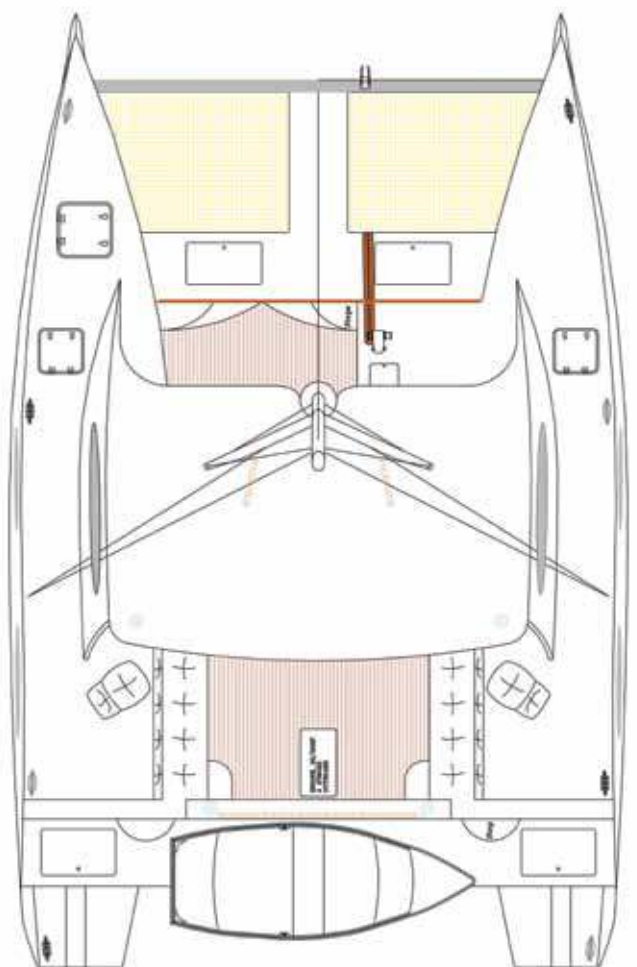
Upstairs there is an L shaped settee that is over 2m long which is used as a sea berth for short handed over night sailing or an extra berth for an added guest. There is a servery from the galley up to the saloon.

Access forward to the front cockpit is through a door in the front of the cabin. Ducking is required but remember it is a 32' boat. I don't think there is another design out there that has a front cockpit in a 32' footer.

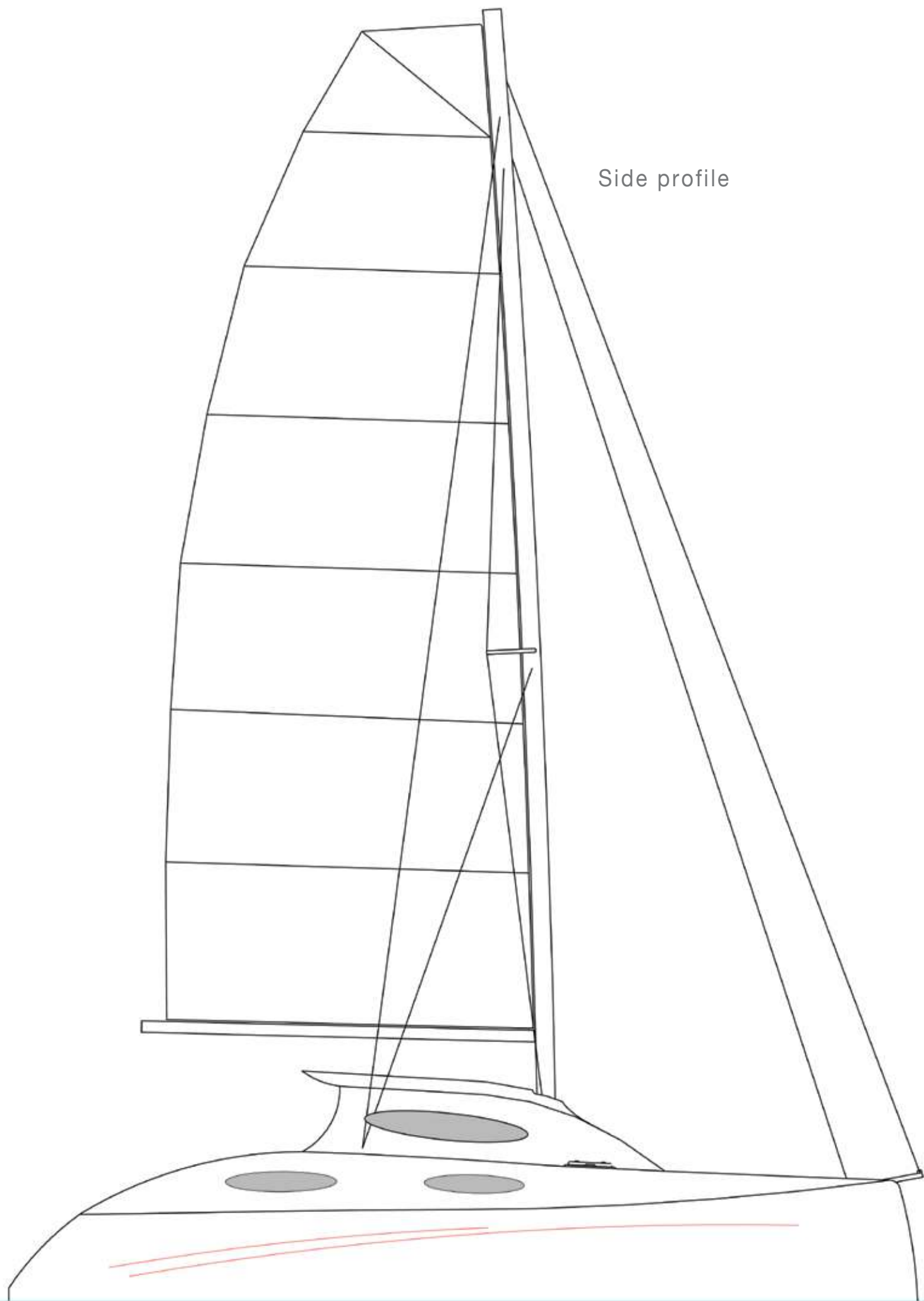
Construction can be in a foam of Balsa cored Duflex kit which saves time and build complexity.



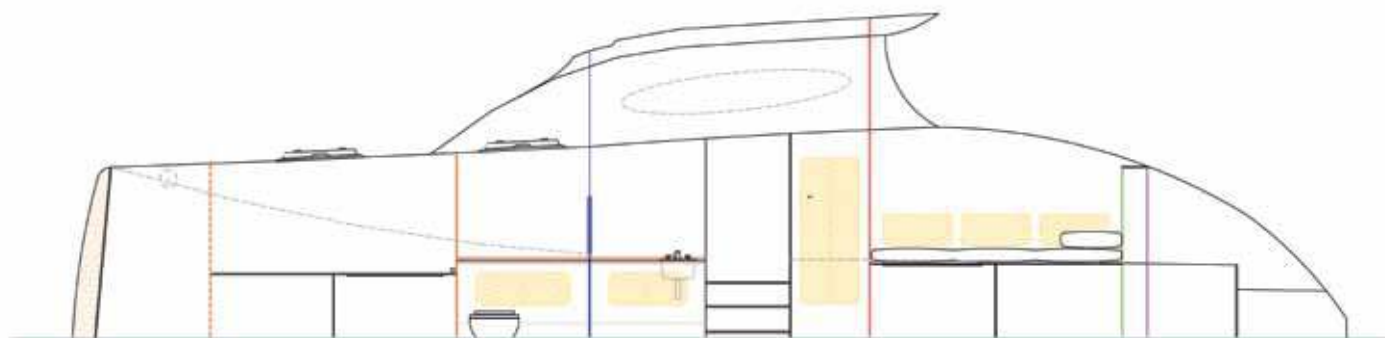
General arrangement.



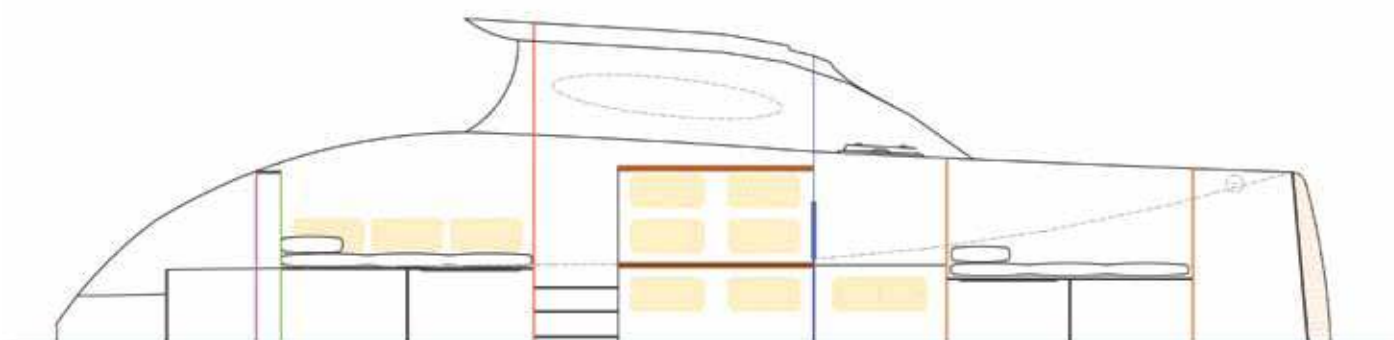
Deck profile



Side profile



Side elevation port hull.



Side elevation starboard hull.

OTHER BUILD OPTIONS

All foam with infused panels or plywood with foam cabin and decks. All build options use eglass reinforcements and epoxy resins.

A single 25/30hp 4-stroke outboard motor is more than adequate and simpler to fit than any other option. Diesels are not an option in this design. The boat can be built for a sensible and affordable cost (especially if using the plywood build option) in reasonable time. It can be launched and happily used with a very simple fitout that can be added to as the budget allows or as the cruising area expands.

For instance: There is no need to fit water tanks and plumbing for a boat that is going to be used for a week at a time, four times a year. Ten litre water containers will more than suffice. Deck hardware is simple to make,

I can supply drawings for the following:

- Composite cleats so no bolts or deck leaks
- Composite hinges, again no bolts or deck leaks
- Composite hatches, again blah, blah, blah
- Deck blocks in three sizes that come out at about three times less in cost
- Booms that are about 70% cheaper.

I also supply various dinghy drawing's with my designs, they include an efficient rowing dinghy to keep you fit and save the price and weight of a tender outboard. Or a catamaran dinghy if you need the stability. The bigger designs can have one of each.

While it may be nice to have everything that opens and shuts, I know there is a pleasure derived from keeping things as simple as possible, and it's not as if you are busy doing something else.

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FIRST IMPRESSIONS OF THE LAGOON SEVENTY 8



I story **ALEX BALL**

Working with high-end cars for the last 20 years and a life lived on the sea, Alex has recently joined The Multihull Group as General Manager.

To get to know the product, it was imperative to take the Lagoon SEVENTY 8 on Sydney Harbour to really get a feel for this glorious Motor Yacht.

"Walking up to the boat, the volume is quite imposing, the room on-board is much bigger than I ever expected. The fit and finish is incredible. They have thought about every element, from the way the handles open, to the way the hatches close.

With all the optional equipment, this vessel is fit for world cruising. It's set up with three cabins, the galley is a professional galley, chefs would be more than at home.

Performance of the boat on the water was incredible. We cruised at 13kts and at one point we got up to 20kts. The stability on the harbour was amazing, at one point we were in the middle of the ferry channel but at no point did the boat move around. Sensational vision from the flybridge gave us a full 360° panoramic view, I could see myself spending lots of time up there.

Something that really stood out for me was the many areas to entertain. On the foredeck there is enough room for seven or eight people and the flybridge which could entertain a dozen people.

There is no expensive 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 cabin helm station.

Effortless ocean miles, room for dozens of people, it's really an incredible boat."



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Pathfinder 45 Escape Elevation.

I story **PETER BRADY**

The fishing boat we have under construction is closing up fast, with all the moulded structural components now bonded together and the machinery going in. I've been researching the latest developments in the fishing industry while the boat is being built and as part of that research, have been watching the TV programme *Australian Lobster Men*. It's interesting to note that the set ups and equipment have changed very little since I started boatbuilding in 1973 when a lot of the work we did was on fishing boats.

The big innovation being introduced to rock lobster boats at that time were grooved single line pot haulers or whizz wheels as they were called then and they were a huge jump in safety and efficiency over drum capstans because they eliminated the possibility of dangerous over-rides when pulling the lines in. The pot haulers hands-off operation also meant that on smaller one person boats, the skipper could concentrate on driving the boat around the line as it came in, rather than having to focus on keeping the feed direction and tension correct on the winch drum. In New Zealand at that time the pot haulers were mounted vertical on a boom to keep the line and pot

clear of the side of the boat, however in Tasmania all boats now appear to mount the pot hauler horizontally and use a tilting rack to land the pots on, presumably to minimise the pot swinging around once clear of the water, so other than small differences in local techniques, any fisherman from the 1970s could walk straight on board a rock lobster boat today and still be quite familiar with its deck layout and equipment set up. Electronics are the most obvious change to have taken place since the 1970's going from a black and white paper chart type depth sounder with maybe a radar and auto pilot on the larger boats and single side band radio communications, to these days a colour radar,

NEWS FROM THE SHED IN NOVEMBER



multiple colour digital screen sounders, sonar, GPS with chart plotters and auto pilots integrated, AIS, Sat phone and EPIRBs being the norm. This different world of electronic aids has made the placement of pots and the documenting of their location much more accurate and has greatly improved safety, which must be a comfort to fishing families.

There was however one other standout difference I did notice in how the modern boats are set up now compared to 45 years ago and that is in the use of a variety of stabilising or roll reducing devices mounted on most of the boats on the program, and on closer inspection, on many of the fishing boats that come into The Yard Brisbane, using a variety of set ups to reduce rolling. Working on a stable platform is obviously more comfortable and less likely to bring on sea sickness, however the greatest advantage of increased stability is the safety factor that comes from not having gear moving around the deck or tipping over when the vessel rolls. So if minimising roll has become that important to fishermen, then they should love the displaning power cat as not only does it have an inherently far higher stability, but this stability does not come at a cost of increased drag and therefore fuel consumption that all other roll reducing devices such as flopper stoppers, bilge keels or stabilisers do. This is another huge

advantage for the displaning power cat to add to its fuel economy, high cruising speed, range, usable deck space, shallow draft and manouvourability. The hard part of getting a boat like the Pathfinder CF45 into the market is not designing and building the boat as this is a combination of experience and common-sense, it is in demonstrating its advantages to the market as the Australian fishing industry is in small pockets spread around thousands of miles of coastline. The industry is also naturally conservative so it does take time and patience when developing a new type of boat for it to be seen, then analysed and if found to be advantageous, to be adopted.

As I discussed in my last article it has been an interesting challenge going back to designing and building a more minimal boat in the form of the fishing boat as well as working on the Transformer cat project as this has its own complexities in making a 40ft power cat trailerable, with a minimal fit out to keep weight down.

These two projects are the total opposite to the Pilothouse 52 *Fine Alley* which was launched earlier this year and will be featured in the next magazine (sorry about the delay for those following her story but her owners have been on an extended overseas trip). *Fine*

Alley' ranked alongside the *Peter Finglas* a Queensland DPI patrol boat we built in 2007 and the 26ft power catamaran *Double Happiness*, a tender for super yacht *Double Haven* built in 1999 as having been the most complex design and build project we have undertaken. *Fine Alley's* complexity was in its comprehensive equipment level and bespoke fit out, the *Peter Finglas* was for the difficulty in fitting, launching and retrieving a 5m long RIB weighing nearly a tonne into the back of



Basic bilge keels fitted to a fishing boat to reduce rolling.

a 13m power catamaran and *Double Happiness* was for fitting so much equipment into a superyacht quality power catamaran, capable of over 30kts, that was absolutely set in its size and weight parameters by the fact that it had to be lifted over *Double Haven's* fold down transom that formed a dock and then into the back of the superyacht.

The upside in developing these new more minimal boats are that they follow on from three other minimalist design and build proposals that we had put a lot of work in to, but did not end up building. The first of these was a charity project based on a modern interpretation of the Wharram *Pahi 63*. In researching the original Wharram design philosophy, we took a long hard look at their strengths and weaknesses and how they could be improved. The designs were and still are a very simple and clever concept and are perfectly suited to modular construction and just like my first sailing cats morphed into the displacing power cat, I

saw a way that the projects design concept could be adapted to make a very cost effective displacement speed power cat.

The second was a proposal to a charter company for a bare boat charter vessel based on the glamping philosophy which is what a Wharram is, except without the glamour. In reality bare boat charter is glamorous camping on the water as you have to be self-sufficient and self-contained. Bareboat charter vessels can only operate at up to 10kts in speed at a very small distance from port in sheltered waters, so setting them up as an offshore capable high speed cruiser does increase their 'life after charter' value (and I am more guilty than most in trying to make every design meet every possible requirement) but the compromise often makes them unviable for the business they were originally intended for. Again on the theme of what's old is new again, virtually all cruising started out in converted work boats that were very basic in their fit out and amenities because the thought process was to escape to a more simple lifestyle, not to take everything with you as we tend to do today. Bringing the glamping concept back into boating, particularly with a modular construction method that would allow a kitset to be easily transported and assembled anywhere, may just be the key to opening up a completely new market.

The third minimal project was a 45ft commercial Sports Fishing day boat that could be upgraded at a later date for coastal cruising: this design ultimately formed a lot of the basis and planning for the commercial fishing boat currently under construction.

When working on the charity project, we put everything involved in design, construction and fit out back on the table including what the boat was powered with. Frustratingly we could have built the charity boats more economically if the charity's representative had not wanted to keep the boats so like the original Wharram in some of its details, but also wanted all the mod cons and a low maintenance modern construction which was the total opposite to the Wharram philosophy. As an aside – should anyone be interested in a modern interpretation of the Wharram type, I have the design work done and it was a very cost effective way of putting a large ocean capable sailing catamaran on the water.

So what was the outcome of this re-evaluation of design priorities and features?

1. Whatever we designed or designed and built, we wouldn't deviate from our core values of robust construction and seaworthiness, because this is the reason we have a 100% safety record to date.

2. We needed to revisit the finishes, as many interior linings and upmarket Corian type domestic benchtop materials are not only very expensive, but also very heavy.

3. We needed to reassess equipment levels as the complexity and therefore the cost of the boats had been steadily rising. Having a boat like the *Paul Robert* back in the shed has been a stark reminder of how comfortable and capable a boat can be without gensets, multiple bathrooms and every mod con on board. When I think back to the first Scimitars we built in 1997 and how minimal they were compared to today's boats, yet how upmarket they seemed at the time with an inverter to power a jug or toaster.

Some bare boat charterers will always demand a luxurious fit out, but others would be happy with a much simpler boat with a more modest finish if it meant they could actually afford to charter the vessel: after all, you have multiple levels of comfort and finish on cruise ships and in all other forms of holiday accommodation and facilities, so why not in bare boats? Would more people charter a bare boat if the cost was lower? I would have thought so, but it is only the charter companies that can answer this question and as unfortunately the large charter companies and boatbuilders are now so intertwined in their business interests, it is hard to know who is leading who.

4. We needed to look at engines and revisit the option of outboards, as technologies have changed significantly in the last few years and the power cat design is gravitating from the niche offshore long-range cruising emphasis to the more sizable short hop coastal and overnight market.

Whilst diesel inboards are the ultimate in offshore reliability, a great many house boats and powerboats in general use petrol engines both inboards and outboards and when you add up the costs of survey engineerrooms, the diesel engines themselves plus shafts, props and complete separate steering systems at sub 10kts in sheltered waters, I have had to reconsider the modern outboard as a serious alternative.

The latest versions of the diesel outboard are probably the best of both worlds in terms of safety and simplicity of mounting, however at the moment their much higher purchase price than diesel inboards takes away any purely financial advantages to using them. Petrol engines have always been considered less safe than diesels for boats and certainly with inboards it is hard to argue, however with outboards the safety issue is in reality no different than safely dealing with the tender's petrol tank or a gas cooker or barbecue. Outboards were also considered less environmentally friendly and there is no doubt that the old premixed 2 strokes were not a good look just like 2 stroke motor bikes in days

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gone by. But, just like motor bikes, outboards are now mostly 4 stroke with the remaining 2 strokes on the market much more sophisticated, using a variety of technologies to meet current pollution standards.

The drawbacks to using outboards in my opinion are not the actual motors themselves or the safety issue of petrol's more flammable nature than diesel. It is: the outboards lack of decent sized alternators to charge the house batteries.

The weight of the outboard right out the back out the boat and the amount of buoyancy it requires to support it.

In large seas with a non planing hull, pitching can lift the propeller right out of the water one second then nearly drown the motor the next.

As with all design challenges, these issues can be minimised in their negative effect on the overall package with a bit of thought and planning. Small diesel gensets can be used to both power the boats domestic systems and charge the house batteries and having a small diesel fuel tank as well as the main petrol tanks is no different than carrying petrol for the tender on diesel powered boats. If the outboard engines are moved slightly further forward into hulls rather than mounting them off the transom this will help to carry the weight along with fuller and flatter aft sections. Power cats with outboards may not be as affected by pitching as sailing cats, as I have a feeling that the sailing cats I've raced on that had a habit of lifting the outboards out of the water when motoring in a slop did so because they were relatively fine in their ends and had the weight of the rig above, exacerbating the pitching moment particularly when there were no sails up to provide drive. I make this comment because the trimaran I raced offshore on in the 1970s was a heavier boat with full ends and an outboard in a well and I don't remember it ever being a problem.

Although petrol outboards have historically not had the low down torque of the older style diesel inboard to push heavier hulls, the manufacturers have now created particular models with lower ratio



TOP: Stabiliser foils fold up when not in use on another fishing boat to reduce drag.

ABOVE: The use of stabiliser foils and bilge keels for more anti-roll effect shows how important it has become despite the increased drag they create.

heavier duty gearboxes that are better suited to powering non-planing hulls and it would be to these I would look.

What fitting an outboard to bare boat charter boats or to a pleasure boat does, is remove the cost and reduction in accommodation space of a conventional engine room, which has all the survey requirements in terms of fire proof materials, fire suppression systems and air intake shut offs. When this is added to the cost of engine beds, shafts, couplings, stern tubes, props, rudders and all the labour to fit these items, it could make savings in the order of \$100,000.

Yes I know that an outboard will not last as long as a diesel and will require more maintenance, however they are also easy to work on when carrying out the maintenance and a lot easier to replace. It is also important to remember that whilst bareboat charter work is hard on the boat in terms of wear and tear, the engines do not necessarily clock up huge hours. One charterer who likes to move around may wrack up 20 hours of engine time over a seven day period, but another may just motor to the first anchor and not move for seven days, only clocking up two to four hours of engine time.

SO WHERE HAVE ALL THESE CONSIDERATIONS TAKEN US?

The simple answer is in a slightly new direction in terms of broadening our design portfolio to include a new range of displacing power cats with a more minimalist approach, making space and a relaxed lifestyle the priority, but also with the goal of making the boats more economical to build and own. For all the reasons I have discussed in my articles over the last 10 years, it is very hard to compete with the imports on cost unless you approach power cats from another direction. Regardless of all the claims made of innovation and breakthroughs, everything I see coming onto the market from overseas is similar to what we have been building for years dressed up to meet the latest fashion, so the only way to stay in front is to set the trend not follow it and that is what we intend to do with the Pathfinder Escape range. It is based on a well proven hull and composite construction base so buyers will know exactly what they are getting in terms of sea keeping, yet the styling and interior is all fresh thinking.

With the Escape series we have gone back to the future and are using the boat's length to make the hulls easily driven and minimise any motion, but won't fill this length up with gear. Aimed primarily at the bareboat charter market, it provides comfortable privacy for four couples with two large bathrooms that can be easily accessed from each bedroom, but the 45 Escape would be equally as suitable for family cruising be it either for weekends or live-aboard.

In the initial proposal I put to the charter company, I used a more traditional reef boat style, however in coming back to the design I have redrawn the boat with a more contemporary style which includes a recessed

WITH THE ESCAPE SERIES WE HAVE GONE
BACK TO THE FUTURE AND ARE USING
THE BOAT'S LENGTH TO MAKE THE **HULLS**
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hull window strip for letting more natural light in and providing a view out of all the bedrooms. This is the advantage of our variable dimension mould which has the ability to dramatically change the look of the boat by just changing the height and shape of the sheer line and using blanks to create alternative features. However, the one styling constant is the bow rake with its proven sea keeping qualities and the dry decks it creates, as these are features well worth keeping. If I was to follow the current fashion of plumb bows the boats overall length would be nearly 4ft shorter, however I do not believe the trade-off is worthwhile as it is the gradual pick up of buoyancy created by the rake that helps reduce pitching.

In its most minimal format for bareboat charter or displacement speed of up to 10kts, the Escape 45 would be powered by two outboards of between 60-90hp: should you want to move up into displacing speeds then more powerful outboards or even diesel outboards or inboards could be fitted. The outboards are mounted forward of the transoms in a recess with a lid over the top which forms the transom step, keeping

bank may even negate the need for a diesel genset on the cruising version, as a private owner is more likely to be disciplined with power use when compared to a charterer.

The internal layout drawn shows four double cabins in each corner of the boat for increased privacy and a large bathroom between them in each hull that can be accessed directly from either bedroom. I believe this layout provides a good compromise between the build cost and reasonable facilities, but there are a number of different layouts that could be used depending on each individual owner's requirements.

The deckhouse layout features the drive station forward slightly to port and with no visual obstructions other than the deck house structure itself, so the view from the helm will be excellent. We have also been fitting engine and gear remote controls to most boats lately, so with a plug on each side for the remote, it would be possible to dock the boat from the side deck where judging distances for charterers would be much easier. These type of remotes work particularly well for power



the weight of the outboard slightly further forward and the mechanical bits out of reach. If petrol outboards are fitted, then a 4kva diesel genset could be fitted in the aft beam to charge the batteries as this is the equivalent of one 15amp shore power feed coming on board: it could also be petrol if the vessel was non-survey, but extra care would need to be taken to make sure carbon monoxide from the exhaust could not enter the boat. By using gas for cooking, the demand on the batteries and inverter are reduced and with so much roof space, a large solar panel array and large battery

catamarans where the props are so widely spaced as I seldom use the steering when docking and nor do my owners, as the boats can turn in their own length just by using the gears and a little throttle if needed.

Behind the helm station to starboard is the galley with refrigeration and storage on the port side. The dining table is a free standing domestic type with lightweight lounge style outdoor chairs, as the thought process was to be able to have the whole set up either inside or take it out into the cockpit as desired. There would be tie down points in the floor to strap the table down in

heavy seas, but in our experience they are unlikely to be used, particularly in bare boat charter operations. The use of domestic outdoor furniture and no built in settee just makes good sense both in terms of economics and versatility. I would anticipate that most if not all the cooking in charter mode would be done outside on the barbecue, so being able to take the table out closer into the fresh air makes good sense. All the owners of our boats have reported that they use their outdoor table to both dine and socialise most of the time and the ability to do so on a large stable back deck is one of the reasons they love having a power catamaran. To be able to move the table in or out of the sun or wind is such an advantage in Australian conditions and is one of the obvious differences to European designed boats, which are more set in their arrangements and chase exposure to the sun. Opening the bi-fold doors at the back of the deckhouse will give the boat a real indoor-outdoor feeling and for private cruising, the deckhouse is a blank canvas for alternative layouts.

In terms of interior finishes, the bathrooms could be gelcoat, painted or even wet area board and for the bedrooms, in the past we have used a commercial grade carpet tile that used to be very limited, but now has a huge range of colours and patterns that can be

arranged in quite artistic ways. Being tiles, they are easy to fit and their thick PVC backing and nylon pile make for excellent sound deadening, they are also easy to clean and will not support fungus or mildew growth which was the problem with earlier linings like front runner, plus the tiles have a good fire rating.

So there you have it: my plan for an Australian designed and built, sensible, low maintenance power cat that would be more economical to build and operate and this should be attractive to both the smaller independent charter operators and their owner clients of the boats they manage. With a bit of personalisation the same design would make a very comfortable and capable family coastal cruiser or live-aboard.

Next cab off the ranks is a spacious but minimal diesel long-range offshore cruiser, the 51 Escape.

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M-SERIES

TRIMARANS

I story **WAYNE BARRETT**

Several years ago I published an 8m trimaran design which I named Mojo, the design was based on what I thought is a safe comfortable trimaran that is easily demountable and trailed by the average auto.



TOP: M80 MKII render.

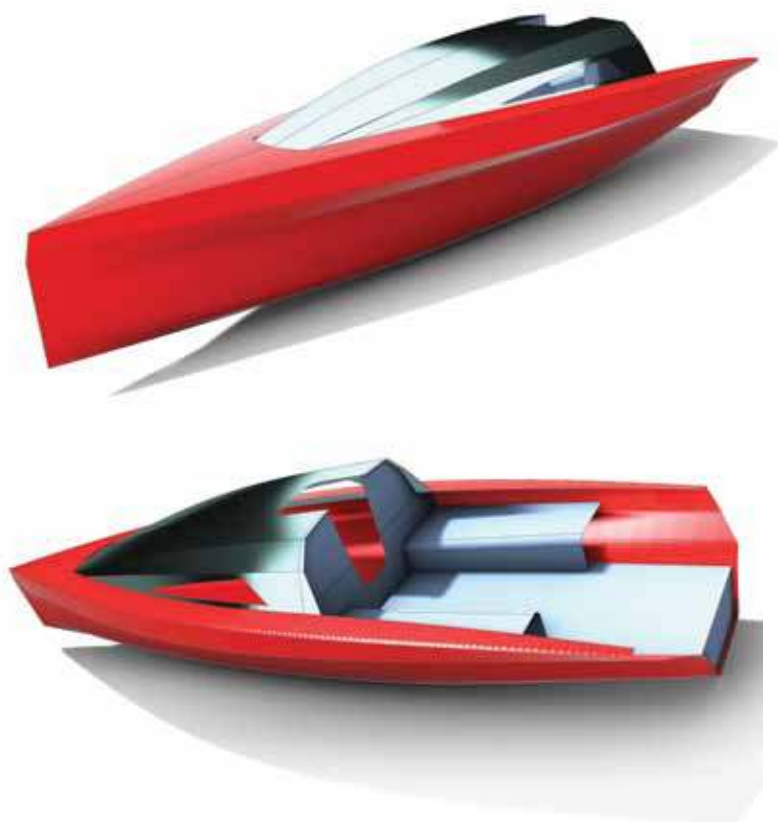
ABOVE LEFT: Original M60 with plywood beams.

ABOVE RIGHT: M90 ready for launch.

With dory style hulls and built from plywood/epoxy I imagined it would be appealing to the home builder as a project that can be built in simple economical stages by one person.

One notable feature of the design is the central cockpit which enables the sailor to control the tri without having to leave the safety of cockpit.

However, the concept was not generally accepted with several sets of study plans and only two full plan sets sold I set the Mojo design aside to concentrate on a more conventional aft cockpit design.



The new M90 has been developed for an Australian builder.

Now known as the M80 MKII with only a modest website to promote the new MKII interest has spread worldwide with steady flow of enquiries.

The M series is available in three sizes, the M60, the M80 and the M90 all of which have a folding system as standard. The M90 has a fixed beam option. The first fixed beam M90 has recently launched in Numansdorp Holland.

All three models have the option of plywood/epoxy or foam composite, the plans provide the builder with the option of building in a female or a conventional male mould.

DXF files are included with the plans allowing the builder to take advantage of CNC technology, this comes as an extra cost but the time saved is well worth consideration, plans include all measurements to set out by hand and cut with a jigsaw.

The CNC panels, resin, carbon cloth and tapes were supplied by ATL.

Flavio a keen yachtsman in Brazil has the first of the M80's which has had great success in the racing scene at his local yacht club, Flavio's M80 is the MKI model built from plywood with all of the panels CNC cut, some good videos of *Wings* can be seen on



Comparison of the three sizes



our website, Flavio says it took him 1000 hours to get to the painting stage.

CNC cut panels being delivered from ATL.

The recently launched M90 near Rotterdam is also plywood with a strip planked cedar bottom, the builder Eef is now 81 years of age and tells me the



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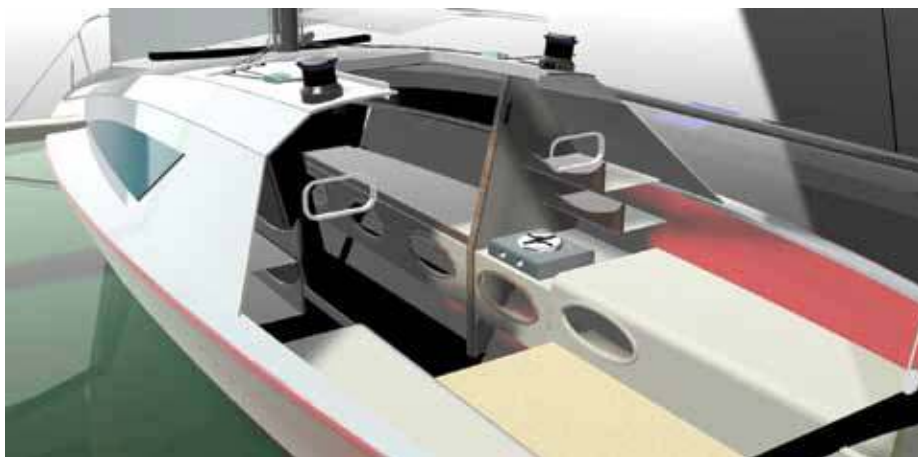


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TOP: Brazilian M80, number one at the regatta.

CENTRE: M80 in winning form.

ABOVE: Cosy interior on a small trl.

tri is light floating well above the lines, a simple interior will be now completed over the Northern winter months, we are all eagerly waiting to see her sailing, Eef named the tri *Learning to Fly* from his favourite band Foo Fighters

We have a builder from France currently in the early stages of building a foam/glass M80, Frank has started with the beams due to his current limited workspace, he tells me he is building a larger shed to complete the balance of the project.

On the Gold Coast Australia a professionally built M80 MKII is well underway for a southern yachtsman, deciding to go all carbon not only from the performance aspect but for the ease of handling on and off the trailer and the occasional beaching when shorthanded. The tri is being built at Lightwave Yachts under the skillful eye of Roger Overell and due for launching in the next few months, the building photos can be seen on the website.

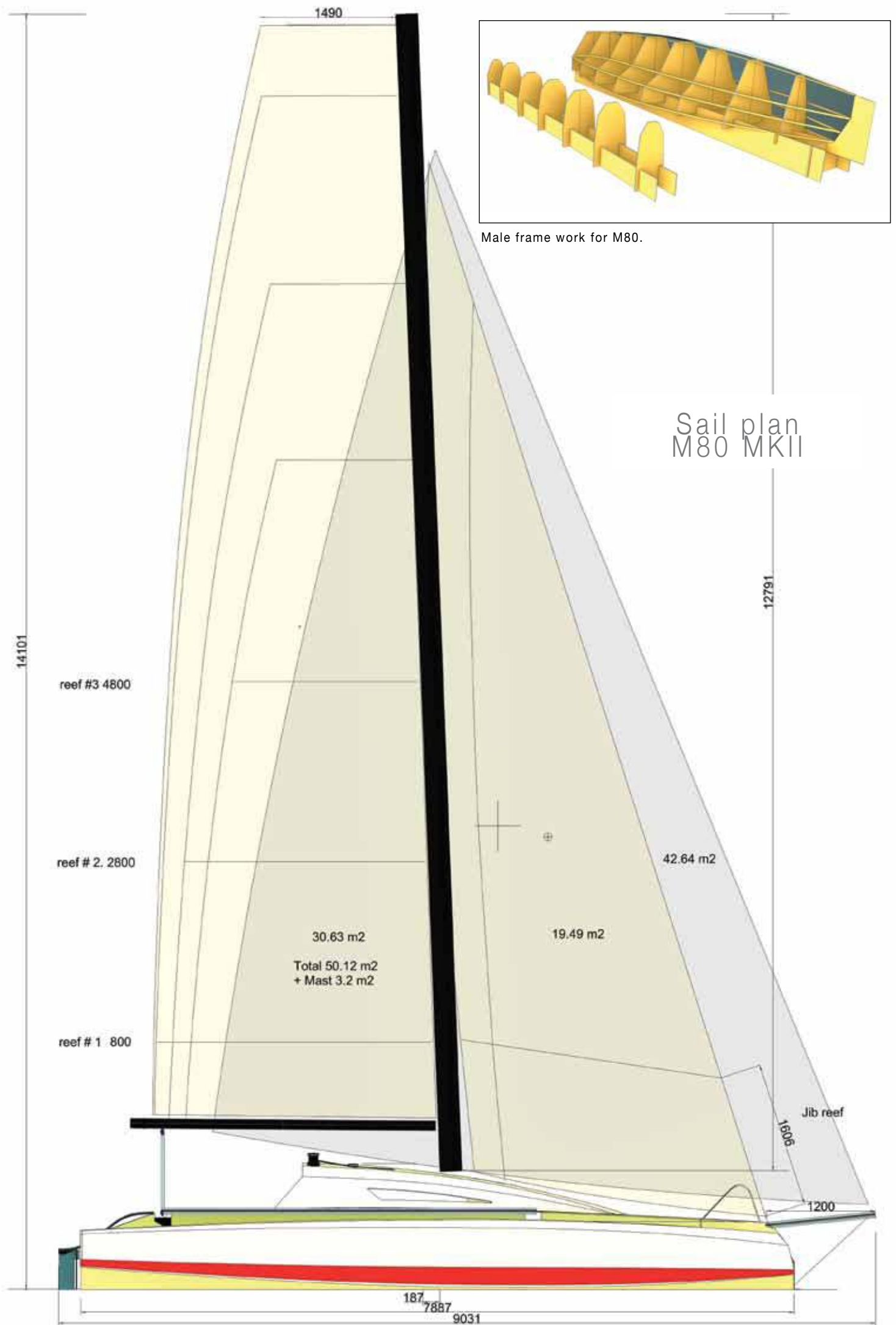
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Both the M90 and the M60 designs are currently being updated to bring them in line with the M80 MK11.

The first to be updated is the M90 for an Australian yachtsman.

With feedback from our builders and our own M80 we are continually updating the website with photos and information as the projects develop.

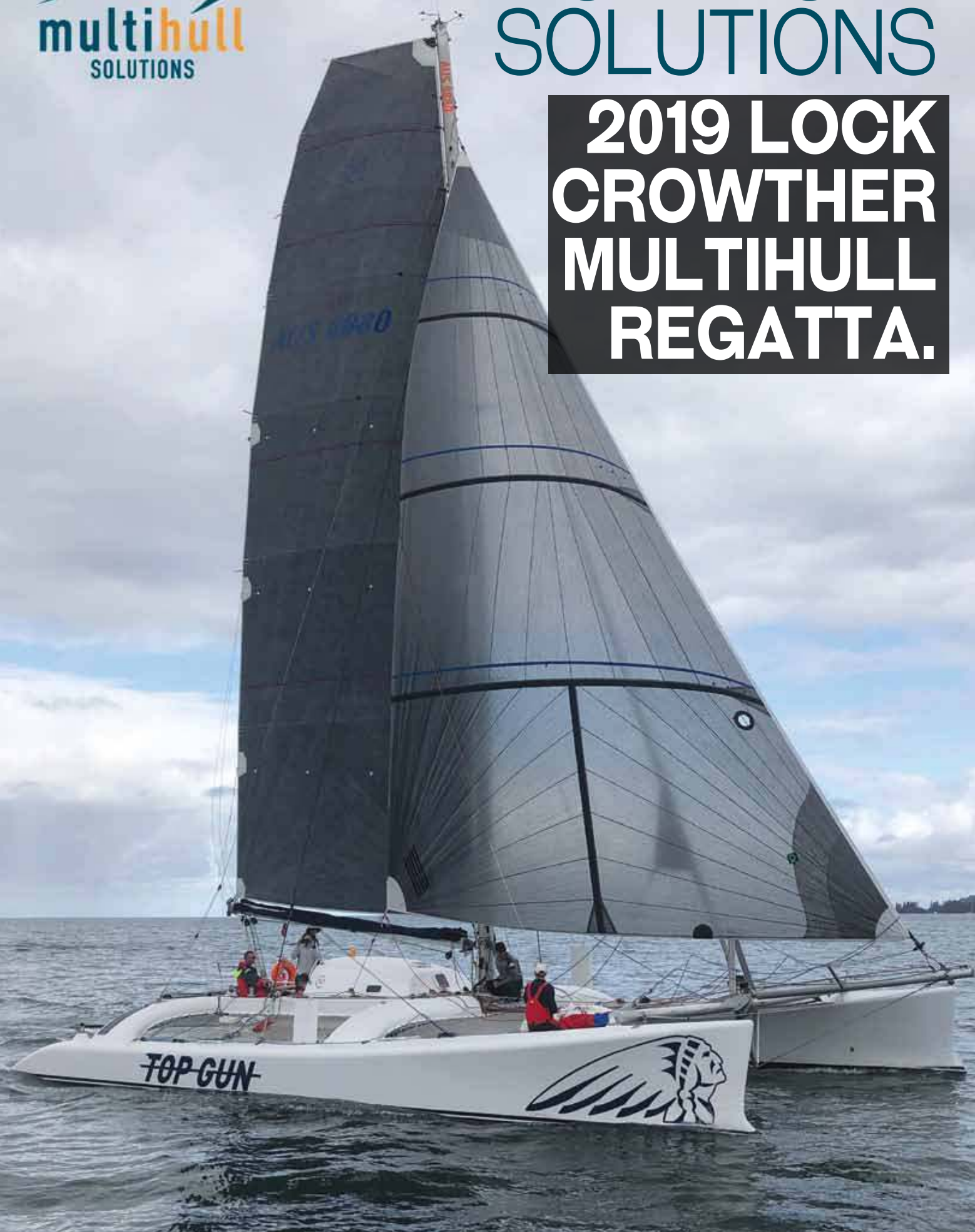
To be continued ...





MULTIHULL SOLUTIONS

**2019 LOCK
CROWTHER
MULTIHULL
REGATTA.**



I story **STEPHEN BARTON**

The 15 entrants in the 24th consecutive edition of this regatta that celebrates the late great Australian multihull designer, Lock Crowther, come with a diverse range of boats from various designers.



FAR LEFT:
Top Gun even managed to excel in very light conditions.

LEFT:
Roamance.

BELOW:
Coconut Airlines and *Bob*.

It's been a great regatta over the years, with the vibe always very friendly, with the central theme, of course, multihull racing and we can't see why it shouldn't continue well onto the future.

Yes, it needs, input from sponsors to get involved, we are lucky that happens, yes, we need the support of our club, and we certainly get that with, amongst many favours, free berthing for four days for visitors, and yes, it needs some organising, which some of us gladly do, but more than anything, it needs you lot to turn up and come sailing in the only annual multihull regatta in NSW.

Fifteen boats is not bad, quite pleasing, that's a pretty good fleet, but I'm hoping for 25 on the 25th Anniversary next year. As usual it's planned for the long weekend next October.

What makes the regatta super special are the boats and crews who come from far and wide. We love you coming! *Bob*, Greg Bridge's Crowther Windspeed 31, *Roamance*, a big powerful Chamberlin 14 with an amazing back story which is so immaculate, *Viento*, a super impressive Schionning Waterline1480, Peter Faulkner's, tall rigged Grainger Raider, *Raider*. Others had 'threatened' to come but various reasons prevented them but we hope to see lots of you tied up at RMYC next year.

Anyway, this year we had seven entrants for Friday's Cat 4 ocean race but weather predictions of a big southerly buster cut that down to six starters. The weather prediction was spot on





TOP: Coconut Airlines.

LEFT: Viento.

BELOW LEFT: AYS Raider.



and fortunately I had set a course to avoid boats heading towards a rocky lee shore when the front was due to hit and all but one well reefed Schionning G-Force, *Bulletproof*, were back in Pittwater before or as it hit.

Darren Drew and Co on his amazing 50' Crowther racing cat, *Top Gun* did its usual unsociable thing and cleared off. Won on OMR too. There were three retirees, with *Bulletproof*'s jib letting go, *Nusa Dua*, packed up and was simply happy to bring the boat back in one piece after last year's demasting, and *Viento* having to pull the pin within arm's length of the finish with a halyard giving up the good fight.

I must say that watching *Viento* and *Roamance* charging up Pittwater against a solid 30kts with full gear up was amazing. Such power! But in full control! *Roamance* deservedly won on PHS to *Top Gun* by 21 seconds!

Superb conditions treated the fleet to beautiful conditions for the four races on the Saturday and Sunday.

Top Gun won every race in Division one on Line honours with three different boats, *LukimYu*, *Raider* and *Quickstep* who all got a second place.

Top Gun also came out on top to win the PHS overall Lock Crowther regatta trophy with consistent results of fifth, sixth and fourth in the first three races and then, the nail in the coffin, first in the last race. Pretty good considering that *Top Gun* is a big ocean going greyhound racer against small lightweight racing boats on not a big body of water.

Another Crowther, Jason Gedde's *Quickstep*, and Robin Ottowa's Barrink designed *LukimYu* picked up second and third respectively.



ABOVE RIGHT L-R: *Lukim Yu* with all guns blazing and *Viento*.

RIGHT: *Nusa Dua*.








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TOP: Close racing with *Top Gun*, *Raider*, *Freelance* and *Xena*.

ABOVE: Beryl and Michelle Crowther present the overall winner's prize in division one to *Top Gun*'s Darren Drew and crew.

Also, seven boats were entered into the OMR pointscore. I'd really like to see more people have their boat measured for this rated scoring system – I and others are happy to help out with that. My crew did a great job all weekend on *J'ouvert* and we were very happy to receive that OMR prize.

In Division two (cruising divisions, working sails only) Bob won all four races on line honours but another Crowther *Coconut Airlines*, a Catana known previously as *Gypsy Rover*, won on PHS.

At the Presentation Dinner all was revealed, prizes and trophies presented with special guests, Beryl Crowther,

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Michelle Crowther and family on hand to present the winners with their trophies which really added prestige to the event.

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Angarumurada (Rats Cove).

I story **DOUG AND JEANETTE LEVOUNE - SC REEFLECTION**

We had a 'lightbulb moment' on our return trip from The Kimberley in 2008 as we passed over the top of Groote Eylandt prior to crossing the Gulf of Carpentaria, west to east. Seeing this landscape for the first time opened our eyes to a wilderness beauty, similar in parts to the Kimberley, that can be had closer to the east coast. With no Kimberley like large waterfalls or high canyon cliffs but rock formations, safe clear anchorages and of course fishing to make any cruiser content. Like Angarumurada (Rats Cove) shown in the photo above. Blue sky not an option here.

We decided we just had to go back and explore Groote Eylandt and coastal Arnhem Land. It took us 11 years to achieve this goal, but now we are here anchored in Inverell Bay, Gove.

What started as a brief discussion between the crews of Catina and Reeflection, turned into a full blown proposal within a few short weeks. Not only Groote Eylandt, but Arnhem Land and the Wessels as well. This time in company and having the time to soak up the regions along the way.

As the Queensland East Coast SE trade winds blow strong and true during the dry season the principle of slowly moving north with the wind to enjoy the anchorages encountered on the way. We knew from

previous experience that the return home was not going to be until November at the earliest and not much time for dilly dallying.

Putting the word around long time cruisers we knew, soon established a small group that grew and grew into the seven catamarans that are now in Gove with us. With such a large group of very able and confident women to lead the way our organisation proceeded to a much higher level.

The *Reeflection* crew started full time cruising in 2003, with short hops firstly to the Whitsundays, then further to Cairns, Lizard etc. Before our first extended trip from Sydney to the Kimberley and return in 2008.

With the help of other cruisers along the way we learned to provision over time. Being stuck in Island Head Creek, Hunter Island and other locations for 8-10 days or more due to weather, sorts out your needs and wants very quickly. Food that will last the distance between the very sparse shopping facilities of the far north and with a diet that can sustain you in the tropics. Fish, crabs and oysters supplement what is purchased. We also grow hydroponic lettuce and herbs. Buying seedlings at the big green hardware and cutting off the leaves as they regrow, we get months of fresh salad vegetables. Vacuum sealing meat and fish extends their life and with a good freezer a boon.

The need to be self reliant goes also to the vessel, the boat needs to be done over thoroughly with sails, motors and other equipment not only checked but spares obtained where necessary. There are no chandlers at say Cape Wessel or Far Away Bay. If you think a capital city business can send parts overnight to isolated rural locations, think again. The phone coverage we are experiencing in 2019 is not as good as 2008. We have our diary from 2008, places we had 3G then have no coverage at all now. The Portland Roads



Forbes Island Beach Boule.

phone tower had been damaged in a cyclone early 2019 and was still not repaired on August 7. To get phone coverage we had to climb to the top of a hill to receive a one bar signal from Lockhart River.

Also a cruising captain has not known real pressure until a washing machine has been installed on a cruising yacht and there is insufficient water to use the machine when needed or just desired.

For a number of years we had a 12 volt watermaker that produced 20 litres per hour. This unit requiring 9.0 amps at 12 volts d.c. could be run off the solar panels during suitable conditions. It was very effective for



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TOP: Forbes Island catamarans at anchor.

ABOVE: Rainman as installed on *Reeflection*.

drinking, showering etc until the washing machine arrived. This single-tub unit requires many litres for a high wash and rinse. I know, I know what you are thinking.

So what to do? Cruising friends offered suggestions including yacht engine driven or standalone units of either 12 volt or 240 volt drives.

We needed sufficient fresh water while not

having to spend hours making water (cuts into fishing time); Not having to run the main diesel engines lightly loaded, but being able to charge batteries too we felt would be a bonus.

Watermakers are an expensive item but on a cruising yacht spending many months in remote water deficient locations like the Gulf of Carpentaria or The Kimberley or just wanting to avoid marinas or towns, a watermaker is worth the expense.

Working the floor at a couple of boat shows allowed us to see most of what was available. Rainman watermakers were recommended by a few cruisers and we approached the Rainman stand at the Sanctuary Cove Boat Show to get the rundown. Brett and Deb Swann from 'The Watermaker Man' are dealers for Rainman and gave a good presentation of the various units on display; 12 volt, petrol driven and 240 volt units. They have had extensive cruising experience so know what they are about.



ABOVE LEFT: Hand prints – Hanging Rock area.

ABOVE RIGHT: Cape York.

We selected the 240 volt option as it could be powered by a 2.2 KVA generator that could charge batteries or supply other 240 volt appliances. Brett and Deb also supplied a Honda generator to suit. Talk about a one-stop-shop.

Our unit was hand delivered to our yacht a few days after the boat show and Brett walked us through the operating procedure. Even though the unit is normally stand alone. We decided to mount the membrane unit on the side wall above the engine compartment and remove the cover to expose the control knob. The drive unit was located adjacent to the membrane

unit. With the generator outside on the stern, the input hose is just uncoiled and lowered into the water. The brine outlet permanently installed into the hull (the old watermaker outlet reused). A two switches and a knob, how simple is that for control?

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TOP: Reeflection sunset Forbes Island.

ABOVE: Groote Eylandt rock formation.

up and produces the stated 140 l/h and in the Gulf about 150 l/h due to the warmer waters. *'And happy washer-people are we, wild and fancy free', forevermore;* as the song should go.

Our original group of five came together in Cairns. While some were attending to family duties, two cats took off north, three others followed later. We all met up again in Morris Island and somehow along the way two other catamarans had joined the group. It seems like cats just like to hang together, a kitty litter of sorts?

We had heard about Restoration Island where Captain Bligh stopped to refresh his crew before heading further north. The Millionaire Castaway, David Glasheen lives there now. We dropped in for a visit but he was not home. We only walked the beach as to enter someone's home without them there we considered inappropriate. A really beautiful island, we can see why he chose it all those years ago. The ABC has done a story on him and a recent book is an account of his life.

We moved onto Portland Roads (population six to eight) about four miles away and booked a meal for 12 at the only business in town, the Out of the Blue Café. Just as the meal was about to start David Glasheen himself arrived with a few books in hand.



View of Chasm Island through an archway at Hanging Rock.

We had a good chat, bought a few signed books and had a photo taken.

We had been told about Forbes Island on our return trip in 2008 but the weather had been against us, but not this time. Proceeding around the top of Gallon Reef and picking our way through the coral heads we arrived at a most remote beautiful location. Forbes Island is the main and two smaller islands surround. Here the five cats lazing in the anchorage. As cats do.

There was a nice beach and a walk up the hill provided a good view of the other islands. The next day we walked the sand spit to one of the islands and started the beach boule competition, and how was that for a sunset?

With the SE trades mostly 20-25kts at this time of year we lap up the miles. After a short stop at Margaret Bay we moved onto Cape York via Albany Passage. Anchoring in the shallow bay west of the Cape, went ashore and climbed to the tip for a photo. Some poor misguided members of our group suggested we would have the tip all to ourselves. Not a chance, 4WD's and busses everywhere. So we elbowed our way through the grey nomads to the northern tip of our great island. How do you tell a 4WD drive from a cruiser? Answer – The 4WD passengers still have the shakes from the corrugated roads.

From Cape York we went to Seisa rather than Horn or Thursday Island due to the strict food quarantine regulations. As we had stocked up



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in Cairns we only needed fuel for the dinghy. A few of us walked into Bamaga for mail, as it was after lunch it was stinking hot, so seeing a taxi number on the supermarket notice board, called for a taxi. A bloke in Weipa answered and said the taxi service shut down two years ago. So we were left to walk back the 7km. After about 15 minutes walking a seven seat 4WD pulled up and took the six of us back to the boat ramp. The lady said she was a nurse at the local hospital and they did not have enough beds for exhausted tourists, so get in.

The formally kind SE winds now turned against us so we tacked our way slowly to Weipa. The amount of rubbish in the anchorages has concerned us but the quantity in the Gulf really shocked us. Collecting plastic etc at each anchorage was always one of our tasks on our beach walks but the number of nets and squid jigs really annoyed and amazed us.

At Weipa we anchored on the Cora Bank opposite Evans Landing where a wharf obviously constructed for a category 5 cyclone and not inflatable friendly allowed access to shore. In the morning the SE blows Bauxite dust all over the boats and in the afternoon the wind turns SW and the burn-off soot just tops off the red dust. Also don't anchor in the channel as the ore carriers take up all the room.

We did the old and new township and mine bus tour. Interesting information included that most of these large bauxite carrying trucks

have female drivers as they are much kinder to the trucks. One day's dust on the workers vehicles and a stockpile being loaded on a ship.

Leaving from around Weipa, the gulf was mainly a non-event, sailing most of the way, even having the spinnaker up all day two.

Arriving at Groote Eylandt's Port Langdon we rested for a couple of days before heading west again. We had previously negotiated permits for the designated recreation locations like Rats Cove shown earlier and Hanging Rock where some of the alleged best preserved cave paintings can be observed. We met three archeologists and an Elder who were very helpful during our visit.



TOP: Dinghy viewing of formations – Port Bradshaw.

ABOVE: Dust on vehicles at Weipa mine.



Moving on up the east coast of Arnhem Land the landscape could not be more different. In Port Bradshaw near where we anchored were rock-faces like these. We did not need to go ashore as the dinghy could do all the work for us.

First swim in ages. Croc watcher was high on a rock (not shown).

We have found the locals very friendly and with permits are able to access the land to view the most remarkable environment.

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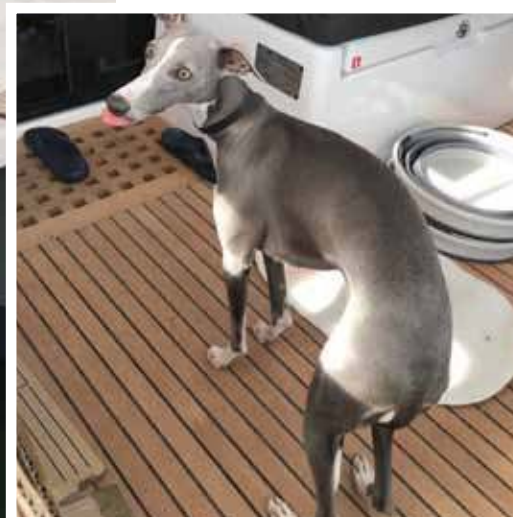
We wish you and your family the best of luck on the water at the August 42

T H G



LAGOON42

EUROPEAN PICKUP REVIEW



Sally the dog.

WHAT IT'S REALLY LIKE TO SAIL THE WORLD ...

A year and a half into their 4¹/₂ world trip, Liz and Rob are enjoying the social environment, learning new things and experiencing different places and cultures around the world.

Liz and Rob, like 80% of Australia Lagoon catamaran owners, took delivery of their Lagoon 42 in Les Sables-d'Olonne, France and are now in Greece, cruising the Mediterranean.

TOP TIP FOR A EUROPEAN DELIVERY?

"Get your Australian registration sorted ASAP, including your MSSI because it takes around a fortnight," says Rob.

Liz and Rob learnt this the hard way, leaving port before it arrived in France and then struggling to get it sent to their next location.

They strongly advise getting it sorted before leaving Australian and not to leave Les Sables-d'Olonne without it.

BEST EXPERIENCE?

Liz's favourite thing about the trip has been meeting all the people along the way. Liz and Rob have a dog, Sally, which they say attracts people to them, giving them advice and even inviting them to dinner.

Rob agrees that his favourite part is the social experience.

FAVOURITE PLACE?

Their favourite place so far has been Montenegro. They speak highly of its beauty and the kindness of the people.

After having their dinghy stolen in Sicily the Montenegrins assisted them in purchasing a new one tax free.

WHY TAKE DELIVERY IN FRANCE?

For Liz and Rob it was about saving on the delivery fee, as well as deferring the Australian tax.

Liz also discusses the adventure and getting to know their boat and that they wanted to explore the Mediterranean anyway. She admits it is sometimes scary going out into the unknown and getting to know the different weather conditions.

Rob states that they learn a lot, experiencing many different cultures, food and environments.

Liz states, "A big tick to TMG ... they've been fantastic with their support, if we've



Bilby's shakedown sail.

had any issues we get in touch with them and they go out of their way to help us so they've made buying this boat in Europe such a pleasant experience and yeah, I'll give them a 10 out of 10, it's been great ... If you're going to buy a Lagoon buy it from TMG."

WANT TO LEARN MORE?

The Multihull Group recently hosted our first Euro Launch Open Day and it was a huge success. The day included;

- the ordering process
- advice and experiences from Lagoon owners
- how to pick your sails
- how to service your engine
- what safety equipment you need
- and much more ...

The next event is set to be at the end of June 2020 in the Gold Coast. Email tmg@themultihullgroup.com to register your interest.



Liz and Rob cutting the ribbon.

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THE FASTEST DUNK ISLAND CIRCUMNAVIGATION YET



A large number of dinghies assembled with cats on beach always ensured some interesting buoy roundings during the races.



The Cassowary stands guard to the camping and accommodation area at South Mission Beach reminding all that this is his territory.

| story **DON BOLDISTON** | images **MISSION BEACH SAILING CLUB**

Racing a catamaran is an exciting pastime which many of us enjoy but when you are adding sailing in Great Barrier Reef Waters with the accompanying nice warmer weather what more would you want to entice you to join the annual third week in October 'Round Dunk Island Race'.



Naturally most competitors come from North Queensland as they are closer to the sailing venue off South Mission Beach. Here is the home of our most colourful large non flying bird the Cassowary and thus the area is called the Cassowary Coast. With some sponsorship from Bendigo Bank and the use of some of the facilities of the Mission Beach Surf Lifesaving Club the Mission Beach Sailing Club hosts the weekend with sailing craft of all types of 'off the beach' classes from windsurfers, to kite boards to dinghies and catamarans.

The main race on the Saturday afternoon is the race around Dunk Island and for the last few years many have tried to break the record of 63 minutes for the circumnavigation. Like last year Michael Guinea had brought his Nacra 20 to the event with the primary goal of getting line honours and breaking the record,

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FROM TOP: Michael Guinea and Mark Carter on way to line honours and a new record.

Mick and Mark had to push the Nacra 20 hard to maximise benefits of its foiling boards to keep speed and stability while chasing a new record.

Rob Lattimore and Luke Duncan pushed Adam Beattie hard in all races but had to settle for second outright in overall weekend results.

as advised last year the breeze was a little too light for him to break it where he had taken an hour and a half for the trip around the Dunk Island to claim line honours. This year the weather looked better with a northerly blowing and gradually strengthening as it moved a little more east. The fact that the tide was going out at race time meant a wind against tide position was established causing a 1m wave height and they were also very close together. The start saw all having to bash through this wave pattern and thus the longer and more powerful boats had an advantage. Once you had made it past Purtaboi Island the windward course started to free and the Nacra 20 and the two 5.8 Nacras showed their speed. The further you went the freer the breeze but it only was square enough for a short distance that a spinnaker would have helped thus limiting the performance of the spinnaker carrying Nacra 17 and Nacra 15. Around the back and through the whirlpool all raced. Here the island's peaks caused the wind to vary as it went from zero to gusts of about 20kts as it flowed over and around the island causing a couple of capsize. Being the right distance off the shore was the deciding factor to providing the quickest route minimizing holes in wind and keeping good speed. While the 5.8's were brilliant and very fast they could not match Michael Guinea and his Nacra 20 who took line honours in an amazing time of 53 minutes 35 seconds taking 10 minutes off the old record. The shy reach from the island to the finish was exhilarating with several sailors advising it was the fastest they had ever been on their boat. It is always hard to have a course that enables the longest leg to be a shy reach at maximum speed. Second place went to Adam Beattie and Jason Bennett on a 5.8 Nacra taking just 56 minutes and 50 seconds with Rob Lattimore and Luke Duncan third on another 5.8 with a time of 57 minutes 28 seconds Thus the first three cats had all broken the previous record time for the race so it may take another few years for it to fall again. Malcolm and Giles Richardson brought their Nacra 15 into next place.

The smaller cats all had more problems as the waves made the first windward harder and the on and off gusts on the reach tested everyone's reflexes. The 5.0 Nacra of Jarrod Cook claimed first place of the smaller cats.

Sunday scheduled three buoy races to be sailed back to back and with all the classes of dinghies sailing with a common lee mark and start and finish line there was plenty of congestion on the water. As the tide was coming in the sea was much calmer and there were only small waves.



Mick Guinea only planned to sail the main race so the three races were dominated by the two 5.8's with Adam Beattie and Jason Bennett winning all three to consolidate their overall victory on yardstick, second went to Rob Lattimore. The setting of Olympic windward return courses gave the spinnaker fliers a lot more speed and it was the Nacra 17 who claimed third place on Sunday but it was not enough to stop overall third going to the also spinnaker carrying Nacra 15 of Mal and Giles Richardson

It is such a beautiful place with good amenities and a great climate it is easy to see why many sailors always look forward to the third weekend in October for the 'Round Dunk Island Race Weekend' having it scheduled as a must do event.



TOP: The Spinnaker carrying Nacra 15 and 17 had some exciting moments in the round the island race seen here racing close but Mal and Giles Richardson claimed third overall on yardstick for the weekend.

ABOVE: Eliza and Mike Tolley pushed hard to match the high speed leaders and being the first female skipper home.

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ARE LAUNCHED ALL OVER THE WORLD



Two Schionning Cats, the Arrow 1200 *Seabiscuit* (below) and the Wilderness 1480 (above) were recently launched at the Knysna Marina in South Africa.



At La Rochelle Boat Show in France the Arrow 1500 Day Charter Cat created much interest and lots of compliments.



The Queensland Sunshine Coast in Australia saw the sporty cruising cat Arrow 1280S launched a few weeks ago to perform some serious ocean sailing with skipper Matt Goulter. Matt has done an amazing inspired job building his cool cat *Duality*.



Dragonfly 35 Touring

'Saphira' – AUD \$297,500

Currently lying on the Gold Coast, Saphira is an immaculate, Danish built 2010 Dragonfly Touring 35 with carbon fiber mast and carbon bowsprit.

Built in Denmark in 2010 "Saphira" is very capable offshore cruising Trimaran with a fabulous high volume and high quality teak interior. With two separate, spacious cabins and a very useable galley and dinette, her layout is perfect for extended fast family cruising.

In 2018 she has a large refit that included new standing rigging, new anti-fouling, a new GPS plotter Raymarine e95 in the cockpit, AIS, new trampolines, new batteries and was wrapped in a very cool mid blue vinyl. New price for a similarly equipped boat is over AUD 600,000 incl. GST.



Dragonfly 32 Evolution

'TRI' EUR € 395,000 [Ex Tax Aust]

Currently lying in Italy, 'TRI' was built for the legendary yacht collector Mr. Jack Setton as a "Short Handed Daysailer". She has only been used occasionally since delivery in the European summer 2019.

Built to order with very high requirements, and no expense spared, this 32 Evolution is absolutely unique. The boat boasts all the features of the standard Evolution plus many custom solutions to make the boat as single-hand capable as possible. The price for a similar new boat would be more than €550,000.

'TRI' is in "brand new" condition, exceptionally equipped and immediately available.



Dragonfly 25 Sport

TMG Demo Model – AUD \$198,961

Lying on the Gold Coast, this boat represents a 25% discount on the full retail price.

The 25 is a high-performance sailer, ideal for sport and racing sailors looking who don't want to compromise on comfortable accommodation... as well as for weekend cruising with family and friends. This is the more powerful Sport version, and features the famous Swing Wing system, allowing you to berth at any marina, needing no more width than a monohull.

This boat is unsinkable and easy to sail single-handed with all functions leading back to the cockpit.

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2001



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Diesel Saildrives



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2015



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2003



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Brisbane, QLD | Patrick Darling 0418 887 911



2010



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2 Doubles



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ROGERS NORTH REEF 10

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2001



25HP Yamaha
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SCHIONNING WILDERNESS 1100

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2011



2 x 9.9HP Yamaha
Outboards



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\$595,000



SCHIONNING WATERLINE 1480

Brisbane, QLD | Andrew Crawford 0402 345 245



2005



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5



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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 ²
Self-Tacking Jib	44.5m ²
Fractional Reacher	101.8m ²
No of cabins	3 or 4
Tanks	
Water	400L
Diesel	2x 300L
Engines	2 x Yanmar 3JH40
Price	USD 1,300,000 ex-tax

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 ²
Genoa	44.5m ²
Spinnaker	135.5m ²
No of cabins	3 or 4
Tanks	
Water	400L
Diesel	2x 300L
Engines	2 x 40hp
Price	USD 1,700,000 ex-tax

We invite you to the launch of the Carbon HH 50 at Miami Boat Show, USA, February 13-17, 2020.



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2018 FP Lucia 40 - "Mon Desir"
Lying: Preveza, Greece 389,000 EUR



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Lying: Noumea, New Caledonia 198,000 EUR



2011 Catana 65 Carbon Infusion
Lying: Tahiti, French Polynesia \$1,300,000 USD



2017 FP Lucia 40 - "Rise N'Shine"
Lying: Greece 330,000 EUR



2010 FP Mahe 36 - "Skeddaddle"
Lying: Airlie Beach, QLD \$339,000 AUD



2015 Knysna 500 SE - "My Happiness"
Lying: Gold Coast, QLD \$995,000 AUD



2017 Leopard 43 PC Owners Version - "Coco"
Lying: Phuket, Thailand \$530,000 USD



2019 Stealth 47 Day Charter PC - "Maserati"
Lying: Phuket, Thailand \$570,000 USD



2003 Lagoon 570 - "Sumore II"
Lying: Whangarei, NZ \$549,000 USD



1994 Farrier F9AX - "Outer Limits"
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Long-term Northern Territory sailors Col and Kerry Sharp were on the cusp of early retirement and on the hunt for the perfect new live-aboard catamaran when they ventured unannounced into the Gold Coast headquarters of Lightwave Yachts in early 2005. They'd already checked out other 'species' of popular cruising cats but none quite filled their desire for attributes like a light, airy and spacious interior, clear clutter-free deck space, an easy-to-manage set-up and a well-built, sleek and beautifully designed boat that they'd be proud to own and sail.

From that very first meeting with the owners of the renowned all Aussie boat-building company's Roger and Louise Overell, Col and Kerry were convinced the Tony Grainger designed Lightwave 38 was the model that met their every need and, just before Christmas 2005, they took delivery of their sparkling new catamaran, *Brahminy*! (a native raptor from the kite species) "It ticked all the boxes from day one and it hasn't disappointed," they say.

"Among so many other great features, *Brahminy*'s general open décor and style to suit tropical cruising; her big, bright and airy saloon, comfy queen-sized cabins, beautifully-appointed head and spacious galley have made life aboard immensely relaxing. At 11.3m, it's been the perfect size for the two of us to handle easily when sailing, anchoring and entering and leaving marina berths."

Other valuable attributes include its generous fuel and water capacity, its two 30hp diesel engines for easy manoeuvrability, its well-designed interior with clean lines and full headspace throughout, and wrap-around windows on both levels that provide 360-degree views at anchor. It's also very economical to run, features a handy self-tacking jib and main for easy sailing and boasts the Lightwave's exceptionally practical raised helm position providing clear 360° views of the ocean – and the magnificent marine life that swims within it!

Since taking delivery of *Brahminy*, the Sharp's easily driven catamaran has taken them and their on-board guests on an incredible journey nearly halfway around the Australian coast – from her Coomera birthplace all the way up to Cape York and the Torres Strait, westward across the 330nm Gulf of Carpentaria to Arnhem Land and their hometown of Darwin, and further west to the isolated and truly breathtaking Kimberley coast.

They say that throughout this 14-year adventure, they have never failed to be impressed by the sailing performance of the catamaran. Lightwave Yachts has an excellent reputation for the outstanding design and quality of their work – which means these beautiful catamarans maintain their value well and are generally snapped up quickly in the re-sale marketplace.

"We relocated *Brahminy* back on the southern Queensland coast five years ago so we could spend more time each winter cruising the Great Barrier Reef and Whitsundays. Over the years, we've had many fellow sailors, bareboat charterers and marina visitors stop to admire and pass glowing compliments about our boat and the timeless beauty of the Lightwave. We feel truly blessed and honoured to have been in a position to own, live aboard and cruise one of these Aussie-made catamarans, and we are sure that she will give her next owner's as much joy as she has given us."

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2018 LAGOON 42 SABELLA

Launched in Europe in January 2018, *Sabella* is an immaculate Lagoon 42 now for sale exclusively with YOTI Multihull.

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Sabella has been set up for simple and uncomplicated Bluewater cruising. Her owners designed her specification to allow self-sufficient cruising to remote cruising grounds with a view to carrying her Australian family in comfort and safety. All retro-fitted items are of the highest quality and include 12V water maker, 1675 watts of solar panels, comprehensive navigation specification including AIS and a Highfield RIB with outboard on Davits.

Sabella represents a fantastic opportunity to step onto a complete and intelligently specified as new Lagoon 42 in the Mediterranean.



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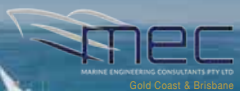
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PARADISE FOUND

Return to *Anui* after a
little wander on the cay.

A photograph of a boat named 'MELBOURNE' on a body of water. In the foreground, the back of a brown dog's head and shoulders are visible, looking out towards the water. The boat is white with a blue stripe and has 'MELBOURNE' written on its side. Another boat is visible in the distance under a clear blue sky.

For a destination with a difference, how about a coral cay?
CHRISTINE DANGER explains what these beautiful little islets are about and takes us visiting six of them in Far North Queensland.

Have you ever seen those amazing wisps of whiteness gleaming out from a turquoise sea, these tiny sand islands on the Great Barrier Reef? If you have, like us, you probably go searching for them because sand cays, as they are called, not only provide a bit of shelter at anchor, but most importantly they are absolutely stunning. On the other hand if you have never seen them, then you'd better add them to your bucket list! Either way, here are six solitary sand cays worth visiting in Far North Queensland.

SO FIRST OF ALL, WHAT IS A SAND CAY?

Unlike continental islands which share the same geology as the nearby mainland, a sand cay is a small, low elevation sandy island on the surface of a coral reef. A cay forms when ocean currents transport loose sediment across the surface of a reef to a low area where the current slows or converges with another current, releasing its sediment load. Gradually, layers of deposited sediment build up on the reef surface and an island is formed. Its shape changes with time, governed by the weather patterns and tidal movements.

Some cays are still relatively young, and start their life as a sandbank. Other more established ones are covered with vegetation which gives them more stability.

The cay resulting from sediment accumulation is made up of the skeletal remains of plants and

animals from the surrounding reef ecosystems. Much of this sediment is comprised of coral skeleton – calcium carbonate – that has been processed through various species of parrotfish. As the parrotfish feed, their beak-like mouths scrape algae off dead coral, taking small pieces of coral skeleton with it. The parrotfish then eliminate the sand, which falls to the reef floor in a very fine sandy powder. Yap, fish poo! Think of that next time you sit on one of those gorgeous islets gazing at the amazing views and graduations of colours!

I can hear you ask, so you want us to sit on a pile of poo. What's the attraction?

Well first of all, the cay despite its small elevation, together with its surrounding reef, provide a little bit of shelter for anchoring, particularly at low tide when the reef breaks the effect of waves and swell.

Secondly, cays are home to a great diversity of wildlife, both in the surrounding reef and on the islet itself. You go there not only for snorkelling, but for bird watching.

And lastly, you go there for how they make you feel – serene, in awe, away from all your worries!

So let us take you to six of our favourites you might like to visit along the Far North Queensland coast, and tell you a little about their appeal.

1. UNDINE CAY



TOP: Aerial of Undine Cay – a different perspective!

ABOVE LEFT: Reef dweller – a black patch Triggerfish.

ABOVE RIGHT: The seascape at Undine Reef.

Undine is one of those dreamy islets that appear in the middle of the ocean and take your breath away. It is surrounded by turquoise water, with a shallow reef further out. No public mooring there, but good anchoring in 10-12m of crystal clear water. It begs for

you to hop into the dinghy as soon as you have safely anchored and come ashore on a pristine patch of sand where the only footprints are those of a few sooty terns. Although the shallow reef surrounding the cay is not as striking as other reefs we have been to, we still managed to spot species of fish we had not seen before and the soft coral was pretty.

2. VLASSOFF CAY



TOP: Amazing graduations at Vlasoff Cay.

ABOVE: Helicopters land on Vlasoff Cay if no one is on it.

About 20nm from Cairns through a network of reefs, is the tiny Vlasoff Cay, not vegetated, gleaming in the sunshine and nestled in the middle of turquoise waters. You can anchor in 8-10m of water over sand or pick up one of four public mooring buoys. You will gaze at unbelievably beautiful graduations of aqua and ultramarine as far as the eye can see. You wish you could get Vlasoff to yourself. But you possibly won't. It is a favourite with choppers from Cairns, which fly over quite often; some land there and drop couples for a brief visit, complete with sun umbrella, deck chairs and a glass of bubbly. But here is a little secret: as long as there is someone on the cay, no helicopter will land – a safety precaution. So if you sail to this gorgeous little islet, we think it is a rather cool place to take a picnic and a bottle of fine wine and celebrate the joy of being there on your own deserted island.

3. LOW ISLES



ABOVE: Aerial of Low Isle and its quaint lighthouse.

INSET: The lagoon at Low Isles.

Fifteen kilometres off the coast of Port Douglas, Low Isles is a good spot for sheltering in stronger wind and for birdwatching. Low Isles is actually two sand cays which have evolved quite separately with regard to their vegetation. Low Isle itself is a pretty vegetated coral cay complete with palm trees, its own lighthouse and a couple of buildings looked after by a caretaker. The coral cay shares a common reef with the mangrove island called Woody Island. In the shelter of the reef and in between the two islands is a quasi-lagoon with

three public moorings, and another two further out. So chances are when you get there, you won't have to anchor. But if you do, there is plenty of space in 8-10m of water over sand.

What is attractive about this spot, apart from the scenic cays, is the birdlife. Lots of sooty terns, imperial pigeons, a couple of ospreys which have built their nest on the side of the lighthouse top, whimbrels, reef egrets to name a few. The snorkelling there leaves a bit

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to be desired. The reef is dominated by soft corals and the usual variety of fish such as parrotfish, angelfish and fusiliers. But being very close to the mainland, the waters are affected by coastal runoffs which have damaged the coral garden and severely limit visibility. We still liked Low Isles though for its great shelter and birdlife.

4. MACKAY CAY

On most days, you will see the rainforest covered range along the mainland whilst enjoying the cay and snorkeling this reef. And yet it is such a different world out on the reef! There are two public moorings there, as well as ample space to anchor in 10-12m of water over sand, clear of bommies. You can go and admire your catamaran from the dazzling height of the sand cay top – 3m – which gives you a different perspective on your



TOP LEFT: Aerial of Mackay Cay and its beautiful colour graduations.

TOP RIGHT: *Anui* moored at Mackay Reef in totally calm weather!

ABOVE LEFT: Crinoid Feather Stars clinging to the reef wall.

ABOVE RIGHT: A few yachts in the anchorage at Mackay Cay.

surroundings and the colours of the reef will take your breath away.

Hopping into the clear water and seeing what lies beneath is one of those 'OMG' moments. We have snorkelled at dozens and dozens of sites, but Mackay Reef, particularly around the reef wall drop off impressed us. We were there for several days and explored different sections of the reef each day. There are giant clams in neon shades that hardly seem real, clownfish in their favourite anemone, the usual array of colourful parrotfish and surgeonfish zooming in and out of ledges and hidey holes. And at the drop off, on the outside, pelagic species patrol, and odd-looking tunicates and gorgonian fans decorate the wall.

5. SUDBURY CAY



TOP: Aerial of Sudbury Cay.

INSET: Beautiful coral gardens at Sudbury Reef.

Tucked in not very far from Fitzroy Island, Sudbury is a centrepiece of the reefs near Cairns. There are two public moorings and lots of sandy clear patches to anchor in 10-12m of crystal clear water. The surrounding reef there is shallow, perfect for snorkelling. Some reefs are striking for their abundance of fish. At Sudbury, it is all about the gardens of soft corals swaying in the current. Of course there are all different kinds of parrotfish who can't help but dive bomb your underwater photos, poking their fins at every opportunity. And then there are the endearing green sea turtles. I spent a fair bit of time swimming with one particular turtle who kept coming back to me. I suspect he was utterly bewitched by my figure hugging wetsuit, finned feet and oh-so-sexy snorkel!

Sudbury is another one of those sights that will erase all your worries in a nanosecond. Down below, there are no bills to pay, no project deadlines, no appointment schedules ... Once you are below the waterline, nothing else matters, you are in this very moment.

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TOP: Mooring at Michaelmas.

ABOVE L-R: Thousands of Sooty Terns nest at Michaelmas Cay.

Batfish under our hulls.

We found Nemo at Michaelmas Reef!

6. MICHAELMAS CAY

Not only is Michaelmas cay stunning, but it is also an extremely important nesting habitat for migrating birds, the largest in the southern hemisphere. We are talking about thousands and thousands of nesting birds. In fact when you first approach the cay, all you can see is a dark cloud above the islet – hundreds of birds flying over – and all you can hear is their deafening calls, day and night non-stop. You will see brown boobies with their odd blue beak and green feet (the males), lots of sooty and bridled terns, beautiful noddies, even a frigate bird or two. It really is a special spot for birdwatchers. The sand cay has limited public access, with a roped area for visitors to stay within, so as not to disturb the nesting birds.

The waters around the cay are a haven for turtles resting and foraging all over and have a rich marine fauna including giant clams. Another cool thing: dozens of schooling batfish and snappers mingle under your hulls ... It is great to jump off the back of the boat and join in to the action. They are really inquisitive, swimming under you, around you, at you, totally

unafraid. And the black trevallies are very tame too, even if a little more daunting when they come close.

The sandy lagoon is one of the rare spots that are wind and swell protected and the coral is immediately adjacent to the beach. This is because it is protected by not only Michaelmas reef and cay, but also the Arlington Reef – a reef within a reef! There are two public moorings close in and space to anchor in clear water over sand a little further out. You can also hook onto the moorings of several tour operators when not in use. They are well maintained. You just have to be prepared to vacate if the tour boats turn up.

So if you are seeking a one of a kind reef experience, consider sailing out to one of the fantastic coral cays along the Queensland coast. We have given you six in Far North Queensland, but there are some 300 in the whole Great Barrier Reef. So here is an idea: See how many you can discover. Go and witness some unforgettable graduations of colour, some amazing undersea creatures and stunning birds while playing castaway. Have fun!

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



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