

AUSTRALIAN

multihull

world

POWER & SAIL

#127 July/Aug 2014
Registered by Australia Post QBP 4835

\$9.90
(NZ \$11.10 incl GST)

BRISBANE to
GLADSTONE

THE RACE
THE CRUISE
THE BOATS

HI-OCTANE
HEAVEN

CAT'S
TALE

SCHIONNING
G-FORCE
1800



www.multihull.com.au

ISSN 1835-7989

9 771034 510001 01

KATO

G-Force 1800



We are all thoroughly tired of hearing about the GFC and for most of us, feeling the effects too. Some builders like Seawind moved offshore, a decision I am sure was not taken lightly, but the good news is, that some good Aussie boat builders are still alive and well and producing some awesome big custom catamarans.



A better home for *Kato* could not be found anywhere as 'this' very special cat, at 60' of length, has her own purpose built hard stand shed which has a slot in the roof so she can be stored or worked on in all conditions, fully rigged. When I first set eyes on *Kato* after she was launched, it was 7am at The Boat Works, within a matter of minutes a specialised trailer arrived, rolled into the water and very gently lifted her out for some final touches at her home base.

Building a custom catamaran involves a lot of people and choices, it could look like a daunting process but with a good designer and experienced boat builder to help with recommendations, product choices, finishing options etc. it isn't as scary as it looks. In *Kato's* case, since the owner's are involved in the Marine Industry with The Boat Works, they had a very hands-on role in this particular project.

Julian Griffiths owner of Noosa Marine had first contact with *Kato's*

■ LORRAINE SCHIONNING ■ ONWATER PHOTOS BRETT MCINTOSH ■ INTERIOR PHOTOS © CEDRIC JACQUOT PHOTOGRAPHY

Two Queensland boat builders launched Schionning designed 60' cats last month, both of these were for clients who travelled far and wide to find what they wanted, they looked at both heavier production type cats and more high tech carbon cats in Europe, USA, South Africa and China, both came home to settle on getting a customised design built for them right here and I am pleased to report that both clients are very happy 'campers'.

You could be forgiven for thinking this may be a 'flash in the pan', but not so – both Noosa Marine and Cure Composites each have new 60' projects started, one of them is another Schionning Design, the other a Roger Hill powercat, and at Schionning Designs we have several other new clients, from Australia and from overseas looking to use Custom builders here in Australia.

Why did these clients all choose this route, to custom build in Australia? The primary reason, without exception they were looking for better performance than the previous cats they owned, but they also wanted performance *combined* with good comfortable accommodation providing a level of fit-out and luxury expected in a bigger cat. Absolutely reasonable ideals you'd

think, but surprisingly when you look around the world for this combination, along with the desire for high quality, and reliable builders, there aren't a lot of options and Australia is a stand out with excellent materials, builders and designs that produce exactly this with flexibility to give the client exactly what they want.

Most custom designed projects are in the 15m to 20m size range and you might wonder how the process works,

how do you go about getting the boat you want when you've searched the world and simply can't find the combination of features to suit you?

This article features *Kato* the customised G-Force 1800 that was built by Noosa Marine for an Australian client who owns 'The Boat Works', the Premier haul out facility for multihulls at Coomera on the Gold Coast.

Building a custom catamaran involves a lot of people and choices, it could look like a daunting process but with a good designer and experienced boat builder to help with recommendations, product choices, finishing options etc. it isn't as scary as it looks




The Leaders In Multihull Design and Kit Development.

Schionning Designs have been the market leader in multihull design and composite kit development for over 25 years. From the very popular G-Force performance cruiser range to the Wilderness X Series of true ocean greyhounds - we have the perfect design for you. Custom design services are available upon request so what are you waiting for?



02 4997 9192 | info@schionningdesigns.com.au | www.schionningdesigns.com.au



left: Modern and light, the bridgedeck cabin is comfortable.

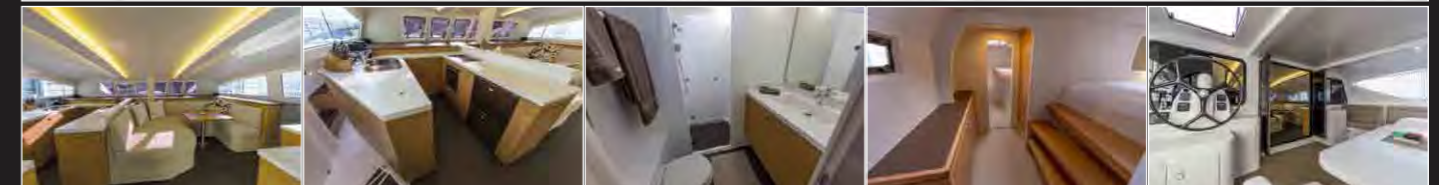
below left: Steps lead around the guests' bathroom to cabins located fore and aft.

below right: Spacious 'owners' cabin with king size berth and wide easy access steps.



owners – the clients. At the time Julian was building *Mojo* a smaller G-Force cat which caught his attention and so Schionning Designs were approached. In many cases, the designer will be the first point of contact by the client but either way, designers and builders usually have mutually supportive relationships once they've worked together on some successful projects.

After meeting with Jeff Schionning, the design was contracted and the requirements nailed down. This process is creative and should be fun for the client as they work together with the



Since its inception in 2008 Noosa Marine has gone from strength to strength, in most recent times, the launch of *Kato* – a Schionning G-Force 60 on Noosa River has been a highlight.

Julian Griffiths and his motivated and dedicated team all have a passion for sailing and all things boating. Julian has grown up in Noosa and having spent a lot of time on the river and its shallow waters has an appreciation for multihulls.

Max Marion has been with Noosa Marine for six years completing his shipwright apprenticeship in 2013, Max has been sailing and racing all his life and has built himself two Noosa 620's.

Guy Gleadhill completed his apprenticeship with Andrew Crick and has built various Schionning designs, he has been with the Noosa Marine team since 2011.

Ash Deeks is not only a boatbuilder but also a professional sailor in his own right, he joined the team for the latest project.

Nelson Ross has recently signed up to complete his apprenticeship with having worked in the industry for many years. Nelson has substantial experience in boat restoration.

Leroy McAvoy has also begun his apprenticeship deciding that boatbuilding is his passion, he has come through the ranks of Youth Sail at the NYRC and can be seen regularly on the race course.



Noosa Marine prides itself in specialising in custom quality built vessels, Julian believes that when they take on a contract the client can be assured that their project will get their full dedication with an outstanding result.

After *Mojo* came out of the Noosa Marine shed in November 2011, she began a three year adventure to Thailand in which she successfully competed in the Asian racing circuit.

Following on from the success of *Mojo* the team have taken 14 months to complete *Kato*. She will be making her way up the Queensland coast for a five month jaunt to Lizard Island.

Already in its infancy stages, the latest project being a Roger Hill design 63ft powercat will be a slightly longer build time. It will showcase the diversity the Noosa Marine team can deliver depending on the client's tastes and needs.

Ocean Degree

TOTAL YACHT SERVICES

at The Boat Works, Coomera.

FOR ALL YOUR YACHTING NEEDS

Antifouling Shipwrighting
Engineering Maintenance
Polishing Detailing

Levi 0411 722 542 Josh 0418 736 154
admin@oceandegree.com.au

www.oceandegree.com.au

OCEAN DEGREE YACHT SERVICES started in 2005 by Levi Duncan and Josh-Duke Yonge after they'd returned home from successful super yacht careers overseas.

Utilising the skills they'd acquired abroad they began their yacht management company specialising in maintenance programs, repairs and crewing.

By 2010 their business had grown and became more diverse in its services, so they secured an office space and workshop at the Boat Works and now employ a full comprehensive team covering all areas, and cater to vessels of all sizes across the eastern seaboard.

Levi Duncan says "We have a enthusiastic team of industry skilled professionals that has enabled us to open our doors to all in the yachting community and offer competitive pricing with a high level of workmanship."

Ocean Degree

TOTAL YACHT SERVICES

Noosa Marine
Simplicity And Style

- Specialised multihull builder
- 21 years qualified experience
- Quality custom built multihulls
- Specialising in Australia's leading designs

Please find us on Facebook

0402 079 394

noosamarine1@gmail.com
www.noosamarine.com.au





All opening upright hatches forward create a feeling of space and provide excellent ventilation in this living space.



top: Owner's hull bathroom, beyond the shower is the workshop/laundry.

above: Impressive lighting and the extra wide saloon settee create comfortable 'lounging'.

designer to achieve the boat they want to have built. This requires time and attention to detail as it is here that most of the decisions are made concerning aesthetics, layout, performance, rig choice, and other major equipment requirements such as air conditioning, generators, motors, and so on. Once the design and layout have been signed off, the plans are produced and in most cases with a Schionning design, a Duflex Composite kit for all the flat panel parts for the boat is created in CAD and nested for router cutting. This is to simplify and speed up the construction process. It does however mean that changes to the boat later can become more difficult so it is important to work through all the details in design prior to plan and kit production.

With *Kato* the owner had previous cat experience and knew what he wanted, along with good performance, he wanted an easy boat to handle as he and his wife sail alone most of the time and they spend a lot of time on board, mostly targeting good kite surfing spots.

There is a big 'toy' bin aft of the cockpit which was built specifically for the boards, another practical addition and the aft of the boat was kept clear for kite launching and retrieval from the boat.

Where a lot of production cats use cheap, heavier material choices in construction, and other designs call for high tech very expensive carbon and pre-preg epoxy systems, the G-Force 1800 engineering blends ATL Composites' Durakore strip planking and Duflex flat panels with epoxy and uses more exotic S'Glass and carbon cloths where appropriate to save weight and achieve desired strength. This produces a super strong, tough, light cat without excessive use of expensive exotics which in many cases are used simply for 'carbon' bragging rights and mostly produce a more fragile structure more difficult to repair in remote cruising areas.

Starting outside, the cockpit is simply vast and fully covered with the roof run well aft to the back of the cockpit seat. Spending a lot of time on the north east Australian Coast, shade is important. A big 'U' shaped dinette is set

ICEER

**CUSTOM MADE
REFRIGERATOR
SYSTEMS**

INTELLIGENTLY
CONTROLLED
ENERGY
EFFICIENT
REFIGERATION

Australian Made by
Betts Boat Electrics Pty Ltd
Mob 0419 674135
Web www.iceer.com.au

CRUISING GEAR

Mojo, G-Force 1500, Schionning Designs — Vid Pic Promotions photo

**Reliable, easy to use,
minimal maintenance
required.**

**Put the pleasure
back into cruising.**

HARKEN®

INNOVATIVE SAILING SOLUTIONS

HARKEN AUSTRALIA PTY LTD
1 b Green Street, Brookvale, N.S.W., 2100 Australia • Tel: 61-2-8978-8666
Email: marketing@harken.com.au • Web: www.harken.com.au

below left: **Wide floors create an easy flow throughout the cabins which are spacious and uncluttered.**

below right: **The guest cabin in port hull, looking aft to a shared bathroom.**

bottom left: **A cockpit to die for, social, sheltered, shaded.**

far right: **Wide opening door between saloon and cockpit.**

aft in the cockpit, facing the saloon/galley, and to port is the single steering station that sports a very snazzy lightweight carbon helm from Lewmar and a Hydrive hydraulic steering system. The plotter is located inside an opening window in front of the helm which can be used from both inside and out. Above the helm is a large opening hatch, Julian tells me that visibility is excellent both forward through the saloon windows and through the hatch,

you can see all four points of the boat which makes for confident docking and good sail control. On the starboard side of the cockpit, against the saloon bulkhead is a gas locker and storage for a portable gas Weber barbecue. Next to this is comfortable 'sea' bed, a nice little nook where you can relax out of the breeze and buzz of activity in shelter whilst under way or when you feel like some quiet time.



On this G-Force, a fixed aluminium rig was chosen by the builder and owner, supplied by David Lambourne but the designer's preference for this cat would have been a fixed or rotating carbon mast which is about 300kg lighter.

Sails look spectacular, made by Doyle Sails Qld who have supplied a lot of G-Force sails in the last few years. The choice was to go for a square top mainsail in Doyle Stratis membrane with a polyester taffeta on both sides for durability. Sail control uses an electric winch from either the mast or helm station.

The headsail is a self tacking jib for simplicity with an endless line furling screecher for easy single handed cruising.

A spinnaker with sock, completes this superb Doyle Sails wardrobe.

Ronstan rope constrictors were used on all high load lines instead of clutches, these carry very high loads with reduced wear and tear on ropes.

At time of writing, the boat had only done a few short trips from Noosa to the Gold Coast and back to Mooloolaba. Her maiden voyage was in light winds of only 8kts, she kicked up her heels to impress hitting 9.8kts of boat speed. Later, they logged 22.3kts surfing in 2m swells with three reefs in the main and the jib. Winds were around 25-30kts.

Julian reports that she tacks beautifully and displayed all the good manners of her G-Force heritage.

Her heavier sister with a similar hull has clocked 24kts in 16-18kts of wind so expectations for this lighter G-Force are very high. One of the main benefits of these easily driven hulls with excellent power to weight ratio and a good WL beam to length ratio is that you don't need much wind to

The choice was to go for a square top mainsail in Doyle Stratis membrane with a polyester taffeta on both sides for durability

DOYLE

EXCEL UNDER PRESSURE

When nerves are as taut as the sheets on the clew it's reassuring to know you've got Doyle sails taking all the pressure and turning it into a winning performance. With consistent wins in major events the latest generation of Doyle sails are taking the racing world by storm. From multihulls to super yachts, Doyle is redefining performance sailing.

www.doyleaustralia.com

- Doyle Sydney (02) 9818 8842
- Doyle Melbourne (03) 9646 5273
- Doyle Queensland (07) 5492 8220
- Doyle Perth (08) 9430 5366
- Doyle Tasmania (03) 6234 5422
- Doyle Adelaide 0438 818916
- Doyle Airlie Beach (07) 4948 1868
- Doyle Lake Macquarie (02) 4948 1331

DOYLE STRATIS



above left: Looking aft from owner's cabin.

above right: Looking forward from owner's cabin.



move so in reality you can sail when most other cats are either motoring or waiting in port for more wind strength.

Motors are twin 75hp Yanmar sail drives, the boat motored at 15kts flat out which is pretty impressive.

As you would expect on a boat this size, the galley and saloon are on the bridgedeck, both are spacious and light, the clients especially created part of their lounge with a wide base for relaxed lounging, a practical and modern 'house' trend that works well. A feature that I particularly like is the row of almost upright all opening hatches forward of the saloon. If you've ever sailed in the tropics you will absolutely appreciate what this means – good ventilation. The owners told me they found they can leave the hatches open in rain too, how good is that?

Although the interior styling looks like it's been created by a talented interior designer, it was actually put together by the owners and obviously produced beautifully by Noosa Marine. I was also very impressed with the interior soft linings which were done by Andrew Britten from Coastal Auto Marine Trimmers, a truly great achievement from everyone involved.

The layout sleeps eight people in one queen cabin, two king cabins, and a forepeak with twin single berths.

The port hull is the 'guest suite' with two cabins, sharing a comfortable central bathroom with head and shower. The forward cabin has a king berth on the bridgedeck level with a cabin forward housing twin single berths. Aft is another cabin with queen berth and cupboards. Steps lead to the forward and aft cabins around the bathroom creating privacy for both.

The starboard side is the 'owner's suite'. Forward is more kite board storage, coming aft is a wardrobe and then the very spacious and light king berth on the bridgedeck with full width easy steps leading up to the bed. Walking aft from here you'll find more cupboards and storage leading further aft to the toilet, behind which is a separate shower and aft of this, workshop and engine room access.

All the cabins are very spacious, light, uncomplicated, and really inviting, there is a sense of 'flow' throughout this boat that I find really appealing.



Kato's owners are proud and extremely happy with her, and look forward to heading off on their maiden cruise as this story goes to print.

Having a custom catamaran designed and built for you in Australia is surprisingly competitively priced with most of the major products of similar size out there so if you can't find exactly what you are looking for, why not consider a custom design and build.

CONTACTS

www.noosamarine.com.au
www.schionningdesigns.com.au
www.theboatworks.com.au
www.doyleaustralia.com



Customised Legend 60 will be featured in our next issue.

COMPLETE POWER SOLUTIONS

YANMAR

Purpose built marine engines for all boats

- Sailing series 9 – 125mph
- Power boats 160 – 530mph
- Commercial 13.2 – 1822mph
- Sail, stern or shaft drive available

mase GENERATORS

IS and Mariner Series Gen Sets
 Single phase 2 – 29kw
 Three phase 11.2 – 160kva

PACKLESS SEALING SYSTEM SHAFT SEAL

Number one selling dripless shaft seal in the world

Gori propeller

2 & 3 blade folding or racing options available.

Experience the difference

Power Equipment

Contact us for your nearest Dealer

Australia:
 1800 069 469
www.powerequipment.com.au

New Zealand:
 +64 9 358 7478
www.powerequipment.co.nz

MANUFACTURERS OF MARINE WINDOWS & DOORS FOR ...

- Luxury Yachts
- All Types of Vessels

Congratulations to Noosa Marine on construction of the Schionning designed G-Force 1800 'Kato'

07 3284 5088

www.austmarinewindows.com.au