

# Pathfinder Pilothouse 17,4

BY PETER BRADY

part two



As I explained in part one of the Pathfinder Pilothouse story, our client's first requirement was to comfortably accommodate around 70 guests for local social events such as Christmas parties. By comfortable I mean able to stand or sit with a drink in one hand and a plate in the other without coming into contact with another guest. With this design, the split level styling of the pilothouse creates a number of separate areas and so was a very simple brief to meet. Starting at the bow, the front bulwarks have been designed in such a way as to form seating that can function as both bow riding seats inside the handrails for younger ones facing forward in calm

weather, or when used facing aft form a conversation pit in combination with the stainless and teak slat seats mounted on the front of the cabin. The front cabin fairings have been developed to both form deck boxes for fenders and ropes and also to define this area as its own

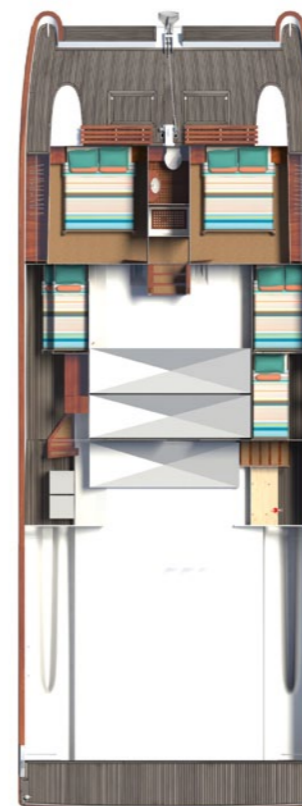
separate place capable of comfortably seating 15.

Moving aft down the wide side decks, the raised bulwarks with handrails feel secure and allow quick, safe movement around the boat which is very important when operating short-handed. Trawler



style sliding doors provide access to both sides of the pilothouse that will comfortably accommodate another 15 guests either standing or sitting without getting in the way of the boat's safe operation. Moving further aft either down each side deck or through the galley area, the aft deck has ample room for at least 20 more guests with room to spare and up on the upper deck another 20 will also have plenty of room. The large and comprehensively outfitted galley opens out onto the aft deck and as there is a barbecue in the aft beam, feeding this many guests would not tax the boat's facilities, plus there are plenty of horizontal surfaces such as the deck freezers, aft beam and tables for alfresco food and drinks to be prepared and presented, whatever the social occasion. In addition, there is a separate toilet and bathroom opening onto the aft deck so guests are also well catered for with the inevitable call of nature. So accommodating 70 people even if they are different ages will not be a problem, neither will their weight be an issue as it is less than the weight of the fuel that the boat can carry. It is in this mode that a power catamaran's stability and manoeuvrability really comes to the fore. Stability means that when people move about the boat or when encountering other vessel's wake, glasses and plates don't slide off tables and benches, nor does anyone feel nervous or seasick. Small children will be safe within the enclosed aft deck and teenagers can have their own separate area like the foredeck to socialize, as only teenagers do. The power cats two widely spaced propellers provide incredible manoeuvrability particularly in combination with a bow thruster and it is this confidence in manoeuvring that allows the helmsmen to sit in a position amongst other boats without drama.

As this will also be a multigenerational boat in its second mode – that of a family weekender, the accommodation has been set up in a variety of different combinations. There are two forward cabins at bridgedeck level both with walk around queen-sized beds and the master to starboard has an ensuite. Walk-around beds provide both the feel of a much larger boat along with easy access for older or less physically able owners and guests. To starboard in the mid section of the hulls is a family room with a double and single bed for grandchildren and in the same position in the port hull is another bedroom with



## Multihulls on show:

Groundbreaking dry land multihull brokerage on the Gold Coast



Imagine the world's greatest cat designs, a premium collection - standing tall, out of the water, masts towering into the sky - the whole vessel visible in all its glory. The thought brings excitement to the hearts of many and all the big names are there ... Schionning, Catana, Grainger, Fontaine Pajot, Leopard, Lagoon and Seawind ... all in one space.

This is the sight that will greet you at The Boat Works' entrance in the Gold Coast Marine Precinct. Launched in October, in joint collaboration with Multihull Solutions, the flagship marine service hosts the very first dry land multihull brokerage in the southern hemisphere.

"We believe this is the first dry land brokerage in the whole of Asia Pacific. It will be open everyday. A premium line-up of 18 boats on display, predominantly brokerage," says Mark Elkington, managing director, Multihull Solutions.

"You can expect a selective range. We're not just putting any boat up there. All boats are required to meet a certain criteria; they must be reputable designs, in good order, and realistically priced. We'll endorse a qualified line-up for buyers."

This new style of brokerage is set to make the sales process simpler for both buyers and sellers. Potential buyers can view the whole truth of the boat, from hull to interior, at first sight. Surveyors can come and go as required, effectively selling the boat quicker. And the seller has peace-of-mind, knowing that where ever they are in the world, their boat is out of the water and on display in a safe and secure environment without a separate housing price tag.

However the beauty of this new showcase goes far beyond seller's benefits. The idea is to provide the buyer with the experience and understanding of each different design.

"Our biggest market is the people who've made the decision to own a multihull, but don't yet know which one to get. Rather than driving around from one boat yard to the other, all over the countryside, all their research is done in the one location. Here they can understand the difference between designs and offering of premium brands," says Mark.

Multihull Solutions has been in multihull sales since 1997 and has maintained their position as market leaders. The Boat Works has welcomed them onboard.

"It's a very exciting opportunity as there really isn't anything like this, out there. The atmosphere it will create at the entrance will be great! Multihull Solutions is a very reputable company and the partnership with them is sure to be a rewarding industry first," says David Whyte, general manager at The Boat Works.

**For more information regarding this groundbreaking new offering, contact The Boat Works on 07 5500 0000 or visit [www.theboatworks.com.au](http://www.theboatworks.com.au)**



David welcomes Mark and the team to The Boat Works.

two single bunks. Both the lounge and the settee in the pilothouse convert to single beds along with the seating on the upper deck: this set up provides 12 permanent berths which can be augmented with camp beds as there are so many level surfaces on the boat to place them. The vessel's ability to sprint at 28kts and cruise economically in the low 20's allows it to quickly get to popular weekend spots for maximum time to enjoy the anchorage. This speed also provides the ability to get home quickly which is just as important when both older and younger guests and family are tired and the weather may be starting to turn for the worse. It is also at this time that the pilothouse shows its real worth as everyone can be seated comfortably in the warmth yet have a good view of the trip home.

And now to the third and most critical mode: that of long-range cruiser. To date powerboat cruising was either a fast short distance affair, or if any range was required then displacement speed was the mode as it was the only way to carry the necessary fuel and stores. Cruising at displacement speed on a coast line such as Western Australia with its long gaps between safe ports and vulnerability to dangerous changes in weather patterns is not for the faint hearted, nor is cruising around the top end with its very strong tides. The development of the displaning power catamaran has changed this situation allowing a seamless transition between displacement and planing speed with the fuel economy and load carrying ability to not only travel long distances but also stay at sea for a considerable time. Our client plans to long-range cruise around the top end with around four to six mates on board and it was with this in mind that he chose a four bedroom layout rather than the full width master stateroom we've used before which would have more appeal to a long-range cruising couple. Even though all cabins are air-conditioned, we concentrated on making sure they all have good ventilation and feel light and airy. In the forward cabins this meant portlights on the front and sides and a hatch in the cabin top. We chose portlights rather than opening windows because as part of our trans-ocean

brief they are designed to stay water tight when submerged for short lengths of time whereas sliding windows are not. Large mirrors are used in all cabins as they make the cabins brighter by reflecting the light as well as making them feel more spacious. The mid cabins of multihulls have often been criticized as feeling small and lacking ventilation, so we have given special attention to dispelling this. The starboard cabin is 4m long and 1.8m wide and the port cabin 3m x 1.8m so they can hardly be called small. I have used hull windows to provide plenty of light and added to this by placing three upper portlights in the cabin sides that concentrate light down into the cabins using mirror lined apertures in the ceiling. These portlights can also be opened for ventilation as the less the air-conditioning is used, the less the genset is run, saving fuel and allowing the boat to stay away from port for longer. In keeping with the long-range cruisers aim of self-sufficiency, there is a workshop with bench and vise

aft of the starboard mid cabin, plus a washing machine and dryer located under the single bunk in the starboard family cabin. Aft of the port mid cabin is another full height pantry and two 12v freezers.

On long passages it is important that all who are onboard can comfortably

see where they are going when seated facing forward, yet can talk, read, play cards or watch a DVD in the same area. This ability prevents seasickness, lessens boredom and keeps everyone involved in the running of the boat. With good visibility when seated from either the large and comfortable settee to port or the lounge to starboard the 20sqm raised pilothouse fulfills this requirement perfectly. The helmsman and navigator are pampered in top of the range helm seats located forward to port behind the wide dash and navigation area with its comprehensive electronics and instrumentation. To starboard forward is the entertainment area with its pop-up

TV and writing desk should guests wish to use their laptop or ipad whilst onboard and as this is an ocean going boat there will be plenty of handrails to ensure safe movement around the boat in rough conditions.

Our client spends quite a bit of time in Bali with a charity now that he is retired, so Lorma has created an internal decor that invokes the ambience of an up-market tropical beach front resort with satin teak joinery and trim, natural sisal carpet, leather upholstery and linen wall panels. This neutral background will then be highlighted with contemporary striped bed linen in fresh cool colours and a sprinkling of abstract art to brighten the walls. Although teak is not the cheapest timber to purchase, its durability and richness with minimal finishing has always made it the king of fit out timbers; timeless and transcending fashion. The satin finish will be easy to maintain and does not have that shiny plastic look of high gloss two pack. Both the client and ourselves were looking for a

high quality but practical fitout that had a very cool and relaxing ambience and I think Lorma has captured this feeling perfectly.



**Next issue we will look at the mechanical details and construction of this exciting new design.**