

A GUY I know had just returned from a trip around New Zealand in a small keel boat and was feeling the need for something a little more sporty, particularly as he had just bought some land on Great Barrier Island and was going to need a highspeed commuter.

He had seen an article in *Surfer* in which Micky Munoz described a coastal cruising catamaran he had designed and built — a small, simple boat with only basic accommodation but a good turn of speed (good enough in fact to place in the recent PMHA speed trials efficiency section).

With this brief I drew up some lines and general layouts. He liked them, and so did others who saw them, so we pushed ahead with the design.

We designed a boat that differs in many details from Munoz's but is still, I hope, close to his original concept of a "spartan, very direct, relationship with the ocean." This is very much an attitude born of surfing and it is good to see surfers like Munoz getting into the multi scene.

The boat I drew up is a little longer than Munoz's cat, a little lighter, and at a finished cost of around \$2000, somewhat cheaper.

This cat is basically a young man's, or woman's boat, or at least for the young at heart. It is not a flat-out racer nor is it a family cruiser. It will go from A to B pretty quickly and provide basic comforts but if hot and cold showers etc are required, and full standing headroom with hatches closed, then this is not for you.

Performance-wise it is intended to go to weather with the best. It has an efficient windward rig, generous, carefully designed, dagger-boards and with a trampoline deck can be driven to windward right to the limit. Spray will be flying but the blister cabins provide protection.

Like all cats it will rocket along on a reach with the curved boom vang track enabling the main to be constantly trimmed to best advantage. Spinnaker? — maybe later, but with the easily-driven hulls and light displacement it will go quite quickly off the wind without a kite.

The maximum hull beam of 1 metre allows for a bunk in each end of each hull, four in all. There is a small blister cabin over the centre of each hull giving 5 ft headroom for cooking etc. The forward bunk in each hull is structural, contributing to hull stiffness. The rear bunks can be pipe berths as the interior berths need only be used when the weather dictates. When it is fine and warm there is enough room on the trampoline to sleep a dozen people under a boom cover. At the rear of the hulls are two cockpits that will each hold two people.

GREAT BARRIER EXPRESS

Designed and described by MALCOLM TENNANT



FACTS

BARRIER CATAMARAN

Designer	Malcolm Tennant
Construction	Optional, see story
LOA	8.5 m
Beam OA	5.0 m
Displacement	1077 kg
Sail area	31 sq m

Construction can be any method suitable for round bilge hull form: double or triple diagonal, French carvel, sandwich in balsa or foam. Timber is cheapest and lightest for a boat of this size. The dagger-boards and rudders are foam sandwich GRP, using an easily-constructed mould. Full-size hull mould frame patterns are included in the plans.

If sufficient interest is generated — and with several already under construction this seems possible — there

are plans to produce hulls for sale. With this in mind it is intended to keep the boat one design as the Barrier class catamaran. To this end full specifications of the mast, rigging, and all fittings are included in the plans.

The hulls are held together by four alloy crossbeams. This has two advantages (1) the building shed can be just wide enough to take one hull and (2) when finished, the hulls and all alloy bits and pieces can be carted off to the beach, or launching area and assembled (have a dry run at home first).

Also, of course, it can be dismantled and taken home for the winter. It is not a trailer boat because assembling and dismantling takes more than a few minutes and is not the sort of thing you would want to do every weekend. You could also load it on a truck and cart it off to the Bay of Islands for the holidays.

The "decking" is a combination of netting and PVC-coated nylon bolted to the hull and lashed together down the centre.

the rig is $\frac{3}{4}$ with three-point staying. The mast rotates to control its bending characteristics and give good airflow on to the mainsail. The main is high-aspect ratio, fully-battened with a loose foot and boom vang riding on an "I" beam curved track to provide instant adjustment and control on those fast reaches and to prevent uncontrolled, batten-smashing gybes.

The cost

The cost is modest and will vary somewhere, between two and three thousand dollars complete at current prices. This variation is due to such options as hull materials, one or two-speed winches, Dacron or terylene sails etc. For example, three-skin kahikatea veneer hulls epoxy glued and glassed cost \$315 finished, but unpainted foam and glass hulls to the same stage cost \$950. Therefore doing things cheaply, but soundly, gives a figure of \$2000. If you go for all extras then the cost is \$3000. This costing is quite precise including a complete fittings list, all alloy anodised, epoxy gluing and skinning etc.

Costs that aren't included are squabs and stove in the interior and cost of painting, but allowing for these a complete boat can be in the water for less than \$2500.

It is no luxury craft but should be very satisfying for those who prefer the simple life with a bit of spice. Hopefully, too, it will prove to be the ideal Great Barrier Express.

For further information contact Multihull Data, 45A Forest Hill Rd, Henderson, Auckland 8. Phone HSN 66-593.

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