Big-Water Boats

How to Choose the Right Vessel for Offshore Cruising

By George Sass, Sr.

IT WAS 2 A.M. WHEN ON THE HORIZON I SPOTTED THE huge ship heading toward us, silhouetted against Mother Nature's terrifying lightshow. We were lying ahull in our 40-foot sloop, beaten and broken by 40-foot seas and 85-knot winds, waiting to be rescued.

Our boat, an Intrepid 40 built by Cape Dory, was solidly constructed and well designed, but neither it nor the crew were properly prepared for this 600-mile voyage from Norfolk to Bermuda. An unexpected storm in the Gulf Stream and an uncanny chain of events gave new meaning to Murphy's Law. We were powerless — no sails, no engine and only enough battery power for our VHF.

Marlow 57E

JIM RAYCROFT

Oyster 72

Shannon 50

Worse, three members of the five-man crew were disabled by seasickness, and one had severely bruised his ribs during a knockdown. Thanks to the captain and crew of *Venture Independence,* the 1,100-foot supertanker that had appeared on the horizon, our story did not end in tragedy. But we lost our boat and wound up being dropped off in the Azores. There I began to reconstruct what had happened, vowing never to go offshore again without being totally prepared — with the right boat, the proper gear and an experienced crew.

Blue-water cruising typically requires you to be out of sight of land for more than a day or two, and your route will usually include at least two or three consecutive, overnight passages. Capable coastal cruisers (here we're talking about boats, not people) should be able to handle an occasional overnight run offshore, say from Cape May, N. J., to Block Island, R. I., or from Carrabelle, Fla., to Tarpon Springs — *if* the skipper has carefully checked the weather and has made sure the boat and crew are shipshape.

But a true blue-water cruiser must be able to weather a storm at sea and have the range to cross large bodies of water — in many cases an entire ocean — without stopping for fuel or supplies. And when the vessel arrives at the appointed destination, it should be capable of sustaining itself and its crew for a period of time without the benefit of land-based services.

Whether you choose power or sail — and within these platforms, a monohull or multihull — the boat you take offshore on an extended voyage should meet certain basic requirements.

First, there should be a minimal risk that it will go out of control and/or capsize in heavy seas and high winds. Second, your boat should be strong enough to stay watertight in all conditions, including a possible collision with submerged objects.

Third, the vessel must have a dependable power source (sails, engines or both) to get you to your destination. And, finally, it must provide you and your crew with superior protection from the elements and must to carry enough food, fuel and fresh water to last for the duration of your planned voyage.

Put more simply, a blue-water cruiser can't capsize, sink, become powerless or run out of essential provisions. Everything else — the number of berths, the array of galley equipment, the extent of its navigation gear and the size of its plasma TV — is of secondary importance.

Choosing an Offshore Sailboat

There is a joke among some sailors that if the Polynesians had discovered America, we all would have sailed multihulls first and discovered the benefits of monohulls later. But, thanks to Columbus, things happened the other way around, so we'll begin by taking a look at what makes a good blue-water monohull.

Stability – A cruising monohull's strong attribute is its *secondary*, or *reserve* stability and its ability to recover from a knockdown. Because such a boat incorporates a ballasted keel, which lowers its center of gravity (CG) and increases its righting arm, the chance of capsizing is minimized. To further improve stability, a prudent offshore sailor should do everything he can to lower the CG of his vessel by stowing heavy gear as low as possible in the boat.

It's also important to know how much resistance, or energy,


NEIL RABINOWITZ
Stellar 52

it will take to push the boat to or beyond its angle of no return. This is where so many other factors, including displacement, beam, freeboard, and deckhouse design — not to mention the height and weight of the mast and rigging — all affect stability. It can be argued that *in general*, a deeper-draft, heavier-displacement design is more likely to stay on its feet than one of shallow draft and minimal displacement.

Heavy vs. Light – One popular yardstick for separating an oceangoing cruiser from its coastal counterpart is the vessel's displacement/length ratio (D/L), a calculation that indicates how heavy a boat is relative to its length. Light, long hulls have D/Ls of between 100 and 200. More moderate designs are between 200 and 300, and anything over 300 or 325 is considered on the heavy side — meaning its weight is distributed over a shorter waterline.

The higher the boat's D/L, the greater its load-carrying capacity. Excessive loading can seriously decrease any boat's seaworthiness and stability. In his book *The Nature of Boats,* naval architect Dave Gerr estimates that a crew of four provisioned and outfitted for a 10-day cruise will add about 1,700 pounds to a boat.

The same number of blue-water cruisers prepared for a long passage will add significantly more. Gerr states that the weight of your crew and stores should average 8 percent or less of a monohull's total weight, so for a typical 2,500-pound payload, you'll need a boat displacing 30,000 pounds or so.

Hylas 70

While modern boatbuilding techniques and materials have created lighter, stronger boats, there is a practical limit to weight reduction when it comes to blue-water cruisers. When you find yourself being bashed about in the middle of a howling gale, you'll feel better (notice I say *better*, not good) knowing that your vessel has been robustly constructed, not engineered with reduced scantlings to save a few pounds here and there. Moreover, a heavy boat will generally be tossed around less than a light one.

Sailing Performance – While it's desirable that a blue-water sailboat be able to go to windward and move in light air, these qualities are sometimes achieved at the expense of heavy-weather performance. A dependable auxiliary diesel engine, in lieu of a high-aspect-ratio rig, is often a better solution when you need extra help in moving upwind or in no wind.

Steve Dashew, who has circumnavigated the globe more than once in boats of his own design writes in his *Offshore Cruising Encyclopedia,* "One may find that with a decent engine setup and reasonable range under power, much of the light-air work will have the benefit of engine assist. … The design parameters [of an offshore cruising yacht] can be oriented toward a little more wind and a stiffer sailing vessel that can be more easily controlled at higher speeds."

Another popular yardstick used to compare one sailboat's performance with that of others is its sail-area/displacement ratio, or SA/D. This coefficient will indicate how a boat will do in light wind. SA/Ds less than 15 or 16 usually apply to heavy motorsailers with short rigs. Cruising sailboats are usually in the 17 to 19 range, and racers have SA/D ratios of 20 or more.

Many seasoned passagemakers much prefer performance-driven vessels to boats of heavy displacement with short rigs. My friend Dave O'Neill, who took a year off with his family to sail from Annapolis to Venezuela, says, "We felt safe in our Nordic 44 knowing we could sail off a lee shore or sail fast enough to get into a protected anchorage before bad weather hit us."

Interestingly, after O'Neill and his family returned from their one-year adventure, they traded in their Nordic 44 for a larger, much heavier center-cockpit boat, thinking they'd like the extra room and more comfortable accommodations. "We were more comfortable at the dock but less comfortable at sea," he says. "Not being able to point to windward and having to motor in any winds under 20 knots was frustrating." The O'Neills soon sold their "floating home" and moved ashore. (But only temporarily, as you will see.)

Everything in Moderation – Of course, there are many other factors to consider when choosing a monohull for offshore sailing, including the type of rig, draft, tankage and more. But based on the types of boats I have seen in faraway anchorages and after talking with hundreds of fellow cruisers, I have concluded that the ideal offshore cruiser is a boat that avoids the extremes of design and construction and keeps things relatively simple. If you start with a well-designed sailing vessel of moderate displacement, with a sensible rig, built by a reputable builder, you can equip and prepare it to go just about anywhere.

Multihulls

During the past 15 years, multihulls (specifically, catamarans) have had a significant influence on the sailing market. But they've had to overcome some real — and some perceived — concerns about safety. One issue has been their structural integrity, since tremendous force is exerted on the sections that hold the two hulls together, especially under heavy winds that want to raise the outer (windward) hull. Indeed, there are plenty of stories about early multihulls experiencing structural failures. Fortunately those days are mostly behind us thanks to

Catana 50

BILLY BLACK

today's construction techniques and the care exercised by trustworthy builders.

Stability and Performance – The single greatest negative associated with cats continues to be their perceived vulnerability to capsizing in heavy winds. This is primarily because such designs have very high *initial* stability but very low secondary, or ultimate, stability. In reality, however, critics are still hung up on images of 14-foot racing catamarans being sailed by thrill-seeking teenagers or on reports of bigger, upended *racing* multihulls.

A modern cruising cat has little in common with these high-performance thoroughbreds. In fact, one of the realities of today's typical cruising cat is that it doesn't have the speed or acceleration of its predecessors. As more amenities and cruising gear have been added — extra staterooms, fully equipped galleys, generators, large-capacity water tanks, large RIBs with big four-stroke outboards, etc. — vessel weight has gone up and performance has gone down.

As a result of the load it is expected to carry, the modern cruising cat is no racehorse. However, sailing one does require paying more attention to wind and sea conditions. Since a multihull will sail along in brisk winds with very little heel, you can be deceived into a state of complacency and not realize that you need to shorten sail.

The solution is simply slowing the boat down and setting a reef in the main. Under truly severe conditions, it only makes good sense to be ready to deploy a sea anchor or drogue to slow the boat down. Consider that many of today's larger cruising cats are built overseas and are safely delivered on their own bottoms — a testament to the modern cruising multihull's offshore ability. On long passages, it has been estimated that a catamaran will sail, on average, 20 percent faster than a comparably sized monohull.

If the unthinkable *does* happen, a capsized cat will often stay afloat long enough for a search-and-rescue team to find you. Many models built for offshore sailing incorporate escape hatches in the sides or bottoms of the hulls for just this reason.

As far as being sunk from a collision at sea, not only do some models incorporate watertight compartments, but also if one hull takes on water, the other may save the day. And if disaster strikes, look at the bright side — there's no lead ballast to take you to the bottom.

Comfort – Today's cruising catamarans have raised the bar when it comes to onboard comfort and amenities. The fact that they sail with a minimum of heel angle makes for a more relaxed, comfortable passage. Although the wide expanse (beam) of a modern cat may seem intimidating, especially as you envision docking one, this wide stance contributes to a multihull's maneuverability under power. With the boat's two props located so far apart (one under the stern of each hull), it's relatively easy to turn the vessel completely around in its own length.

Of course the most visible advantage of a cat over a monohull is its spacious living area and the added privacy of its staterooms being in separate hulls. My aforementioned friends the O'Neills couldn't stay on the hard forever, and they are now restoring an older Prout 45 catamaran, which they intend to sail to the Caribbean. "Now that we've living on this boat and getting used to sailing it, I don't think we could ever go back to a traditional monohull," say Chris.

There will always be proponents and detractors for each sailing platform, but there is no doubt the popularity gap between monohulls and multihulls is narrowing among serious cruisers. But if that gap is to get much smaller, marinas are going to have to create more 45-foot-long slips that are 30 feet wide. And, more of us "traditionalists" will have to accept the aesthetics of multihull design; it would be better still if designers would make these big, wide expanses of fiberglass even more visually appealing to buyers with conservative tastes.

Nordic Tug 52

Blue-Water Power Cruising

During the past 15 years, there has been a significant increase in the number of powerboats venturing far offshore. Part of this trend has been market driven, as more and more "boomers" are retiring in good health with enough time and money to go cruising full-time.

And since the physical rigors of sailing remain, the popularity of "trawlers" has risen dramatically. With this popularity have come confusion and misperception about what a true trawler is. Most "trawler yachts" are not designed for crossing oceans, although many are very capable coastal cruisers.

One good place to discover what makes a powerboat safe for offshore passages is to read Robert Beebe's book *Voyaging Under Power*, a classic that has been updated and revised by Jim Leishman, one of the founders of the company that builds Nordhavn oceangoing power cruisers. Not only do Beebe and Leishman explain the key characteristics of a good long-distance power cruiser; both men also offer valuable advice based on their personal experiences in crossing oceans.

The Need For Fuel Efficiency

While hull stability and overall seakeeping ability are of obvious importance in an oceangoing powerboat, another critical consideration has to be its range. A blue-water power cruiser must have the belowdecks fuel capacity to reach its farthest intended destination with a 10 percent reserve.

While the strategy of strapping 50-gallon drums on deck has been used to cross oceans, it is not a recommended practice. The added weight abovedecks will create a less-stable platform, and trying to transfer fuel in rough conditions can be dangerous.

For moderate-sized cruisers of, say, 45 to 65 feet, the fuel requirement alone eliminates high-speed planing hulls and most semi-displacement hulls. This makes the full-displacement vessel the design of choice for long-distance cruising. While it is the most fuel-efficient, a full-displacement trawler hull, like that of a monohull sailboat, is limited in speed by the length of its waterline. Since such a hull never gets "up and over" the water like a planing configuration, it is held back by the resistance of its own waves.

A simple formula for determining the theoretical hull speed of a full-displacement design is $\sqrt{LWL} \times 1.34$. For example, a boat with a waterline of 45 feet has a hull speed of nine knots. Trying to go faster will simply burn a lot more fuel while gaining only a fraction of a knot in speed.

That said, the superior efficiency of a full-displacement

GEORGE SASS, SR.

Grand Banks 72 Aleutian RP

vessel allows it to be driven to its hull speed, or slightly less, with relatively little horsepower. For example, the new Kadey-Krogen 44, displacing 43,000 lbs., requires just 71 hp to cruise at 8.25 knots — slightly less than its hull speed. Since a diesel engine likes to run at about 70 percent of its continuous horsepower rating, an engine in the 150-hp range is more than sufficient for this size vessel.

Load Capacity – Because full-displacement designs are not particularly weight sensitive, they can be built strongly, with heavy scantlings, and they have a large load-carrying capacity — two important attributes in an offshore cruiser. Extra-thick fiberglass laminates, especially up forward and below the waterline, as well as watertight compartments, can be utilized without sacrificing performance. Alternative building materials such as steel can also be considered with little concern for weight.

Kadey-Krogen 58

Be that as it may, the popularity of *semi*-displacement power cruisers cannot be ignored. It can be said with considerable justification that they offer the best of both worlds — being able to run efficiently at displacement speeds and, when given enough power, to get up on top of their own wave, sometimes doubling their displacement speed.

However, these boats achieve such performance by burning a great deal of fuel. The very capable Grand Banks and Nordic Tugs, for example, are excellent coastal cruisers, and many of them have made safe offshore passages. In the latter case, one simply has to plan ahead, lowering speed as necessary to increase range.

Hull Stability

Stability and roll reduction are of major concern because power cruisers by definition lack the stabilizing effect of sails and rigging. At the very least, a good blue-water vessel will exhibit minimal rolling to enhance the crew's comfort and to avoid injury. More important, the vessel should be designed to minimize the risk of capsize.

Form stability, or *initial* stability, is important to a powerboat's comfort at sea: If a trawler has high form stability, that means a lot of energy is required to tip or roll the boat. A heavy, wide, low design almost always exhibits superior form stability. *Reserve* stability, measured in degrees, indicates the range of heel within which the vessel continues to be stable and is able to right itself. Narrow, deep, ballasted hulls have great reserve stability — in the range of 120 degrees or more.

Herein lies a conflict. Because designs with superior reserve

stability have less initial stability, they seem tender and are more susceptible to roll. But, they're better at recovering (coming back) after a knockdown. Vessels with a great amount of initial stability will reach their point of no return more quickly and are more susceptible to capsizing. (Note my comments about sailing multihulls, above.)

Two extremes that illustrate this conflict are Steve Dashew's 83-foot-long, narrow-beamed power cruiser, *Wind Horse,* and a typically wide, power catamaran. Steve estimates that *Wind Horse* has reserve stability to a heel angle of 130 degrees or more and that its narrow hull will right itself in such a position. In contrast, the beamy powercat, while stable in most conditions, could capsize at a heel angle of 75 degrees or less in severe conditions. And once the multihull turns over, it won't come back. (This may not be quite as catastrophic as it sounds, because as I said in the sailboat section above, a multihull will most likely stay afloat upside down.)


GEORGE SASS, SR.

Steve Dashew's 83-foot *Wind Horse*

Because of this conflict, there are differing opinions about what design parameters are best for an offshore power cruiser destined for long passages. Some experts tout the directional stability and soft ride of a round-bilged hull with a deep, ballasted keel — similar to that of a traditional cruising sailboat. Others say flatter sections aft provide greater static stability (stability while at rest) and a slight increase in hull speed. Still others have demonstrated that wide, hard-chined, shallow-draft hulls without additional ballast can safely handle offshore conditions.

Each of these arguments is valid, so your decision needs to be based more on how you plan to use your boat and what kinds of conditions you think you'll encounter. Reading the accounts of other long-distance cruisers is strongly recommended, and some of the best sources for these stories are the websites of three popular builders: www.nordhavn.com, www.kadeykrogen.com and www.mirage-mfg.com.

Talk to owners who have been there and done that. Recently, while walking the docks in Juneau, Alaska, I met Steve and Linda Dashew, known within the sailing community for their *Sundeer*, *Deerfoot* and *Beowulf* series. Intrigued by the look of their unique *Wind Horse*, I inquired, "Where did you just come in from?" When Dashew casually replied, "New Zealand," I knew I had to find out more about this boat.

Three hours later, my head was swimming with formulas, ratios, specifications and some very strong opinions. You may not agree with everything Dashew says, but his achievements have established a level of credibility that's hard to challenge. His website, www.setsail.com, is full of valuable information.

Stabilizing Systems

Assuming the fundamental design parameters for stability have been met, most blue-water powerboats will benefit, if not require, some type of stabilizing system. Essentially, there are two kinds, active and passive.

Most modern, diesel-powered passagemakers employ a pair of active fin stabilizers that project from the underside of the hull and that automatically turn to oppose the forces creating the roll. An electronic gyro senses the roll and controls the angle of the fins through a mechanical or hydraulic system. One big advantage of these devices is that they can be activated with the flip of a switch. More important, they can reduce roll by two-thirds or more, turning an uncomfortable, if not dangerous, situation into a relatively pleasant one.

Active stabilizing systems are, however, complicated, expensive


NEIL RABINOWITZ

Selene 59

and rather vulnerable in a grounding. Moreover, they can find themselves overworked in severe conditions, leading to component failure just when you need them most. It's vitally important that an active stabilizing system be properly matched to the size of the vessel and its intended use. Stabilizers must also be installed by a builder or boatyard that has experience working with such systems.

This is no place to save money by buying undersized, less-expensive units or awarding the installation job to the lowest bidder. An excellent, in-depth discussion of the importance of specifying sufficient fin size and hydraulic capacity can be found on Dashew's website: www.setsail.com/dashew/stabilization.

Highly dependable, but more difficult to deploy, are passive paravanes or "flopper stoppers," which are wing-shaped devices attached by steel wires, rods or chains to the ends of booms that are extended perpendicular to the hull. Towed beneath the water's surface, flopper stoppers exert enormous pressure on the boat as they alternately oppose the force of the roll, so their installation must be an integral part of the vessel's structural system.

While they are far less expensive than active fins and are virtually bulletproof in their dependability, paravanes can be a bit difficult to deploy, especially in severe weather. As in reefing a sail, it's a good idea to set them *before* all hell breaks loose.

NEIL RABINOWITZ

Royal Passagemaker 65

Single or Twin Engines?

Fans of single-engine designs such as those produced by Kadey-Krogen and Nordhavn point out that commercial fishing boats run hundreds of miles offshore on a single engine. Indeed, the marine diesel engine has never been more reliable than it is today, and if properly maintained it can provide *10,000 hours* or more of service before needing a major overhaul. If a modern diesel has clean fuel, adequate air to breathe and proper lubrication, it will run virtually forever.

There are several advantages to a single-engine installation: For one, it allows the builder to position all this weight lower in the hull, adding to a vessel's stability. Naturally, one engine costs less than two, and maintenance costs and requirements are halved. There's more space in the engine room, making service much easier, and one engine creates less noise and vibration. A single shaft can more easily be protected within a keel, so a single prop can be better shielded during a grounding or collision with a submerged object.

The downside is, of course, the lack of redundancy and the risk of a breakdown at sea. These events can be caused by mechanical failure of the main engine or transmission, but also by damage to the drive gear. Snagging the prop in a fishing net, lobster pot, log or chunk of ice can quickly bring a boat to a standstill.

One solution is to add a small, auxiliary "get home" power plant with its own shaft and prop. Nordhavn has long advocated the use of its "wing engine" approach and even goes as far as setting it up with a separate battery, fuel source, shaft and folding propeller. While these smaller engines cannot drive the vessel to its cruising speed, they will keep the boat moving and out of harm's way until a safe port is reached or the problem with the main engine is resolved. Note, however, that such an auxiliary should be run on a regular basis for a short period of time to make sure it's ready when you need it.

A different approach, taken by Kadey-Krogen owners who regularly venture offshore, is to install a hydraulically driven get-home system on the vessel's main shaft. Powered by the vessel's generator, these setups can create enough power to move the boat — as long as the problem is with the main engine or transmission, not the shaft or prop. Kadey-Krogen says its system will drive its 44-foot trawler at about four knots.

One get-home solution of particular interest is the patented BAT Drive, which is now being marketed by Wesmar of Woodinville, Washington. According to its inventor, Ron Voegeli, it will push a 60-foot boat at more than 4 knots when powered by a 15-kW generator. He says that on vessels with larger generators, hull speed can be achieved in relatively calm seas.

One nice feature of the BAT Drive is that it can be engaged with the flip of a switch at the helm. Because it's so quiet, some owners have actually used the system instead of their main engine when cruising short distances. Northern Marine and Selene trawlers have been using the BAT Drive for years, and Bruce Kessler, known for globe-traveling adventures aboard his 62-foot Northern Marine trawler *Spirit of Zopilote*, is a big fan of the system.

Naturally, there are two sides to every story, and there are as many proponents of twin-engine installations as there are fans of singles. Their position is quite simple: A true offshore boat must have a redundancy of the main propulsive device as well as the running gear. If one engine or transmission fails, you have the other. If one prop or shaft is fouled or damaged by hitting something, you have another one.

One such proponent is Ken Fickett, who runs Mirage Manufacturing, the builder of the Great Harbour 37 and 47. To counter the argument that a single screw is better protected,

Northwest 45

NEIL RABINOWITZ


Africat 42

WALT STEARNS

Mirage says, "The obvious answer is of course twin keels, and that's how we do it." The Mirage position further states, "The key to safe and self-reliant long-range cruising is a *pair* of economical diesels with enough power to push a trawler at hull speed. Should one quit, the second engine will propel the boat at nearly the same speed."

The pros and cons of this argument cannot be taken out of context, because the right decision really depends on the specific boat, how it's going to be used and how comfortable the owner is in dealing with mechanical issues. A prudent power cruiser, however, should not venture far off the beaten path without a good backup plan to deal with an engine breakdown.

Power Catamarans

The superior form stability, spacious accommodations and extra speed of a powered multihull are making them more and more attractive to offshore cruisers. Although most are considered displacement designs, their twin, narrow hulls reduce frictional resistance and deliver greater speed with less horsepower.

Consequently, powercats can travel long distances while consuming less fuel than their monohulled counterparts, and they can often cover these miles in less than half the time of a comparably sized monohull. Their speed, is, in fact, a definite safety feature because they are usually capable of outrunning storms and bad weather patterns.

Of course, the catamaran's ultimate, or reserve, stability remains an issue (just as it does for sailing multihulls), and more conservative designers limit the height and weight of the vessel's superstructure. Many avoid tall, heavy, enclosed flying bridges, for example, and keep the weight of all machinery and gear as low as possible in the boat. A number of well-built powercats in the 40- to 60-foot range have the fuel capacity to cross oceans (many are delivered to the United States on their own bottom) — and they certainly represent an interesting, viable option for the long-distance power cruiser.

Plan For The Worst And Enjoy The Best

Looking back at my predicament in the Atlantic Ocean years ago, I wish I had known then what I know now. Thanks to Murphy's Law, our engine was disabled. Thanks to Murphy's Law, our batteries went dead. And thanks to Mother Nature, our sails were reduced to torn shreds. If we'd had a set of storm sails, we probably could have reached Bermuda. But without a good backup plan, we lost our vessel.

Remember, choosing the right kind of boat for offshore cruising is just the beginning. Preparing it and your crew to handle the worst-case scenario will ensure that you enjoy the very best of long-distance voyaging.

George Sass Sr. has owned a number of cruising boats, including a 26-foot Folkboat, Dickerson 37 ketch, Grand Banks 42, Eastbay 38 and his current vessel, a custom 43-foot express cruiser called Sawdust. *Before retiring from a 30-year career as an advertising creative director, Sass took his family on a one-year, 8,000 mile voyage during which they completed the Great Loop. Upon returning, he became a photojournalist for the marine industry, and he is now a contributing editor at* Power Cruising. *George lives in Annapolis, Maryland, with his wife and 16-year-old son.*

A CRUISER FOR EVERY JOURNEY

When you are ready to make the dream of heading off into the sunset a reality, your first decision will be choosing an appropriate vessel. Budgetary considerations and personal aesthetics will undoubtedly play a role in the selection process, but equally important are the attributes and limitations of various styles of cruiser.

If you plan to island-hop your way south or sprint between sheltered cruising grounds when conditions are favorable, the boat best suited for your needs may be considerably different from the one you'll require to cross oceans and battle heavy seas.

The builders named below offer a wide range of cruising vessels of 40 to 70 feet that can meet the needs and tastes of everyone from coastal gunkholers to circumnavigators. This list is far from complete, but it will serve as a starting point from which you can gain familiarity with the market and begin the search for your dreamboat.

Note that builders whose entries don't include phone numbers want you to contact their dealers (listed on the company website). Companies that produce both powered and sailing cruisers appear in a separate category at the end of the list.

POWER CRUISERS

Africat Marine
866 797 8171
www.africatmarine.com

American Tugs
360-466-9277
www.americantugs.com

Carver Yachts
www.carveryachts.com

Eagle Trawlers
800-742-6061
www.fridayharboryachts.com/eagle

Endeavour Catamarans
727-573-5377
www.endeavourcats.com

Fathom Yachts
360-336-5414
www.fathomyachts.com

Fleming Yachts
949 645 1024
www.flemingyachts.com

Global Yacht Builders
401-324-4201
www.globalyachtbuilders.com

Grand Banks Yachts
206-352-0116
www.grandbanks.com

Great Harbour Trawlers
352-377-4136
www.mirage-mfg.com

Hampton Yachts
949-673-6300
www.hamptonyachts.com

Hatteras Yachts
www.hatterasyachts.com

Island Pilot
888-443-2965
www.islandpilot.com

A CRUISER FOR EVERY JOURNEY *(Continued from previous page)*

Jefferson Yachts
866-648-9024
www.jeffersonyachts.com
Kadey-Krogen Yachts
772-286-0171
www.kadeykrogen.com
Krogen Express
800-4KROGEN
www.krogenexpress.com
Legacy Yachts
401-848-2900
www.legacyyachts.com
Mainship Trawlers
800-578-0852
www.mainship.com
Maritimo Yachts
www.maritimo.com.au
Marlow Yachts
800-362-2657
www.marlowyachts.com
McKinna Yachts
www.mckinnayachts.com
Meridian Yachts
www.meridian-yachts.com
Molokai Strait
954-767-8305
www.molokaistrait.com
Navigator Yachts
951-657-2117
www.navigatoryachtsinc.com
Nordhavn
949-496-4848
www.nordhavn.com
Nordic Tugs
800-388-4517
www.nordictugs.com
North Pacific Yachts
604-377-6650
www.northpacificyachts.com
Northwest Trawlers
866-370-5560
www.nwtrawlers.com
Novatec Yachts
www.novatec-yachts.com
Ocean Alexander Marine
www.oceanalexander.com
Outer Reef Yachts
www.outerreefyachts.com
Oviatt Marine
954-925-0065
www.oviattmarine.com
Park Isle Marine
250-391-6802
www.parkislemarine.com
PDQ Yachts
401-247-3000
www.pdqyachts.com/power
Riviera Yachts
www.riviera.com.au
Queenship
609-462-1677
www.qs-passagemaker.com
Seaforth Marine Group
604-464-7791
www.seaforthmarine.com
Selene Ocean Trawlers
www.selenetrawlers.com
Symbol Yachts
www.symbolyachts.com
Vicem Yachts
954-713-0737
www.vicemusa.com
Viking Yachts
609-296-3956
www.vikingyachts.com
West Bay SonShip Yacht
Builders Ltd.
604-946-6226
www.west-bay.com

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