

SAFARI INVENTORY AND DESCRIPTION, V4.3

Description:

Modern Australian design, very strong, fast & simple; light, 42ftx22ft, 5500kg, all vacuum--bagged carbon/kevlar/glass/foam/epoxy sandwich; three double cabins & single cabin, two heads, split galley down/up, chart table up next to helm.

Twin 7ft draft high aspect cedar/uni-glass daggerboards with bottom foot in frangible foam core, in 3x stronger (bulletproof) daggerboard cases,

Twin wheels outboard, with dynex direct steering and an emergency tiller, twin 3ft elliptical kick-up rudders, with a 3rd spare rudder blade. Double floors, 2ft draft beaching-hardened hull bottoms.

Passive Safety:

Almost all systems duplicated, twin rudders twin engines, two daggerboards.

Each of the hulls have 9 sealed compartments, 3 fwd crashboxes and full length double floors for safety. The fresh water tanks are designed to be accessible inverted and sealed from salt water ingress. The boat is built very strongly in 15mm and 20mm vacuum-bagged foam/glass/carbon and Kevlar epoxy sandwich, and as such will float high in the water (even if completely full of water). This is not a sinking "lead sled" monohull and inspires enormous confidence. Ultimately, Safari is its own raft. Dual hull escape hatches. The under-bridgedeck is painted rescue orange and non-skidded with padeyes to harness to. There is provision for liferaft stowage.

Hull perimeter lightning conductor and water level dischargers tied to forestay/forebeam. Mastbase lightning chain into water from mast track.

As a note, I have already weathered 55kts/ 18ft seas -typhoon conditions, for two days safely in Safari, by my miscalculation.

Electrics:

The 12v electrical system is designed to be completely solar-powered by the 550w of solar panels and MPPT (max power point) solar charger, with comprehensive circuit breakers for safety and fire protection. These provide 125Ah daily and completely cover electrical needs even on overcast days.

Battery bank 450Ah heavy duty deep-cycle golf cart batteries (replaced in mid 2016). (4x 6v/225Ah). NASA battery bank monitor.

There is a 220v system for shore power or generator. Mastervolt 40A 3-stage battery charger, 600w sine-wave inverter, 220v 12,000btu split aircon and 1000w microwave.

A brand-new Honda 2000W portable super-quiet inverter-generator power supports the aircon and microwave and back-up charging.

Pressure demand and gravity fresh water, two separated 200L fresh water tanks at mast base.

Two electric toilets with holding tank aft, and provision for holding tank in fwd head.

Two super-efficient (60W) Isotherm (danfoss) keel-cooled fridge/freezers, 9 CuFt top loading with 5" foam, thermostatic spillover fan into fridge section, runs easily at -17c/6c on 60-70Ah every 24hrs.

Second fridge/freezer box 4CuFt as a spare or for more cold produce storage.

Lighting:

All warm-white 12v LED lighting throughout. LED underwater stern spotlights and under-bridgedeck lighting are installed to see the reef life at night, and keep fishing! 4 fishing

rod sockets for simultaneous trolling action. Fwd-looking 2x 10w LED (2x 100w equivalent) headlights for night sailing, spreader and side-deck LED lights. LED nav lights are duplicated: at deck-level and a tricolour at masthead, for low power consumption. LED masthead anchor light and white strobe for attracting attention.

Electronics:

Raymarine 'Tacktick' wireless instruments, iCom VHF, NASA Navtex, Interphase 3D fwd-looking depth sounder (this duplicates the 2D depth sounding in the opposing hull) , NASA SSB receiver/weatherfax, NASA weatherman, twin Autohelm autopilots (with yaw-rate gyros). 23" 12v low-power LCD TV and Stereo/DVD with 4x JBL'Control' speakers for entertainment.

Engines:

2x 20hp (2yr old) Yamaha 4-strokes with 25" legs and custom boxes and shrouds that completely retract flush for zero drag sailing.

Fuel:

12x 25 litre sealed gas tanks give 300lit (360nm) range, each tank is 5hrs x 6kts on one engine (30nm in no wind) stored in 2 of 4 sealed fwd beam lockers.

Rig and Sails / Performance:

Hallspars 16m prepreg carbon mast (new 2013), Dynex standing rigging & 70m² full-batten hydranet (woven spectra) racing squaretop (3 reef) mainsail with 8 tapered battens on Antal slides, 34m² brand new(2018) tri-radial Genoa on ProFurl furler, and 22m² Staysail on Harken furler for easy-handed fast sailing. 2 asymmetric spinnakers with socks, and 55m² screecher. 9m² storm jib on Kevlar self furling line. 6 winches around the cockpit/ helm seats for mainsail and spinnaker handling, 2 rooftop Genoa winches and 2 mast and 1 boom winch for sail handling and reefing. New stackpack mainsail bag and lazy jacks. A-frame flip-up prodder with twin dynex bobstays for screecher and asymmetric kite handling. Squaretop mainsails are so easy, they twist off in the gusts like windsurf sails and return power in the lulls. Safari is well set up for both single-handed sailing and multi-crew racing. She has done 20kts sustained when racing at 5000kg under normal sails (not spinnakers), and will easily and comfortably sustain 12-14kts cruising at 6000kg, and I always plan to sail easily at windspeed in conditions to 15kts , one must slow down after this due to increasing sea state. Easy cruise planning is at 8kts average in any sailing direction, and faster off the wind.

General:

3ft bridgedeck clearance, canoe pod wave breaker and under-bridgedeck stiffeners. Cool, well-ventilated boat design (11 hatches) for the tropics, lots of shade, see-thru black mesh saloon window sunscreens and hatch covers, clever full sunshades when helming from either side to keep the tropical sun off.

Extra features:

Rainwater collection into a separate 150L tank, super strong black spectra/doubled foredeck nets. Sunbrella cushions, custom helm sunshades, huge opening cockpit sunroof, LPG gas galley hob and separate outside stainless BBQ, vented stern gas locker with two big LPG cylinders. Double stainless sink.

Lewmar windlass with 150ft 8mm chain and 55lb Delta anchor, 50lb Fortress anchor with 40ft chain/300ft nylon rode. Stern anchor roller, locker and cleat.

Salt water pressure deck washer, and fresh water pressure washer pumps with coiled

hoses. Stern deck fresh water shower.

Fenders and mooring lines , lots of sheets and spare ropes, spectra and polyester braid. All new 2--pack Imron paint, inside and out, with beautifully varnished wood trim, excellent non-skid, fake teak/holly floors, jacklines, extra- tall carbon stanchions. new Coppercoat 10-year hard epoxy/copper antifouling.

10ft lightweight inflatable dinghy with brand new 5hp Mercury outboard.

4x Lewmar floating winch handles.

5 inflating life jackets (2 brand new) with built in harnesses, and 5 tethers, jacklines, offshore flare pack, 12v super-bright torches,

4 dive tanks, 2 fishing (trolling) rods and all lures/new monofilament line. Igloo medium size cooler. A really complete set of tools and spares, 2-man sit-on sea kayak with twin carbon paddles, 2 full medical kits, binoculars and much more.

Full sheets pillows and blankets, cutlery, crockery, pots, pans, canned food and booze. 2 Bean bags and comfortable deck seats.

You are all set and ready to cruise the Philippines and beyond !

Video: (must see)

https://www.youtube.com/watch?v=2P_MEiXNIQs

Latest video:

https://youtu.be/599_FID9k5Q

Conclusion:

SAFARI is a tremendously well--sorted and proven offshore fast cruising multihull.

She presents now absolutely as new.

Reluctant sale to make way for a new house.

She is no marina queen, Safari has been sailed 10,000nm all over SE Asia in her 6 years and is a well-proven and properly sorted fast cruising catamaran that I have meticulously cared for, and continuously improved and upgraded since her launch in Nov 2011.

I want her to go to a discerning sailor for which a heavy slow motorsailing "condomaran" is purgatory!

Safari still has plenty of space, but has much more pace, and is much more fun to sail with real steering feedback and lively performance.

Updates:

Safari was launched in Nov 2011, and has just had a total refit Aug-Dec 2017 to factory-new condition. New Imron paint, new Genoa and winches, new copperboat 10yr hard epoxy-copper antifouling and much more.

Fitted a new HallSpars NZ carbon prepreg mast in 2013, new best-quality triradial performance cruising sails by Hyde Sails Cebu, 2 new engines in 2016. New paint and 10year hard bottom coating and total refit, with 2 new winches , new toilet and more updates just completed in Dec 2017, new Genoa Jan 2018; the list goes on !