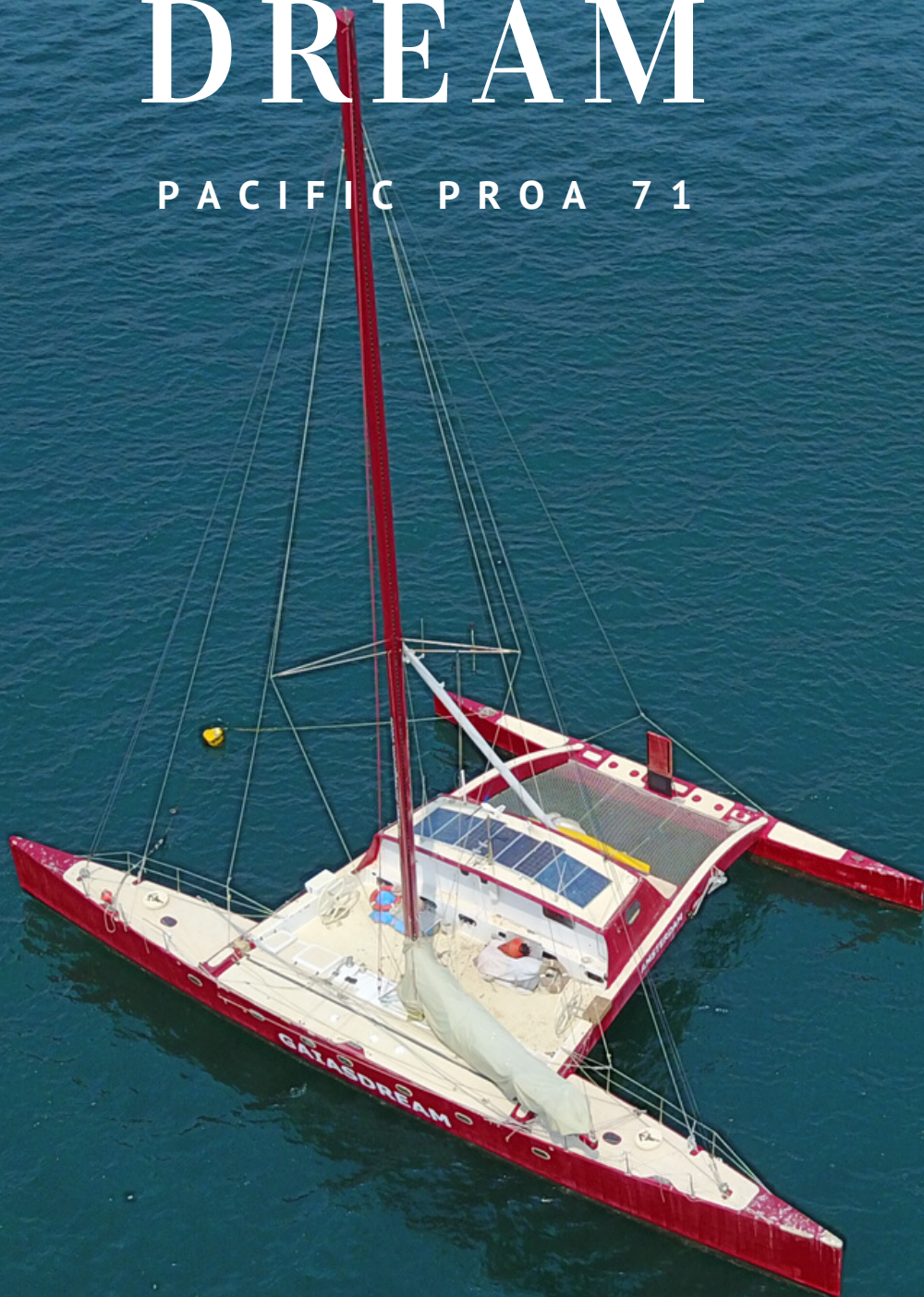


GAIA'S DREAM

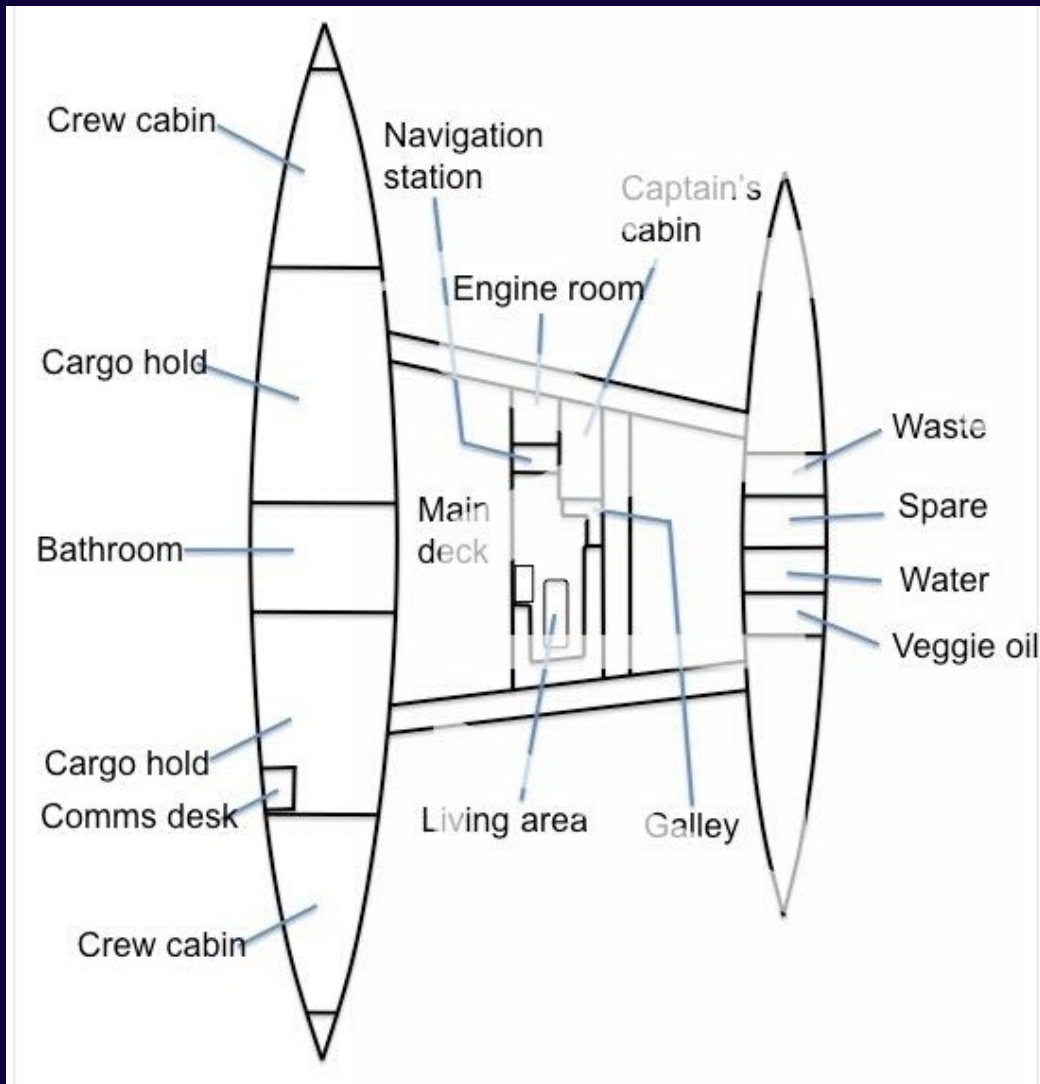
PACIFIC PROA 71



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BACKGROUND

The Pacific Proa was first launched in the 1200's. Usually consisting of two parallel hulls of unequal length, the smaller of the two is kept to windward while tacking involves 'shunting' the mainsail which rotates while the dual direction hull is reversed. Despite the advances in boat building throughout the decades, the Proa's simple construction and sailing techniques have little changed, requiring only the wind and a base of water to move at considerable speed.

Built by esteemed yacht designer and navigator Yvette Wijnen, Gaia's Dream is the largest known Proa of her kind in the world..

Gaia's Dream was built using sustainable materials and without the need for fossil fuels. She is versatile with a variety of uses including cargo transportation to and from remote islands with no docking facilities, and she can be beached for loading and unloading. She can carry substantial supplies for long voyages and could remain at sea for a minimum of 4 months depending on crew size.

Gaia's Dream was built from Plantation pine using the West system. Her engine has been marinised and modified to only require diesel to start and then she can be switched over to vegetable oil - an environmentally friendly fuel that is cheap and easily accessible. She runs totally on alternative energy sources and can achieve great speed in less time than a monohull using less fuel.

Gaia's Dream is capable of making 20 knots and can carry three times her weight.



Interior

There are two main living quarters on Gaia's Dream - the Bridge and the main hull. She sleeps up to 12 people including crew. The bridge sits between both hulls and houses the navigation station, engine room, living area, galley and captain's cabin. The main hull can be used for carrying crew, passengers and cargo.



MAIN HULL

Split into five sections, there are two double cabins either end of the hull. Multiple pipe cots can sleep several more crew or be replaced with cargo (such as food or building supplies and tools suitable for outer island communities of the Pacific). A small head with shower and toilet sit midships.

THE BRIDGE

Raised above the bridge deck, the bridge is highest part of the Proa offering excellent visibility to windward and leeward. A small L-shaped galley fits in the living quarters where a large table with seating for up to 8 crew. There is a 2-burner metho stove and oven and a Waeco fridge which runs efficiently from the vessel's ample power systems. Hot water is available through the heat exchanger.

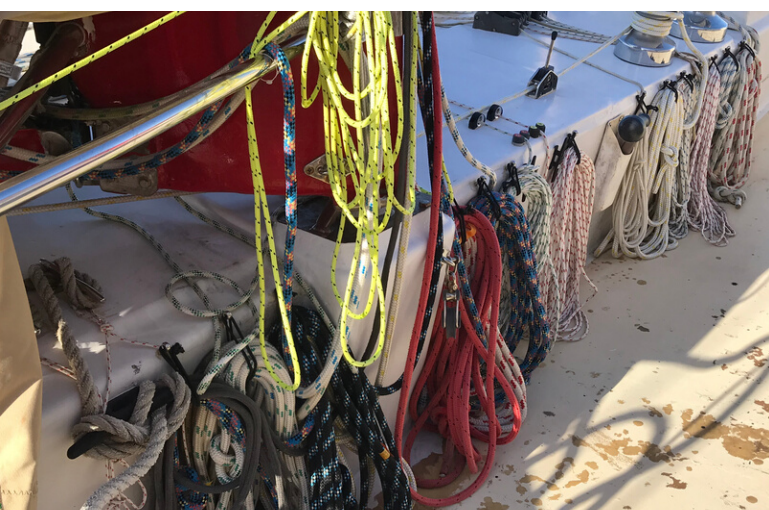


NAVIGATION

Gaia's Dream is fitted with commercial grade Foruno GPS, AIS transceiver, satelite receiver, VHF radio and Raymarine autopilots, with wind, speed and depth instruments located on the bridge deck. All deck and navigation lights are LED.

On Deck

The bridge deck situated next to the main hull houses all sailing controls. Gaia's Dream is controlled by dual rudders and chain driven helms. The prop is driven on a 4m shaft mounted on a swing bracket. The main mast pivots which allows the vessel to 'shunt' (tack) thus reversing direction. Gaia's Dream carries dual Raymarine autopilots, wind and navigation instrumentation and can carry up to three times her weight while still making speeds of up to 20knots.



THE BRIDGE DECK

The deck is simply organised with all lines leading to sets of easily accessible jammers and Hutton winches. The mainsail is hoisted by an electric winch which also doubles as the electric windlass when deploying the anchor. As she is dual directional, Gaia's Dream has two Raymarine autopilots, twin sets of furling headsails either end of the main hull and twin nav lights and wind instruments. The main, originally designed to be moved on a traveller, has been simplified and is now fixed while the boom pivots when shunting.

HIGHLIGHTS & FEATURES

- 2016 - New mast and forestay
- 2016 - New mainsail (Ullman Sails)
- 4yr old Dyneema rigging
- 2015 - 2 x new Facnor Furlers
- Dual Raymarine autopilots
- 4 x 800ah batteries
- 600watt solar panels
- 200watt Silent Wind generator
- Marinised engine (less than 200hrs) runs on Veg oil
- 600 litre tank for vegetable oil
- several near new headsails
- 1200 litres water capacity (600 when navigating)
- 2 x anchors with 80m chain
- Total cargo capacity is 9 tons

She is best suited for ...

Gaia's Dream is a large and comfortable ocean voyaging vessel. She is also the largest Proa of her kind and with the ability to run without the need for fossil fuels, she is certainly worthy of admiration. She would suit the environmentally conscious sailor, willing to voyage using simple and traditional means of navigation.

She would make an ideal expedition vessel for Global warming or sea life research programs, sub Antarctic or Antarctic circumnavigation, the Americas or even be the first outrigger to travel unsupported through the Northwest Passage, or possibly even carrying out research in the South Pacific islands.

As a Proa, she is fast, efficient on fuel and could be used as a sail training ship, cargo carrier or simply as an ocean voyaging vessel. She can be sailed single handed or with a large crew. She is fitted with safety gear suitable for offshore voyaging and passage making. Built to last from Plantation Pine with sustainable sailing in mind, this fantastic vessel is willing to take you on your next ocean expedition.

For full inventory details and to arrange a viewing of this rare and spectacular Pacific Proa contact Sonia Robinson on 0410 35 77 55.

