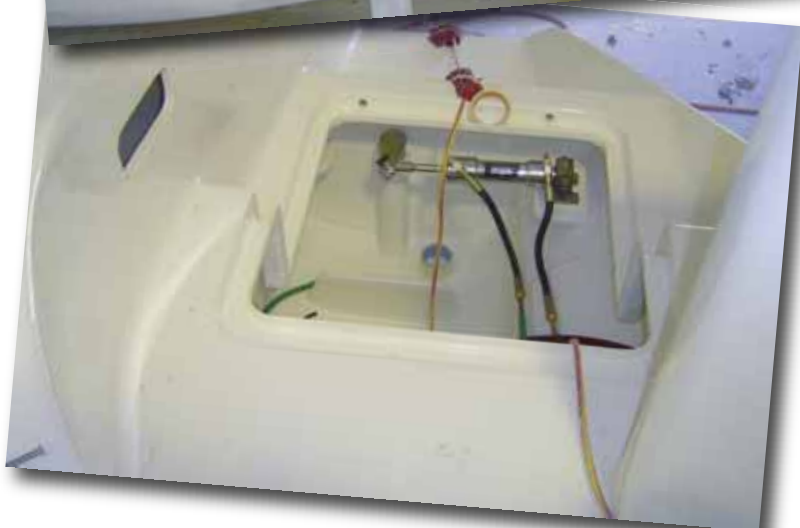




spirited



FCCM news

Ara Leonis

FCCM's latest Spirited 380 is nearing completion at their Hervey Bay factory. With the weather warming up an October launch is perfect timing to see this boat in the water. Jeff Anderson is very pleased with the seven month build time and also the high standard of finish. The build went to plan with good cruising options included, also a cruising layout that also keeps the lightweight aspect alive. The Lambourne rig and Ullman sails are being prepared for fitting while the Harken deck gear is being fitted at present. This vessel keeps to the high quality standard that FCCM demand of their vessels. FCCM are proud to see another great example of this design on the water. *Ara Leonis* will be the 11th Spirited 380 on the water.

The Swiss owner is set to arrive shortly after launch to set off on an adventure cruise around Australia before heading back to Europe with his pride and joy. FCCM have a build slot available for a lucky client after this boat.

left from top:

High gloss paint applied.

View of the cockpit.

Full length one-piece prodder.

New moulded Spirited hatch and gutter.



designs

Spirited 480



UPDATE

THE FIRST SPIRITED 480 PROJECT IS WELL underway with most of the smaller components being built. The balance of the panels from ATL Composites are now on their way and the builder will be joining the panels and preparing for the assembly. The Spirited 480 kit utilises the well proven 'Spirited Assembly System' for its assembly. The panels consist of a combination of balsa, foam and honeycomb cores all with varying epoxy laminate skins according to their particular use. This is an exotic kit for an exotic craft. The hull and deck moulded components are built the same way as the smaller Spirited 380 using the resin infusion process. This process is the ultimate in modern composite construction, producing a very high quality result. ATL Composites have formulated a specialised epoxy infusion resin to suit our production. We are hoping that the 480 assembly time won't be much more than the smaller Spirited 380 model. Once the panels are all joined and the parts are full size, the assembly process is the same for both models, although more hands may be required for the long hull panels and bulkheads. We will keep everyone up to date as this model progresses.

SUPERIOR BUILD SYSTEM...



WELL APPOINTED INTERIOR...



AND PERFORMANCE TO MATCH!



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Spirited 230 POWER update

THE LATEST SPIRITED 230 'POWER' kit has been shipped to a client in Canada. Because the kit consists of flat panels only it is very compact to deliver and is also cost effective as it can share container space. The key to keeping this boat light and easily powered is the lightweight 10mm Duflex balsa cored panels. For simplicity and extra strength, all parts are built using this product, even the furniture. Fully loaded this boat will weigh in at 1200kgs. Engineered to be light but rigid this boat will climb onto the plane early and require less power to push. The kit is comprehensive and includes all temporary MDF frames computer-cut. The MDF build frame is interlocking for quick and accurate assembly. If you are after a 'compact' little cruiser with a surprising amount of accommodation then take a look at this boat.





hard *at* WORK

by JEFF ANDERSON

“WHAT'S ON THE JOB BOARD for next week?” asks Hugh. After a quick look at the calendar I realise it's Sanctuary Cove Boat Show time, a week's break would be just what the doctor ordered! *Ice* will be the show boat for both Spirited Designs and FCCM.

Our plans were to sail *Ice*, our company Spirited 380 down to Sanctuary Cove from Hervey Bay with Craig Schionning, the designer, Hugh Peacock and myself.

Craig arrives at Hervey Bay airport 6pm Friday, May 15 from Port Stephens and after a hard week at the office is keen to hit the water. Saturday 5.30am we are loaded, fuel, water, food and a fair supply of cold amber fluid.

High water was at 1.30pm at Wide Bay Bar so we aimed to get there around 12.30 for an easy run out.

With light winds we motored most of the way down the Sandy Straits. Clear skies, sparkling water, it's hard to beat!

As we closed in on the Wide Bay Bar we spotted another cat approaching us heading north. It looked familiar and Craig started taking particular notice. As it got closer it turned out to be another Spirited 380, *Free Spirited* under full sail! We could only just make out that they were also studying us through the binoc's!

I have not crossed the Wide Bay Bar or any other bar for that matter so I was a little nervous, especially when a friend told me that he crossed on his 40' cat a few weeks prior and would not do it again! (He did have atrocious conditions). The weather now though was ideal, there hadn't been strong winds to build a swell and tides were good.

Ice ready for the Sanctuary Cove Boat Show. (above)

We checked in with the Wide Bay Coast Guard, got the new coordinates and started heading out. No wind, no waves it could not have been easier. As we approached we noticed another cat who had just crossed the bar and it turned out to be *Zinc*, another Spirited 380! Craig jumped on the phone to have a chat with Dale, the owner who mentioned that they were en route to Darwin. They wished us well as we did them and proceeded to cross the bar and turn south.

As the afternoon progressed we received light south-east to south-westerly winds, enough to up sails and catch whatever wind we could, every

knot helps. By 6pm that night we were gliding past the Sunshine Coast at eight to 10kts with the town lights lighting up the coastline.

After a feed we were ready to take on Moreton Bay by night. It was pitch black and still light winds when we headed into the northern channels. Being dark and not having travelled the route before we decided to follow the shipping channels to Tangalooma then across to Manly Boat Harbour (our first stop).

Craig and Hugh felt the wind freshen a few miles from Moreton Island so we trimmed the sails to pick up speed. As

afternoon to bring the family up the next day so we downed a few quiet ones with a late lunch and saw him on a taxi at 5pm.

After a lay day Monday we were rested and ready to go.

Tuesday morning 5.30am

Rain, wind, #!#x#, oh well let's make the most of it. We headed out of the harbour and set course for the Gold Coast Broadwater down the main channel. The scenery was great (when we could see it), the wind was still on our nose. By 12 noon the rain stopped and

Friday morning came and was a beautiful sunny day, a strong crowd and some interesting conversation was had. We thought our luck had changed ... NOT.

Saturday arrived as well as wind and rain, "WHAT THE!" We carried on regardless and the rest of the show went well considering. Sunday night saw drinks, dinner and more drinks before our departure the next morning to deliver *Ice* back to Hervey Bay.

Water tanks full, fuel tanks full, Craig, Hugh and I left the Gold Coast for our trip to ... Port Villa ... I wish ...



Arriving at Tangalooma.

we rounded the channel markers we were straight into the wind and within 10 minutes we had a 15-18kt southerly right on our nose. Down sails, batten down the hatches, pass the bourbon (it was cold too!).

The Moreton Bay chop tossed us around for the next three to four hours till the waters calmed around the smaller islands, then we shot into Manly Harbour at 5.30am Sunday morning, we were beat! A bit of shut eye then a good breakfast saw us fresh (kinda). Craig had to fly back to Port Stephens that

we were sailing past Jumpin Pin Bar and onto Sanctuary Cove.

NOTE to SELF: When motoring under power lines, don't look up.

Wednesday was our setup day, Craig and Marina arrived from NSW and we cleaned and prepared *Ice* for the show.

Wind, rain and more bloody wind made our work frustrating but we got there. That night we heard the show committee had to reschedule the opening day until Friday because of the bad weather conditions, we could understand why. Some of the show tents had flooded, power poles were down and general debris everywhere! What a start to the 2009 show!

We had to travel through the bay again due to the seaway being closed, bummer! It was good sailing with 12-15kt southerlies. Those bloody power lines again, I still can't get used to passing under them, it looks as if we would hit them but we probably miss by five to 10m!

Our target destination was Tangalooma due to the Wide Bay Bar being closed due to the recent severe weather. Once out of the Broadwater and into the more open Moreton Bay we could have some fun on *Ice*. With the screecher flying and full main, we had some exciting sailing, blasting along at 12-15kts in barely 10kts of true breeze!

Arriving at Tangalooma that afternoon we had time to check out the wrecks and surrounding area, what a top spot, could have spent days exploring the area but must get back to work.

Next morning up and away early, our destination Double Island Point, camp the night then attack the Wide Bay Bar, Wednesday morning on the high.

The run out of Moreton Bay was great fun, we took the northern channel and with a consistent 15kt southerly saw us reaching along at 15-18kts (now that's more like it!). Ice screamed along beautifully, we were wishing for a bit more wind but couldn't complain. This was my first real experience on Ice in some real swell and she handled the conditions in her stride. Her motion is so comfortable and the effortless speed is impressive!

After playing for a few hours outside the Sunshine Coast (Craig didn't want to stop) we headed down wind and towards our destination. Hour after hour the

wind slowly died till around 4.30, there was nothing and guess what, the showers returned. 7pm saw us round Double Island Point ready to cook a feed and WHAT!, we're out of beer, my head began to swirl, the look on Craig's face said it all "How could this happen! Who planned this trip!" After a complete search of the boat, twice, I realised it was true. Could we cut back to Mooloolaba in time, will we chance the bar at night at low tide with big seas? After some debate we decided on a cup of tea and bed.

I woke up early the next morning with a surprisingly clear head (must be the sea air!) We headed across to the bar, seas were quiet and the bar looked reasonable but with a few breakers here and there. We radioed the Coast Guard and they actually recommended that we

didn't cross the bar! This made us think that maybe we were missing something? To be cautious we hung off assessing the wave patterns for awhile. While waiting, we noticed two other vessels approaching. One was a small mono which didn't even stop and proceeded across the bar. After watching this very uneventful crossing we prepared the boat and steamed across without incident.

A five hour trip up the Sandy Straits with a steady breeze saw us back in the berth at Hervey Bay at 2.30pm Wednesday.

All in all a great trip, the SCBS was good for us all, Ice our Spirited 380 performed above expectations from sailing ability to comfort in a rough sea. If it doesn't rain for six months I won't mind. The one thing I learnt from this trip is to check supplies properly before embarking to avoid mutinies.



Sunset anchored at Tangalooma. (below)
Ice under speed in Moreton Bay. (inset)