

the prancing horse



by ANDREW
CRAWFORD

Forgive the tortured metaphor in the title above, but it is a very apt description of the Stallion Marine Spirited 380 high performance – high comfort cat.

STALLION Marine principal David Biggar invited me out for a sail on a delightful Sunday afternoon off Mooloolaba. The boat we went out on was *Minx*, the first customer boat delivered by Stallion Marine.

The Stallion Marine Spirited 380 is the licensed production build of Craig Schionning's Spirited 380 design. The design premise was for a boat that had performance, performance and performance, but was still a functional and comfortable boat. Stallion has the services of the very well known shipwright Julian Griffiths along with a team of professional and dedicated staff.

Aft view showing wheels and walk through transoms. (left)

The Spirited 380 is constructed from a Computer Cut kit system of DuFlex panels and epoxy resins which David tells me gives him accurate construction, exacting quality of finish and fast build times. Certainly the quality of finish on the boat I was on board was in the very top end.

Visual aesthetics are a personal thing, but the Spirited was very pleasing to my eye, this was enhanced by the use of metallic paints on the hulls which provided both a visual softening of the lines and difference from the standard all white with stripes.

In terms of exterior design one of the most impressive facets is the absolutely flat foredeck, this makes moving around up forward easy and more importantly safe, the nets are carefully aligned for example with the deck to ensure there is no obvious tripping opportunity. The



cockpit design is like the rest of the boat, clear and clean, and in the case of the test boat dominated by two of the most beautiful composite helms I have ever seen. These are complemented by the lustrous black daggerboards.

The Spirited 380 has two queen sized staterooms forward and a double cabin aft. It utilises the 'galley up' saloon design, has one spacious head, but the

| Flat foredeck. (above)

standard build will include two in the future and comfortable cockpit with the all important shade from our tropical sun.

Welcome to the next generation in multihull designs from Designer & Boatbuilder, Craig Schionning - The Spirited 380. This design takes kit catamarans to an exciting new level, using moulded hulls and decks combined with precision CNC-cut flat panels designed specifically for DIY amateur builders.

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Spirited Performer



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Spirited Designs is proud to introduce the Spirited 380, the ultimate kit boat designed specifically for DIY and professional builders alike. The 380 is a balance of fresh, modern styling, providing a generous amount of internal volume and excellent sailing performance via a well-planned, functional layout. It is built using lightweight materials to reduce bridgedeck slamming and improve motion in a sea.

The recommended carbon performance-sized rig is essential in light air and will have plenty of power as the wind picks up. Adding a Harken Battcar system will make it easy to raise, douse and reef this powerful main. Harken Battcar systems cost less and outperform in-mast or in-boom furling. Think of this system as an extra crew member when you are sailing shorthanded or with inexperienced crew.

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There is no doubt about the finished product. Stepping aboard a completed Spirited 380 is a positive experience. The attractive lines, easy sighting and flat decks provide positive initial feelings and this coupled with the startling performance and a very competitive price suggests that this boat is something special. The test boat has seen over 20kts

and on our sail the high teens were easily achieved.

The standard build includes all reasonable fittings and finishes, and quality fittings and finishes at that. The rig is Allyacht Spars, the sail wardrobe is by the Ullman loft at Caloundra and includes lazy jacks, sail covers main, genoa and storm jib. As an aside on my

from top left: **Head with designer sink / double berth / saloon.**
Cockpit arrangement. (below)





Primary winch. (above)
Mast step, note flat working area. (above right)

sail we were accompanied by Yancy Smith from Ullman Sails and I found his observations and advice very interesting.

The gear is all from quality suppliers like Harken and Lewmar. The level of finish is demonstrated by the standard inclusion of six mooring cleats rather

than the usual four. Other random inclusions are VHF and television aerials fitted to the mast, Simpson delta anchor with chain and rope rode and a Maxwell anchor winch. Also included are fenders, mooring lines and a boat hook. The boat has twin helms coupled to hydraulic



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steering. Internally you will find beech decking and trims.

Electronics are comprehensive and will be Raymarine on all future boats. Interestingly the doubles located on the bridge-deck are athwartships so getting up in the middle of the night doesn't require climbing over your partner.

There is a 130 Litre fridge and a three burner stove, some very stylish sinks and tap-ware are also included. There is ample lighting and the saloon even includes flat screen LCD with built in DVD player as well as a CD/MP3 player.

The auxiliary power comes from two 21 horse Nannis that appear to have plenty of grunt and push the vessel along at seven to 10kts under power. The reality with the Stallion 380 is that it sails

so well that motoring is very much reduced.

The boat is so comprehensively equipped for its price of \$489,000 that the only options that you really need to consider are screecher and furler, solar panels and spinnaker. It really is a complete package.

We left Mooloolaba and headed north past Mudjimba Island then headed east for a while and finally turned back toward harbour and unfurled the screecher and

**Ullman sails
from Caloundra.**



Peter Blaxland, surgeon and sailor, dies at 87



■ by PETER CAMPBELL

Monday, September 17, 2007

Olympic officials and sailors, in particular those who competed in the Tornado catamaran class, will be saddened to learn of the death of Dr Peter Dudley Blaxland, at the age of 87. He was a pioneering sailor and surgeon in many ways.

According to an obituary in the 'Timelines' section of the *Sydney Morning Herald* last Saturday, Peter Blaxland was a direct descendant of John Blaxland, whose brother Gregory was one of the party who forged a passage over the Blue Mountains in 1813.

That pioneering stock was evident when he became part of the team on the first voyage undertaken by the Australian National Antarctic Research Expedition to establish research stations at Heard Island and Macquarie Island.

After service in the Royal Australian Navy in World War II, Peter extended his training as a surgeon in London and on return to Sydney became a pioneer in breast cancer surgery.

Peter was an outstanding sportsman, excelling in snow skiing and sailing and was the driving force in bringing the Tornado catamaran class to Australia. Australians have since excelled internationally in the class, winning world championships and Olympic medals.

He was also a fine swimmer and I recall him regularly swimming the length of the bay in the open waters off Pusan, Korea, during the Pre-Olympic and Olympic sailing regattas in 1987 and 1988. Fellow members of the Australian team said that he was totally mad to swim in what appeared to be heavily polluted waters. But he survived!

Even in his 80s, he swam for 30 minutes in the morning and evening, in Sydney.

Peter was a reserve in the Australian Olympic sailing team for the Montreal Games in 1976 and represented Australia in 18 Tornado world championships. In 1968 he won the Open B-class catamaran world title on Lake Macquarie.

His contribution to both skiing and sailing went far beyond being a competitor. He was an active president of the Australian Ski Federation and was the Australian Chef de Mission at the Winter Olympics in 1964 and 1968.

In sailing he was president of the Australian International Tornado Federation for 25 years and a life member. He continued his Olympic involvement as an official sailing measurer, including the 2000 Sydney Olympic Games. He was also vice-commodore of Woollahra Sailing Club for many years. ❖



Stunning wheel. (above)
Engine bay. (above right)



started to smoke a number of boats that were in their own race.

Sailing performance was very very impressive. It helped that David from Stallion Marine is a former dinghy racing champion and that Yancy was also on hand to advise on sail trim. Upwind under genoa and main in about 12-14kts of breeze we were moving nicely at about

nine knots speed over ground. If we cracked sheets the boat speed would climb to at or about wind speed. The motion was easy and the boat was very dry in a one to two metre swell. With the screecher out life became more interesting and we certainly moved well, a significant amount above wind speed easily in my estimation. I won't pretend it was sit back and relax sailing, as prudent sailing at these sort of speeds mean constant helm attention and hands on sheets to trim, but it was safe and the boat behaved well, no sign of any bad vices.

We received a number of incredulous looks from boats that we blasted past, including a number of multis. It was a grin inducing sail and was the best Sunday I have spent in a long time.

Returning to the mooring the twin diesels made the docking process easy even in a cross wind, though I suspect that more board down in the docking times would add further control. There are very few things I would change and



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Stallion Marine Spirited 380, designed by Craig Schionning, has the best options picked from multi-hulls over the years and put into one exceptional package. The 380 has a finish and style that puts it into a class above other multi-hulls. The 380 is ready for short weekends away or extended global cruising. Stallion Marine is offering the 380 at an unbeatable price of **\$489,000**

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what items there were could be described as personal preference.

It's a great boat, comfortable and enjoyable to be on and a great performer and I think it represents some of the best value in the market place today. I strongly recommend anyone in the market for a new boat takes the time to consider the Stallion product; I don't think you will be disappointed. ❖

Specifications on the Spirited 380 are:

Overall Length	11.7m
Beam	6.53m
Draft	0.5m
Displacement	5200kg
Steering	Twin helms
Fuel	280 Litres
Water	480 Litres
Holding Tank	180 Litres
Mast Height	16.45m



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