

# SCIMITAR SCIMITAR SCIMITAR

## Reputation Continues to Grow

**M**ultihull World first featured the Scimitar 1010 on the cover in 1997. Like so many “firsts” that Scimitar has achieved, it was the first power cat to grace the pages of our magazine. Multihull World was impressed with the vessel from first concepts and this view was endorsed only months later with the Scimitar 1010 winning the coveted Australian Cruiser of the Year Award against a field of well-respected and established monohull builders of flybridge cruisers. It was the first and only displacement power catamaran to date to take out this prestigious Award.

As Scimitar’s promotional material states “expect to be surprised” and today as much as ever people are surprised with the exceptional fuel economy, speed, ease of maintenance, abundant space, huge flybridge and exceptional quality.

The market has endorsed Scimitar’s statement that the vessel established “a new benchmark in fuel economy and a new dimension in boating excellence”. Managing Director of Scimitar Marine, Bryan Bradford, said that he has been flattered by the growth in comments that Scimitar has been instrumental in establishing market support, market awareness and appreciation of the benefits of an exceptionally well-designed and built multihull power cruiser.

Ray Harris, Queensland Manager of Yanmar [who has supplied most of the engines for Scimitar over the last two

years] said “we see a lot of one off boats in the market each year and a number of boat builders that come and go in the marketplace but there is no doubt Scimitar has developed a solid and enviable reputation for consistently building a very high quality product. I believe it is a direct result of Scimitar’s very professional approach and attention to detail.”

### Scimitar Re-sales:

One of the unexpected bonuses from owning a Scimitar has proven to be the surprising high re-sale values

the cost of ownership was extraordinarily low and the strong resale value and interest in the boat was an unexpected bonus”.

### Scimitar - First to the Solomons:

The first Scimitar in the Solomons named LALAE is now proudly displaying its qualities and will be available there for charter by owners Steve & Elmah Goodhew through LALAE Charters (PO Box 88, Honiara, Solomon Islands, [www.lalae.com.sb](http://www.lalae.com.sb)). Steve combed the market for the right boat and his choice of a Scimitar is another great endorsement in many ways.

Steve told Multihull World -

“In 1997 I was sitting in my Cairns Qld home watching ‘Brownie’s Coastwatch’. The Show had a segment on a new boat, the Scimitar. At the end of the show, I had decided that I must have one.”

Over the next four years he

researched every type of boat in the same category, and others. He spent many hours on the internet, bought piles of boating books, went to all the boat shows that he could and visited several boat manufacturers. He discovered that he couldn’t find anything that in his terms ‘held a candle’ to Scimitar. In November last year he purchased one with tourism in Solomon Islands fixed in his mind.

Steve and his wife, Elmah, decided to drive the vessel from Sydney to Honiara but due to other circumstances were unable to. They took it from Sydney to



secondhand boats have attracted in recent times. There have only been a handful of Scimitars resold and those who follow the advertisements will have noticed a couple advertised recently at figures in the mid to high \$300,000s which is close to a new base boat price. With the now well respected Scimitar name, the vessels sold quickly and in one case for almost as much as the owner paid for it 2 1/2 years earlier! Tony Thomson from Yowie Bay said he thought about selling his boat and the first person who looked at it bought without him even having to place an advertisement! “For a boat of it’s size,



### Scimitar 2002:

Last year was another first for Scimitar with the export and display of the first Aussie displacement powercat in the Oakland Boat Show, California, in May of last year. Bryan said “It was a great thrill to load the first Scimitar here in Brisbane and then a month later be driving it on San Francisco Bay under the Golden Gate Bridge and around Alcatraz. We are currently building our third Scimitar for export to the US and see this as a growing market for us this year and the years ahead”.

2002 will see Scimitar move even further ahead with relocation of its factory to new bigger premises to meet market demand. Scimitar has been under enormous pressure to build a larger version which has not been a priority while the production team has been concentrating on its only model to date, the 1010 (badged a 3650 for the US market). This year will see development of a much awaited Scimitar in the over 40 foot range. Bryan Bradford said, “Scimitar has established a strong market identity and an impressive market reputation. I think it is fair to say it is now one of the best known production displacement power catamarans on the market and buyers are understandably attracted by the strong brand recognition, product qualities and resale. We aim to continue to build the schedule of “firsts” that Scimitar has achieved in the multihull world.

Brisbane and that trip itself was a “baptism of fire” in terms of the sea conditions they encountered. As they left Sydney the weather wasn’t playing the game they’d hoped for and soon degenerated considerably. They found themselves alone at sea as all other vessels had headed into Port. Despite the winds being up to 35 knots and seas of around 3 metres on a 4-5 metre swell, at no time did Steve feel that the vessel could not keep up to the task.

Steve said “this was the time when sections of the NSW coast were declared disaster areas due to the damage caused by the shocking weather, the same weather that the Scimitar was taking on the chin and laughing at! When we arrived in Coffs Harbour we were unable to proceed as a very large vessel refused to move from the fuelling wharf due to the conditions. As soon as we could, we headed off and continued the trip north.”

Steve wasn’t being foolhardy. His 21 years with the Royal Australian Navy has had him in plenty of foul weather situations and he knew what the Scimitar was capable of.

He said, “Having been to the Scimitar factory in Brisbane I was fully aware that the fibreglass is all carefully hand-laid and extremely strong. Elmah and I arrived in Brisbane a bit weary but very happy with our purchase.”

The vessel was handed over to professional ship deliverers for the delivery voyage to Solomon Islands and the Goodhew’s flew home. This part of

the trip took the Scimitar up along the Queensland Coast to Cairns, across to Misima in Papua New Guinea and then through to Honiara. It took 8 days averaging speeds around 16 knots to complete this section and despite being in winds up to 60 knots on the PNG to Solomons leg, the Skipper arrived in Honiara singing the praises of the Scimitar. Amongst many other interesting aspects of the trip, he said to Steve, “You have a wonderful boat there”. Steve smiled and said, “I know, that’s why I bought it.”

The delivery Skipper told Bryan Bradford he was so impressed with the Scimitar he believed it deserved the story of the trip to the Solomons to be reported. Multihull World hopes to bring this to you in a future edition.

