

Scimitar's first Export



THE increasing popularity of Scimitar's Award-winning fast displacement power catamaran is set to take on international significance with the display of the first Scimitar in America at the San Francisco based Pacific Powerboat Expo at Jack London Square from April 26 to April 29. By the time this issue of *Multihull World* reaches the newsstand the first US Scimitar will be proudly showing its quality and performance on the waters inside and outside San Francisco Bay.

Scimitar's managing director, Bryan Bradford, undertook a detailed study tour of the United States markets last year looking closely at markets on the East Coast, Great Lakes and California. Bryan said "The nature of boating and approach of experienced boat users on the Californian Coast was very well aligned with the qualities of Scimitar. The market and agents we are working with in San Francisco are very excited about its arrival. We are targeting a further show on the Californian Coast

later this year and aim to release Scimitar on the East Coast in 2002".

Scimitar attracted a lot of attention three years ago after it won the Australian Cruiser of the Year Award with the launch of the prototype vessel. Scimitar not only offered the market a modern, roomy and open-plan layout in a vessel with exceptional seaworthiness, but astonished most long-term powerboat enthusiasts with its extraordinary fuel economy and speed of over 20 knots achieved with two small 100hp diesel shaft drive engines.

Some subsequent vessels have been fitted with larger power plants but the 2 x 100hp Volvo installation returned a cruising speed in the mid to high teens, a top speed comfortably over 20 knots and cruising economy close to four nautical miles per gallon. Longer range cruising undertaken by a number of owners has constantly supported the extraordinary fuel economy with trips such as a Brisbane/Sydney delivery in under 33 hours consuming less than 600

litres of diesel in heavy conditions. Even with larger engines and cruising a few knots faster, Brisbane/Sydney has been achieved in well under 30 engine hours with total consumption still under 900 litres.

American agents who came to Australia to sea trial the vessel found it almost impossible to believe that such small engines in such a large boat could deliver the speed and performance. Americans are so used to heavy, large horsepower vessels that a number of them have thought the main power plant was for a generator when they first looked into the engine room!

"The low drag laminar flow hull design allows Scimitar to be so easily and efficiently driven that we can use engines which are around a third or even a quarter of the power that most people would expect". The advantages of the smaller engines also flow through to maintenance costs on the vessel as service charges, oil, filters and many other costs in the maintenance area are also reduced by a similar proportion.

Many Scimitar's have enjoyed regular Queensland Coastal passages with boats travelling from Brisbane to the top at Cape York. Other vessels are used more as local pleasure boats with a number also in commercial applications for dive charter and Whitsunday bareboat fleets.

Scimitar did not start out as a commercial venture, but as a desire by three close friends to build a boat which would be 'the ultimate flybridge cruiser' for their own purposes. With a background of boating in a wide range of craft from sailing dinghies, to yachts, to ski boats and flybridge sports fishers, they wanted a vessel that delivered exceptional sea worthiness, economy,



abundant live-aboard space, ease of maintenance and a classical, timeless appeal. Bryan said “we didn’t initially set out to build a catamaran but after a lot of research and hobby time analysing the attributes of various designs it was clear a well-designed displacement multihull which established a new benchmark in design and fuel economy was the answer”.

It’s not surprising that the ‘wish list’ put together over years of research and boating experience that became a reality with the Scimitar 1010, appeals to such a wide range of potential purchasers. Early purchasers for the Scimitar were predominantly highly experienced boating people who immediately identified with the exceptional seakeeping capabilities and quality of construction. The Scimitar concept with stability only offered by a multihull, unparalleled fuel efficiency, fast cruising speed, shallow draft with protected props so the boat can be beached on an outgoing tide and its modern, expansive layout and classical, timeless appeal made it very easy to appreciate. While labelled **Scimitar 1010**, the vessel has a length overall of 36 feet and 2 inches, offering an incredible volume and high quality of space with two large private double cabins and sleeping up to nine. Scimitar offers a new dimension in flybridge experience, comfortably seating ten adults and with its small engines performing with a minimum of



noise in a relaxed environment. Scimitar also appeals on the technology and environmental fronts with its computer aided design and utilisation of modern composite materials producing a very strong but light vessel with minimum wave erosion from its small wake and reduced exhaust emissions, not to mention the saving in operating cost.

There are currently four vessels working in Whitsunday Bareboat fleets and another due to arrive in May. The Whitsunday Charter operators have commented that Scimitar is one of the most popular vessels with strongest forward bookings and a good return for the owners further supported by low maintenance costs. The popularity of Scimitar has continued to grow the last

12 months. The team at Scimitar has focussed on progressive production improvements and expansion in order to be able to meet the increasing demand for the vessel both within Australia and overseas.

Now that the production processes for the Scimitar 1010 have been refined the company is looking forward to the expansion of the model range with the addition of a larger 13 metre version. Bryan said “Since making the decision to focus on the expansion of the business Scimitar has the future design and building of a larger vessel in its plans but has appropriately deferred our focus in this area until we have consolidated our export market position with the Award-winning 1010”.

