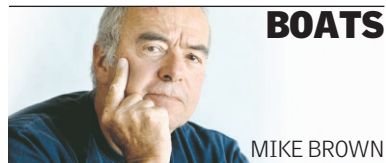


## BOATING

# Cat a gentle creature



BOATS

MIKE BROWN

Not a lot of yachts are built in WA so it is a pleasure to review one like the Cosmos 1320 that could hold its head up anywhere in the world.

Lloyd Powell's Cat Factory built this catamaran, which is so much bigger than its 14m would suggest.

What but a cat would have a 7.1m beam? And, when you get up to this size of cat, the interiors of the hulls are big, useful spaces.

Its owner bought it as a quiet substitute for a power cruiser. A former powerboat man, he wanted a boat that knew how to sail but also one that could get back from Rottnest in 50 minutes or so under motor. So it had to be a catamaran.

The performance under power is a revelation. The engines are a pair of 40hp Yanmar diesels; not big by any standards but they push the hefty cat along at 12 knots on the smell of an oily rag.

Under sail, it is just as dramatic for anyone used to monohulls. The huge 75sqm main and more-modest 27sqm jib caught the 12-knot breeze the day had given us and almost instantly had us moving effortlessly at more than 10 knots on a tight reach.

The significant thing for a non-sailor looking for a cruiser would be the total lack of fuss; no heel, no tweaking, no spilling of drinks — it just went.

The space on tap makes anything

else look sick. Dancing is possible in the cockpit (although the seating and drink holders suggest alternatives), and a hardtop and windscreen keep it snug.

Stairs lead down to a wide platform between the hulls and allow boarding of the tender (also slung between the hulls).

More deck space is on tap forward, as well as the mesh trampoline that passengers always want to lie on.

Big catamarans always have impressive deck saloons and the Cosmos is no exception. This is acreage, containing lounges, tables and a navigation station. There is headroom for very tall people, of course.

Steps down to starboard lead into the galley with a "real" gas oven as well as a cooktop and the expected fridge, sink and kitchen facilities.

Aft of the galley is a toilet and separate shower, and forward a double cabin.

The double bed extends over the bridge deck but, within the hull itself, a double mattress can be spread on top of the tanks up forward.

The port hull is similarly laid out to give roomier living than all but the biggest powerboats.

Because serious and quiet cruising is planned, electricity demands have been kept as low as possible and solar panels handle most of the load.

The big Iceer fridge keeps its temperature below 5C whatever the weather but pulls only 80 watts and the solar panels deliver 320 watts.

Another vital job for electricity is powering the anchor windlass. The anchor stows neatly at the forward end of the catwalk and the cable runs ingeniously within, around the windlass and down into the cable locker. The windlass itself is out in the open, with a warping drum poking out to one side.

This is what you use to hoist the main and you use it every time — it is a heavy sail. The main stows within lazy jacks into a lazy bag — the kind of simplicity cruising calls for.

The standing rigging is just as simple — no nonsense like runners or even a backstay. The jib roller furls with assistance from one of the four hand winches.

For keen sailors, a lot of performance is available, despite the



Built by Lloyd Powell's Cat Factory, this catamaran is so much bigger than its 14m length would suggest.



Left: Stairs lead down to a wide platform between the hulls and allow boarding of the tender, which is slung between the hulls.

Below: When you get up to this size of cat, with a 7.1m beam, the interiors of the hulls are big, useful spaces.

weight all the cruising goodies add.

There is a pair of dagger boards, operated from the cockpit like everything else, to make it point and full control of the main from a traveller the length of a small boat.

Tacking is far from the act of witchcraft often associated with cats and was done at about the speed of the long keel boats of my youth.

Guests with no particular love of sail will still beg to sail on this one. Quiet (what a good word at sea), spacious and with all the amenities powerboats have.

Want a shower? There are three of them, fed from a 40-litre tank.

Want to swim? There are steps, not ladders, down to the water. And so it goes, and for a surprisingly gentle cost from \$600,000.



## LOWDOWN

### Cosmos 1320

LENGTH: 14.2m  
BEAM: 7.1m  
MAINSAIL AREA: 75sqm  
JIB AREA: 27sqm  
ENGINES: Twin 40hp Yanmar diesels  
FUEL CAPACITY: 800 litres  
FRESH WATER: 800 litres  
PRICE: From \$600,000  
BUILDER: Cat Factory  
PHONE: 0414 476 015

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A luxurious enclosed bridge is now available on Bertram's flagship 670 Convertible. The new 670 Enclosed Bridge model offers all the same tournament-level fishing features as the open bridge 670. Sleek, sophisticated styling makes the 670 Enclosed Bridge the most eye-catching sportfishing yacht of its type. The enclosed bridge has been seamlessly melded into the flowing lines of the superstructure so that it enhances, rather than detracts from, the boat's appearance. The interior of the enclosed bridge resembles that of a business jet-rich woods and leather lounges flank the forward helm station, whose twin leather pedestal seats are electrically adjustable.

Register online now or call Eagle Yachts if you wish to apply for a "Bertram VIP Boarding Pass" to inspect the 670E at the Mandurah Boat Show from OCT 7 - 9.

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