

# Trawler Talk

By Ken and Karen Schuler



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## If you really want to save fuel...BUY A CATAMARAN!

Everyone is concerned about the cost of fuel these days as we are experiencing large price increases since just a year ago. But we don't have to give up all the fun things we like to do. We just may have to modify some of them. More than ever, now is the time for boating people to consider buying a catamaran. Australia and New Zealand have been way ahead of the United States in their use of catamarans in that 80% of their registered boats are cats.



We had first hand experience of the fuel efficiency when we took delivery of a 34 power cat from the factory in Whitby, Ontario, and cruised it to our home port of Manitowoc, Wisconsin. The trip was over 900 hundred miles on four of the Great Lakes. At a steady 17 knots under varying sea conditions we used 6.5 gallons per hour total

for both engines over a two-day period. Another two days of cruising at 14 knots we used 3.8 gals per hour. These are the best ratios of fuel consumption to speed that we have ever heard about or experienced in a boat that size!

Just how does a catamaran do this? One element that contributes to a boat's fuel efficiency is the fact that pushing the bow of the boat through the water creates a bow wake which in turn provides resistance that needs to be overcome. The narrow entry of the catamaran hull design allows the boat to cut through the water without creating a bow wake and minimizing total water disturbance. This is desirable on all waterways as we try to protect our environment.



Catamaran hull slicing through water at 16 knots



Minimum wake left behind at 16 knots



Wide stance of the catamaran hull means stability

When you take two hulls and strap them together (it's not quite as simple as that), you increase stability which is another plus for the catamaran. The wide stance of the catamaran handles the side roll much better than the monohulls as each hull takes the wave separately. The ride may have a different feel to it especially in the turns. Many prospective customers ask us to describe the difference between a monohull-ride and a catamaran-ride. The

best suggestion is to seatrial them so you can sense and feel the difference for yourself which is not dramatic and often more subjective.

The design of the catamaran dictates a greater width or beam than the comparable size in the monohull. Although this contributes to the stability, the beam is often mentioned as a concern for docking space. We delivered a 43-foot catamaran with a 21 foot beam to the Bahamas from Wisconsin a few years ago and never had a problem getting a space to dock for the night. You would think that a boating area like the Erie Canal would also be a problem for the wide beam but again it was not. The beam on the 34 catamaran mentioned above is 16'10" so it will fit in many slips. The beam on the 41 we sell is 18' so also very do-able in most marinas. We always joke that the marinas "want your money" so they will find a place for you whether it be on a t-dock or a wall or even the fuel dock for an overnight. We also believe they are very hospitable folks and try to accommodate boaters as best they can.



Wide decks allow for ease in handling lines in locks and for docking



Lots of deck space is realized as the catamaran design allows ample forward and side walking areas that are flat! This can be very helpful when docking or tying up in locks. It also allows for a lot of flexibility in getting on and off the boat regardless of the dock height.



Two staterooms with queen berths



Dining for 6 or more plus inside helm



Large galley



Head with separate shower

*BUY A CATAMARAN, cont.*



*Upper helm plus extra seating & storage*

Another great feature of the catamarans is all the interior space you pick up including lots of extra storage everywhere. How many 34' boats do you know of that have two queen size beds and a head with a separate shower and dining area for six or more people with comfortable inside and outside helms? Here are some pictures from a 34' catamaran that demonstrate the use of space. Also note the great panoramic view from inside as you are surrounded by large windows.

If you can get past the unique look and style of the catamaran, there are a lot of reasons to consider it for your next boat.

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Please direct any questions or comments you may have to:  
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**American Tug 49, 41 & 34**



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**Brokerage**

**Conserve fuel - buy a trawler!**

**At Manitowoc location:**

42 Nordic Tug 2001 .....	\$399,000
42 Nordic Tug 1999 .....	\$389,000
41 American Tug 2006 <i>new listing</i>	\$520,000
38 Holiday Mansion 1991 .....	\$59,000
37 Great Harbour 1996 .....	\$299,000
34 PDQ Power Catamaran 2004 .	\$250,000

31 Camano 2003 .....	\$169,000
31 Camano 2001 .....	\$159,000

*See classified section for more info on our brokerage boats!*

**At owner's location:**

42 Grand Banks 1987 <i>new listing</i>	\$269,000
40 Island Gypsy 1986 .....	\$139,000
32 Island Gypsy 1994 .....	\$83,000
31 Blue Sea Trawler 1988 ....	\$115,000
30 Willard Voyager 1974 <i>new listing</i>	\$99,500
26 Nordic Tug 1983 .....	\$85,000

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