

SPIRITED TRADITIONAL

FORM FOLLOWS FUNCTION,
IN THIS CASE, AN AMBITIOUS
CRUISING SCHEDULE



Among the several North American motoryacht-building enterprises collaborating with mainland Chinese yards, one of the newest is Sea Spirit, an international outfit with ties to Canadian builder Queenship. Built in partnership with Her Shine Marine at its yard in Zuhai, the Passagemaker 60 is thoroughly traditional in styling, finish and demeanor.

Designed by Sparkman & Stephens from a concept by Vincent Mausset to offer transoceanic range and still be comfortably manageable by an owner couple, this pocket yacht meets a number of clearly defined imperatives, according to Sea Spirit's Dan Fritz. "We took a long look at boat owners within the generation of Baby Boomers as they near retirement age. Many of these enthusiasts plan to run and maintain their boats themselves, so they're looking for simplicity, reliability and

comfort." Moreover, he added, operating efficiency will become an increasingly attractive attribute. "We're aiming at clients who are buying a boat designed and built to be used for weeks or months at a time. Fuel efficiency is among their top priorities."

Sparkman & Stephens was right at home with this design brief and shaped the concept into a robust, fiberglass displacement cruiser whose single 340-horsepower Luger diesel produces a top speed near 11 knots and at 6.5 knots, a maximum range of more than 13,000 nautical miles, roughly equivalent to a voyage halfway around the globe at the equator.

Those accustomed to twin mains will quickly adapt to the standard KeyPower get-home system that in the event of main engine failure turns the propeller shaft via an hydraulic

By JERRY STANSFIELD



SPECIFICATIONS

LOA: 63' 3"
 Beam: 17' 2"
 Draft: 4' 11"
 Displ.: 108,680 lbs. (Light Ship)
 Fuel/Water: 2060/400 U.S. gals.
 Power: 1 x Luger
 1276-A2 @ 340 hp
 Top/Cruising Speed: 11/8.5 knots
 MSRP: On request

CONTACT

Sea Spirit
 Maple Ridge, BC
 Canada
 604-888-6178
seaspirityachts.com

The first of Sea Spirit's Passagemaker line developed by Queenship and designed by S&S, Dauntless is a long-legged cruiser that's equally long on luxury. Elegant joinery defines the master suite, top. The galley is effectively screened from the saloon above by the breakfast bar.



drive pump powered by the primary or secondary generator. Side Power electric bow and stern thrusters aid maneuvering and docking, and a large rudder answers immediately to the helm, at idle turning the hull in little more than its own length. Underway, the Passagemaker 60 displays admirable course-keeping behavior even in a quartering sea, due in large measure to a nearly full-length keel. The hull features rounded bilges and a wineglass-shaped curve at the keel to soften the ride. The bottom rises gently sternward, extending beneath the swim platform to a terminus near the waterline, a contour that allows water to slide quietly astern, reducing both wake and drag. A bow bulb extends the running surface for more efficient cruising, but also resists pitching in a seaway.

With a gleaming blue hull and signature cove stripe, this

first Passagemaker 60, christened *Dauntless*, presents a profile that's noticeably lower than many others of its genre, the wheelhouse poised a mere three steps higher than saloon level. While the look conveys elegance, owner Ed Koethe notes that it's also a practical attribute necessary for negotiating inland waterways like the New York Barge Canal, a transit he has planned next year. To further reduce air draft, Ed specified a hinged mast that enables him to pass under bridges offering little more than 20 feet of clearance.

A cruising and sportfishing enthusiast with tenure in both power and sailing craft, and formerly a partner in a Florida marina, Ed brought considerable experience to the build and found plenty of common ground with both designer and builder. "My involvement was very hands-on," he says, "with



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The canoe stern (left) provides an ample swim platform and a cozy fantail deck aft of the saloon. The spacious wheelhouse (top left) features a dining area on port with an alcove pilot berth. The cozy writing desk with a view (above) is on starboard aft in the saloon, just inside the door to the fantail.

a good deal of give-and-take to find the best solutions to countless design issues.” Ed adds that the yard was even responsive to his insistence on environmentally responsible plantation-grown teak for joinery and trim, and found an appropriate source of exquisitely figured stock for the raised-panel cabinets and crown molding grace notes.

Yacht-like details include curved lintels framing doorways, stout grab rails secured to cambered overheads, and even signal flag storage. Her rounded transom triggers images of early 20th-century fantail motoryachts and although at the cost of a little space, it allows for two curved lounges, each with a pedestal table, creating an inviting venue for evening cocktails.

The design team has paid close attention to scale, as demonstrated in the substantial size of bollard-style cleats, freeing ports and anchoring hardware. An appropriate looking faux stack on the top deck forms the mast base and on its starboard side conceals storage, while a compartment opposite holds an optional barbecue.

The main-deck saloon and galley seem large for a 60-footer, thanks to an asymmetrical arrangement that trades the port side exterior deck for about two extra feet of interior width. While arrangement options are available, *Dauntless* features

a sofa with cocktail table to port, and a desk built into the aft starboard corner. A raised counter with two stools separates the saloon from the U-shaped galley, and a companionway leads forward past a day head to the wheelhouse, where a raised settee overlooks two Stidd helm chairs and a broad console. Hull #1 has a pilot berth fitted just aft of the settee—a prudent choice for those planning overnight passages. Other owners may opt for an enlarged observers’ settee or a single-berth crew cabin.

Lower deck accommodations comprise a full-beam master suite with private head amidships, plus forward VIP and port guest staterooms that share a second head with shower. A cabinet in the foyer conceals a washer/dryer unit. Efforts to minimize sound levels include liberal use of acoustic materials, cored hull topsides and superstructure and soft engine mounts made possible by an Aquadrive coupling with integrated thrust bearing. Sea trials have produced readings of 64 decibels in the saloon and 60 in the master suite at a 1,200 rpm.

Not just a displacement cruiser in traditional dress, *Dauntless* has already cruised the Inside Passage, transited the Panama Canal and her owners are now preparing for the initial stages of the Great Loop. 