

BOAT USA

INTERNA TIO NAL



Passagemaker 60  SEA SPIRIT

Sea Spirit's PASSAGEMAKER 60

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When Ed Koethe went looking for a vessel to fulfill his dream of cruising into retirement, he had a number of prerequisites. At the top of his wish list was a craft that could be easily handled by two people on an extended voyage. The life-long mariner (whose prior vessel was a 46ft Bertram) researched his needs carefully, as he and his wife plan to spend the next two years on a wide-ranging adventure that will take them from the extremities of the Pacific Northwest, through the Panama Canal, up the eastern seaboard, and into the Great Lakes before heading south.

As it turns out, his needs were an ideal match for a unique Passagemaker project being developed by Dan Fritz, who founded Queenship in 1992 and more recently, Sea Spirit. Fritz had taken an original concept developed by Vincent Mausset of Brittany, and added the formidable strength of Sparkman & Stephens' naval architecture and engineering to complete the design mandate; namely to build a highly maneuverable, seaworthy and stylish full-displacement vessel that could be handily managed by two people intent on coastal cruising anywhere on their own.

Sea Spirit chose the Unishine yard in China as its partner to build the Passagemaker 60. "Their journeymen are absolutely

world class and their apprentice craftsmen have the keenest desire to learn that I have ever seen," says Fritz. "And the company's overall dedication to building a quality product is unsurpassed."

As the Passagemaker 60 edged into a small harbor on British Columbia's west coast, it didn't take long for that ease of handling to show through. Working the Wesmar stern and bow thrusters as if he'd been running the boat for years rather than merely days, Koethe quickly coaxed the vessel into a confined dock with barely a nudge.

In developing the Passagemaker 60 (actual LOA 63ft 4in), the Sparkman & Stephens/Sea Spirit team naturally strived to offer the most comprehensive package possible at a price point that would be very competitive to similarly sized full- and semi-displacement yachts. However, in many ways, they exceeded their brief: much of the vessel's appeal stems from a design philosophy that stresses economy of space within a structure built of light, but very strong materials, to achieve a versatile, well-equipped package that is ideally suited to globe-trotting empty nesters. Moreover, in an era of spiraling fuel costs, the Passagemaker 60 is a vessel for its time. Fritz says, "We've



The 60's flybridge is high enough to provide excellent visibility, yet her profile is not overly tall.

achieved a spacious livable feeling by working with a design philosophy that dictated not letting the boat get too tall, and we used design technology and the materials to build it a little lighter. It just makes no sense to carry extra weight around.” Overall, says Fritz, “It’s easier and costs less to build a boat heavy than it does to build it a little lighter, and it’s easier to build it taller than to achieve the lower profile and draft we were striving for. However, by going this extra mile, we get greater fuel efficiency, better seakeeping characteristics, and she is a lot easier to handle in the wind.”

While cleverly compact, this Passagemaker packs a lot into its 60-plus feet, thanks to a smart layout that marries its warmly traditional trawler-style pedigree with any number of savvy contemporary options.

The vessel’s exterior lines suggest a muscular, though still appealing form based on rugged practicality rather than whim of style. Every feature is well grounded in reason, from the forward flybridge (offering good visibility, with helm and thruster controls) to the spacious wheelhouse and well-protected Portuguese bridge, high bulwarks and elevated bow line. A smart faux funnel conceals a roll-out barbecue (that vents through the stack), with a tri-fold mast that can drop the waterline height to under 20 feet, hence allowing Koethe to pass through New York’s Erie Canal system, knocking off nearly 1,000 nautical miles from the alternate St. Lawrence Seaway route to the Great Lakes.

The upper deck aft of the flybridge (with an aftermarket shade canopy) is surprisingly spacious, with plenty of room for the Nautica 13.5ft rigid inflatable, widebody tender and port side davit, while the distinctive canoe stern and canopied aft seating area is emphasized by a large swim platform with a pantograph access door for easy float boarding.

Aside from making the craft more stable, the vessel’s lower profile also eliminates the need for excessive amounts of lead ballast and ultimately, a shallow 4ft 11in draft. “The shallow draft achieves so many other goals,” notes Fritz, “such as cruising in the Bahamas, where five feet allows you to go just about anywhere.”

On board, the spacious, teak-clad pilothouse is well laid out, with a very hands-on personality. Twin command chairs offer good visibility with well-positioned navigational panels, and a side panel of electrical gauges covering the full range of controls. Aft on the port side is a comfortable, raised observation booth, which can also serve as a small dining table. Stairs between the starboard door and the helm lead down to the accommodations, while another short flight up accesses the flybridge.

Highly flexible build options expand the choice of wheelhouse layouts with an attractive range of widebody alternatives that offer a pilot berth above the observation booth, forward of a larger galley, or an alternate “Euro-style” wraparound helm settee with crew quarters between the pilothouse and saloon.

The main saloon itself, which benefits considerably from the widebody option that eliminates the port side companionway between the aft deck and pilothouse, allows plenty of living space for cruising in comfort. To starboard is a pop-up, 32in wide screen HDTV, while port side, a settee faces an adjustable table, which may be raised for meals or lowered for relaxing conversation. Particularly impressive is the quality of joinery on the teak flooring, paneling and coved millwork, all hand-

finished. Aft to port is a smartly planned built-in work desk with an attractive array of brass-encased marine instruments by Wempe, including a barometer and ship’s clock.

The compact galley offers a full complement of appliances that includes a GE 27in convection oven, dishwasher, garbage compactor and microwave, as well as ingenious slide-away storage that tucks under the pilothouse berth, and a full-size fridge with a side-by-side freezer. Facing aft is a comfortable bar or kitchen-side dining space with two barstools.

Another benefit of the widebody configuration is a well-appointed starboard dayhead, just forward of the saloon. Aft is an equally smartly designed live/work area, with a segmented table that expands with a drop-in leaf. It also has hi-lo adjustments and accommodates four to six people. Custom-made Barrett Enclosure wraparound blinds create a separate enclosed space as desired. And one option calls for an extra air handler, perfect for the tropics, or for dining outside in cool comfort.

Below in the accommodations level, the queen-size VIP bow – berth, compact and cozy – shares a shower with a smaller twin-bunk berth stateroom amidships. The starboard stairs hinge on the third step to reveal more storage, while just forward is a combo washer and dryer, as well as plug-ins for the vessel-wide built-in vacuum.

The master feels surprisingly spacious thanks to its full beam and queen-size bed, with a port side twin settee and master head with rain shower. A swing-out 23in flatscreen HDTV is another smart space-saver that adds to the creature comforts. A nice touch for all cabins is the opening fresh-air Mainship stainless-steel portholes, while each room boasts its own entertainment system.

Half of the Passagemaker’s lower deck is given over to the engine room – further testament to the vessel’s serious working personality – and accessed via a port door off the master. Here again, smart design prevails. The Tier II, eco-friendly 1276-A2 Lugger, 340hp single diesel engine and twin 220 Northern Lights generators are easily accessible for service. There is no risk of being stranded with the single engine, as the generators, which are hydraulically and mechanically attached to the main shaft, are served by a Wesmar Get Home system, with a speed of up to 4.7 knots.

The Passagemaker’s intended



The tri-fold mast drops the waterline height to under 20 feet, allowing passage through New York’s Erie Canal system.





role, primarily as a long-distance cruiser, is borne out by its impressive ability to sip fuel and deliver considerable range from its 2,265 on-board gallons. Top speed is 10.7 knots, and based on sea trials, at 9 knots, the Luger yields a respectable 5 gallons per hour, giving an estimated cruising range of about 3,177nm with one generator running. Cut the generator and manage the speed at a leisurely 6.5 knots, and the range extends to over 6,877 nautical miles or over 13,000 without the generators. Koethe's initial leg up the Pacific Northwest Coast certainly reflected such numbers.

It's that kind of economy that Sea Spirit is betting on to make the Passagemaker 60 a favorite with increasingly more energy-conscious cruisers. Dan Fritz lays much of the credit on the performance of the Sparkman & Stephens "slippery" hull (with a bulbous bow), which they painstakingly developed in rigorous tank testing.



Koethe, who finds the boat "quiet", "comfortable" and the rudder "enormously responsive", agrees. "It feels and handles almost like a sailboat," he says. "The bottom erases all the stern wake, so you're not dragging anything behind you, with a nice keel track...and comes off following seas like being in a motor home."

Overall, Koethe is thoroughly impressed with Passagemaker 60's hull number one and the results of the Sea Spirit/Queenship/Sparkman & Stephens partnership. And with more builds already well on the way (as well as a 51, 55, 75 and a capacious 88-footer in the wings), it's very likely he won't be the last. |



Sea Spirit manages to fuse seaworthiness, style, versatility and fuel economy into a rugged yet fashionable go-anywhere yacht.

SPECS

- LOA:** 63ft 4in (19.28m)
- LWL:** 57ft 6in (17.52m)
- Beam:** 17ft 2in (5.23m)
- Draft:** 4ft 11in (1.5m)
- Displacement:** 108,000lbs
- Engine:** 1 x Luger 1276-A2 340hp @1800rpm
- Propellers:** 32in by ZF Faster Propulsion
- Speed (max/cruise):** 10.7/7 to 10 knots
- Fuel capacity:** 2,265 gallons
- Range:** 6,877nm* @ 7kts; 4,562nm* @ 8kts; 3,177nm* @ 9kts
- *all with genset running full time and 10% fuel reserve
- Bow and stern thrusters:** Wesmar, Hydraulic, both 25HP
- Stabilizers:** Wesmar
- Generators:** 2 x Northern Lights, 20kW each
- Watermakers:** Sea Recovery, 600gph
- Freshwater capacity:** 400 gallons
- Gray/Black water capacity:** 130/150 gallons
- Security systems:** Not Available
- Monitoring system:** Full safety monitoring panel of bilge, fire, and smoke in wheelhouse, owners' stateroom and bridge with alarms throughout the vessel
- Air-conditioning:** Cruisair
- Communication/Navigation electronics:** Furuno, ICOM, Simrad, Raymarine
- Entertainment systems:** Sony TVs and sound
- Owner and guests:** 6
- Crew:** 1
- Tender:** 13.5ft Nautica widebody RIB
- Tender-launching system:** Hydraulic davit by Brower
- Passerelle:** Optional
- Paint:** Awlcraft, Aristo Blue hull, Eggshell White superstructure
- Construction:** FRP
- Price guide:** Contact builder
- Classification:** ABYC
- Naval architecture:** Sparkman & Stephens
- Exterior styling:** Sparkman & Stephens; V. Mausset
- Interior design:** Sherry Peterson
- Builder/Year:** Sea Spirit/2008
- 27222 Lougheed Hwy
- PO Box 10, Station Whonnock
- Maple Ridge, BC
- Canada, V2W 1V9
- Tel: (604) 888-6178
- Email: info@ssqueenship.com
- www.ssqueenship.com