

32' CAPE UPSTART

motor sailer

catamaran

by BOB ORAM

CAPE UPSTART IS SOUTH OF CAPE BOWLING GREEN AND NORTH OF BOWEN. I'VE CAUGHT NICE INDIAN MACKEREL CRUISING NORTH ABOUT 300M OFFSHORE. IT'S A PRETTY GOOD ANCHORAGE IN ANYTHING WITH SOUTH AND EAST IN IT BUT LOSES ITS ATTRACTION IN ANYTHING DEVELOPED WITH NORTH AND WEST IN IT. THERE IS ALSO A ROCK ON THE WESTERN SIDE THAT YOU NEED TO BE AWARE OF. VERY PRETTY BEACHES THOUGH.



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| LOA | 10m |
| Beam | 4.2m |
| Disp | 3200kg |
| Draft | 4m |

Sail Area

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| Sloop | 37sqm |
| Headsail | 19sqm |

Power Options

2 x 10-60hp outboard
1 x 25/115hp outboard
1 x 29hp diesel shaft drive

THE EXPERIENCE I HAVE HAD with my power boat has lead me to this design. It is aimed at retirees on smaller fixed incomes which there are plenty of (especially the smaller bit, here in Australia).

There are a hell of a lot of people getting to retirement age who would love to go for a cruise on their own boat but can't afford big ticket boats and don't really want a huge component of their asset base held to ransom by an expensive depreciating asset (isn't that a contradiction in terms 'depreciating asset').

To me it is sensible to have the least amount of money possible tied up in anything that could be considered a non-essential play thing, whether it be car and caravan, motorhome, plane, boat, etc.

This leaves a greater proportion of capital for living on and investing in guaranteed income streams, (is there such a thing these days?).

If you build this boat yourself there will still be a healthy return on your labour and money and the market place is considerably bigger for boats in this price range and with the sensible comfort and capability's this boat offers.

The boat is built in female frames (as we have been doing for nearly 20 years) in a combination of Duflex, Plywood, foam, epoxy and eglass.

The hulls are quite full and there is a step above the hull that increases the interior volume quite a bit.

Naturally the lighter the built weight the greater the payload and performance, and usually the greater the economy.

The overall dimensions are so manageable that handling the components and moving the boat around becomes a very straightforward task.

The outlay in money, time and effort is manageable for most people and if the project stalls for whatever reason then the amount of outside help required to complete the boat isn't crippling.

Moving this boat to the water and launching it becomes a real pleasure instead of a stressful, expensive and logistical hassle that you're pleased is over.

Think along the lines of a car trailer towed by a Falcon.

Hell our Subaru Forrester will launch this down our local boat ramp. Although Subaru's are a very good car.

A couple living aboard for six months at a time is quiet feasible, and I see no reason some quiet distant cruise's couldn't be accomplished by an experienced couple picking their weather.

There are various versions. One at 3.5m beam for those that really need minimum beam (this version has water ballast) and the one shown which is at 4.2m beam. The aim was to have the advantages of a cat that would still fit into a standard 10m berth.

Not only will you pay less but there are simply more berths available as well.

This boat is not designed to accommodate a cast of thousands or impress the ignorant with bling, but as a very economical boat to build, maintain and moor for a couple with occasional guests. While it shows two queen size berths one of the berths can have a folding side that allows its use as a small studio, office, sewing room, etc.

All the paraphernalia can be stored forward and under the bunk.

When required it can revert back to a big comfortable bunk for your best friends or the kids when they need to get away. The dinette will seat four friendlies for a meal and then they can scatter to the outside seating either in the front cockpit or the back cockpit for more socializing.

There is no access around the sides so there is no need for any fencing/staunchions, saving build time, money and windage. Access forward is through the front door.

If you're going to ring me with horror stories about flooding the boat through the front cockpit don't bother. I've tried to do it and haven't managed it yet. Then I'll tell you stories about just how bloody wonderful a front cockpit is.

There is a swing down catwalk for instant beach access. As this boat is a beaching boat, I don't see the dinghy being used a lot so it can be a small, light rowing dinghy (the plans for the dinghy are included with the big boats drawings).

It can be powered by a single outboard from 25hp to 115hp (115hp will give a top speed in excess of 20kts but the fuel bill will make you cringe). Or twin outboards from 10hp to 25hp.

I would probably have a single 60hp, pitch the prop up a bit and cruise at around seven to eight knots using under four litres per hour but have the ability for a fast cruise of around 10/12kts using about 10lph.

I am working on a single diesel option, probably just in one hull as the turning influence of a single motor in one hull is considerably less the narrower the beam is overall.

A single 29hp Nanni diesel will give a top speed of around nine knots at 2.5-3lph and cruise forever at six knots at 1.5-2lph.

The boat will have one kick up rudder in one hull for the diesel version and for sailing and I think a small canard would

quietly give some impressive windward performance.

I have drawn the boat with both a conventional 7/8th rig with a very powerful, low aspect fully battened main (nearly a junk rig) mainly because it looked pretty, but I think the logical way to go is with a headsail only rig with the tack on a track across the forebeam and the rig aft so it can be lowered forward if required and stay within the boats length.

With a bit of trickery and slight of hand there is a sheeting system that can be dumped from six different places on the



boat so you are not committed to spending your watches in one place.

All up I'm happy with this boat and think it will get a few deserving people onto the water for a sensible amount of time and money.

I'm working on a 40' version (40' Cape Don) and the 45' version (45' Cape Le'veque) is already at study print stage.

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