

design profile from SCHIONNING DESIGNS



# Cosmos 17

## an Ocean Greyho

by LORRAINE SCHIONNING

**T**HE COSMOS 1750 WAS designed as a pure thoroughbred with long waterline length. Her waterline length to beam ratio of 13.3:1 and high bridge deck clearance of one metre make her an excellent performance cruiser.

The first 1750 was designed for Pierre and Sera Fortier of New Caledonia and was built there with the help of a local builder. Pierre and Sera wanted good performance but it was important that she was able to be sailed short-handed. Pierre set up the controls on his boat, (also called *Sera*) so that he can sail the boat alone, quite an accomplishment for

a big boat, he single handed the boat from Brisbane to Noumea on one passage and often sails alone with his wife Sera. Pierre wrote "She is a very good boat, safe and fast, very easy to be handled by only one old timer (I'm 63...). In January 2006, we sailed from Noumea to Brisbane with three crew in three days and 20 hours, 880 miles direct, under autopilot all the time, mostly in light wind. I sailed back in April, 2006, and I was alone on board. It took four days and 18 hours, mostly against the wind to Noumea".

The Fortier's chose an unconventional layout for their boat; they wanted their main sleeping cabin up on the bridge-

deck along with the saloon and galley. This cabin is huge with a walk around bed and plenty of storage. A pre-cut kit is available for this layout but we also offer a custom layout should anyone prefer a different setup. A very workable alternative is the same layout we use in our Waterline 1750 with four double cabins, two in each hull and each cabin can have their own en-suite bathroom. Without a sleeping cabin taking up valuable bridgedeck room in this option, a large area is then available for a much more open, spacious saloon, galley and dinette.

The generous areas and the overall width of the saloon and cockpit can be



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Cosmos 1750 Sera. (main pic left)  
Saloon on port side. (top)  
The cockpit and Sera. (above)

turned into sophisticated luxury, giving the boat a depth of quality rather than one packing in quantity. The saloon and cockpit are well integrated with all-round visibility, the doors and windows between them open fully to create a lovely indoor/outdoor living area, perfect for cruising in tropical climates.

With the wide beam, we have the luxury of a separate navigation station in the saloon. With modern electronics, this station is probably used as much for the office or homework than actual chart work. An inside joystick control for the autopilot would make this a good inside helm position.

Handling is simple and efficient with all controls leading to the helm station for single handing. Pierre chose to keep his cockpit clear and ran his mainsheet track over the cabin roof with control lines running down to winches and clutches at his helm station. All headsail sheets are tracked down to the cockpit winches or again, as Pierre has done, brought back to the helm position. The headsail is furling and the mainsail is a modern high aspect ratio radial head sail dropping into lazy jacks, Pierre chose to use a 'Leisurefurl' furling mainsail system. "The sail plan, with the Leisurefurl system, is perfect, and pushes the boat at a speed equivalent to the real wind speed up to 10kts of breeze, from 50° till 140° off the wind" he said.

The rig is quite moderate but with the slim, light hulls, longer waterline length and good section shapes she has a very good power to weight ratio. With a Bruce No. of 1.44, she sails like a rocket. This very light, strong cat with her displacement being 12,500kg in light trim and 13,200kg in normal cruising mode, has excellent payload capabilities while not reducing her speed potential. Her hull sections are slim, with semi circular shapes developing into a flat run aft. Buoyancy is well distributed to stop pitching and because of her slim proportions we've opted for every advantage in weight saving throughout the construction with the use of DuFLEX for bulkheads and Featherlight panels for



the furniture. The hulls are Durakore strip with epoxy cloth laminates. The use of some lighter more exotic options such as 'S' glass cloth or carbon and 'Superlite' Durakore will further enhance her payload and/or performance.

Sera is fitted with twin 35hp Kubota diesel engines, marinised by Diecon in Brisbane and a pair of 19' 'Autostream' feathering propellers. "The two small engines push the boat easily at nine knots at 2,200rpm, and I'm satisfied, but for the noise of these engines. I still intend to mount an electric propulsion system as soon as this system will prove its reliability" Pierre said. Another option would be the Yanmar sail drives, either the 54hp or 75hp would suit her well, they are both four cylinder engines and have a weight difference of only nine kilograms between them.

Interestingly, Pierre installed an effective energy system and says "We are very happy with the energy supply system, made with 10 solar panels of 100w each, plus an 800w wind generator. With my 24 V-700 AMP/H battery pack, we do not need any fossil energy when anchored for the house needs (fridge, freezer, dish washer, ice maker, home cinema, etc...)"

Dinghy storage will be either on a targa bar, if you choose to fit one, or if you prefer an aft duckboard and swimming

Helmstation and the owner.



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platform, this could lower into the water under the dinghy for loading and simply winch up when sailing. It's also a good place to bring in the mackerel as well. Davits are also an option.

The Cosmos 1750 is a light fast cruising cat with extremely good performance. She is a pleasure to sail and windward performance is excellent. With her long

hulls she's a real ocean going greyhound, she has the safety and speed to be driven hard yet she retains the feel of a light easily handled smaller cat.

*Teagan II* another Cosmos 1750 was built in Townsville and recently completed a cruise to the Kimberley and back. Owner builder Lester built her to Queensland Survey and is very pleased

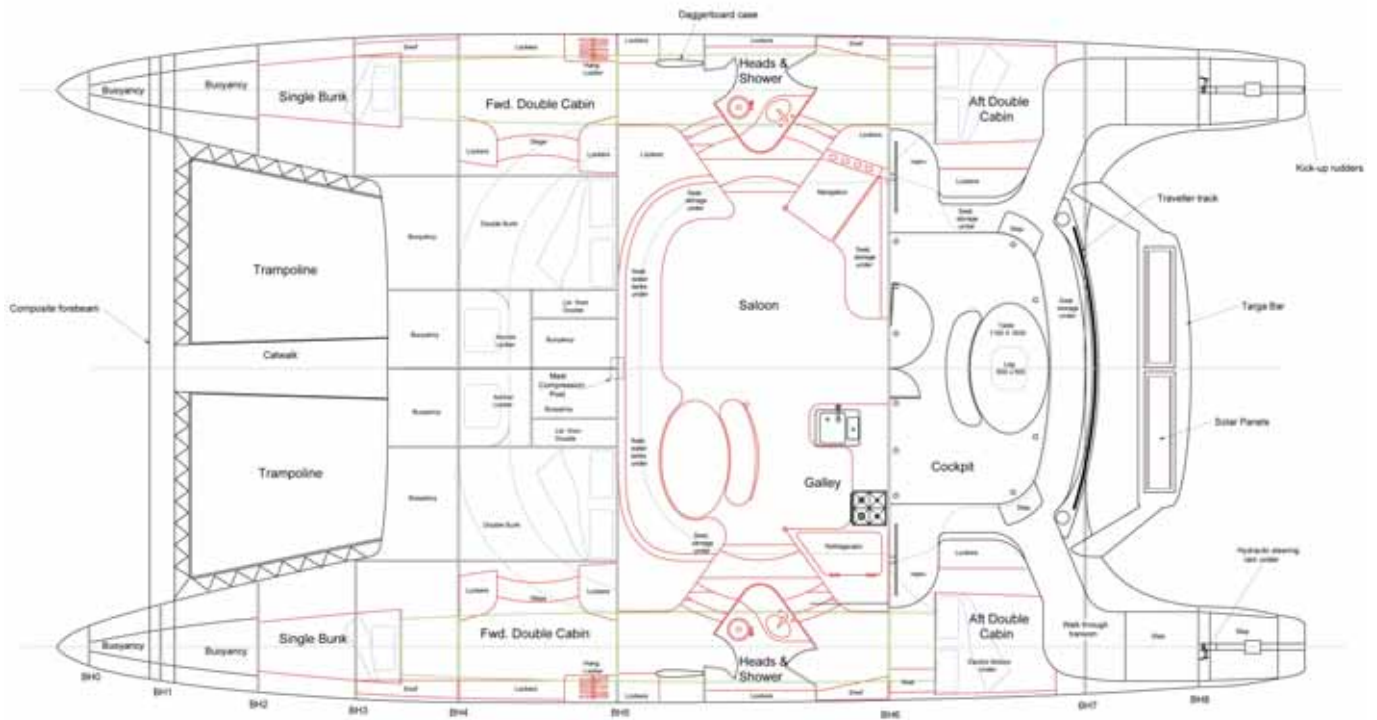
with the boat. Lester custom fitted his interior to his own layout.

Builders in Australia and overseas have provided quotes to build the Cosmos 1750 and a kit is available from Schionning Marine.

For more information contact

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Alternative layout option – Cosmos 1750.

