The FPB 64 is a development of Wind Horse, the FPB 83 prototype launched in May 2005 in Auckland, New Zealand. Since she hit the water, Wind Horse has put more than 25,000 nautical miles under her keel, including her initial passages between New Zealand and California (via Fiji, Samoa, Fanning Island, and Hawaii). Since then there have been two subsequent trips from California to Mexico and one between California and Mexico, all in 17 actual months of cruising. Wind Horse has averaged 11 knots for these miles, burning an average of 6.7 gallons/25 liters of diesel per hour for propulsion, hydraulics, and auxiliary requirements.

During many of the sea miles, we have been hard at work recording motion data (Wind Horse is equipped with six accelerometers, a roll rate and roll angle sensor - which tie to a PC) with both the computer and our bodies. We have also been thinking about how to capture the offshore comfort of the bigger boat in a smaller package. This has not been easy. Precisely because Wind Horse has proven to be so comfortable (much nicer at sea than any of the sailing designs on which we have personally logged several hundred thousand miles), we wanted to be sure to be able to capture the same characteristics in the smaller boat. We’re spoiled now and do not want to regress...

Here is a recap of the main points:

**Comfort at sea:** The FPB 83 has raised the bar for seagoing comfort, and has been called a "new paradigm" in cruising comfort by those who have been aboard. We expect that the FPB 64 will be comparable. The FPB
64’s performance will be similar in most beam seas, almost the same downwind (albeit the FPB 64 won’t surf as easily), with slightly more motion uphill, but with less acceleration - the net effect of which will be a comparable comfort level.

**Heavy weather capability:** High average speed makes it possible to avoid most bad weather. There is excellent upwind and downwind control in adverse conditions. Watertight integrity during a knockdown, and ability to recover from a wave-induced capsize (better inverted stability curve than even our sailing designs – limit of positive stability of at least 140 degrees).

Cruising grounds: Set up with the best diesel heating system available for high latitude cruising (with backup off engine/genset and from reverse cycle air conditioning). Quiet and efficient air conditioning for warmer climates, and an awning system which comes with boat. Insulation of hull and deck for heat, condensation, and noise. Shallow draft and the ability to “dry out” on a beach or tidal river opens a huge array of cruising options.

**Interior:** A layout that offers 360-degree views from galley/salon/bridge/laundry room. Excellent sight lines close in to the bow for the watch keeper (both seated and standing). Galley is as large as any we have ever done, with the best equipment we’ve ever fitted to a yacht. Wonderful personal storage with lots of hanging, drawer, and shelf space. Three really nice sleeping cabins, and two heads, with the forward stateroom having a tub. Interior designed to contain your body at sea, with counter top and overhead hand rails throughout. Interior finishes designed to take wear and tear, minimize maintenance, and look good after years of cruising.

**Deck Layout:** Protected flying bridge for watch standing, entertaining, or just enjoying the surroundings. Excellent sight lines forward, aft, and abeam for maneuvering in tight quarters. Storage on the aft deck for a variety of dinghy types and sizes, with a system available on the house sides for kayaks and sailboards. Outdoor cooking facilities with sink, work space, and BBQ. Easy launching and retrieval of dinghies with boat booms (which are also used with highly effective “flopper stoppers” in roly anchorage and as backup for the active stabilizers with stabilizer “fish.”

**Boat Handling:**

Huge rudder, hull shape, bare aluminum topsides and heavy rub rail combine to simplify handling in the tightest areas. A bow thruster is fitted, but should rarely be needed.

**Systems:** Systems are an evolution of what has proven so successful for our sailing designs, adapted to the latest technology in inverters. DC based, stored energy in a large bank of “traction” batteries - the prime power source for most AC needs. Genset rarely required. Complete complement of best in-home style appliances for washing, drying, induction stove top, speed oven, drawer style dish washer, central vacuum, trash compactor – yet the boat is NOT generator or shore power-dependent. It can sit at anchor for up to three days with standard battery bank.

**Engine and drive line:** Conservative, low speed engine, transmission, drive shaft, and prop. Get-home sail plan. Machinery noise and vibration minimal under way.

**Basic Dimensions and Capacities:**
- **LOD** - 64.8’ / 19.75m;
- **LWL** - 63.6’ / 19.4m;
- **Beam** (Deck) - 17.66’ / 5.38m;
- **Draft** (full load - Prop Skeg) - 4.5’ / 1.37m;
- **Displacement** (full load) - 75,000 lbs / 34,000 kg;
- **Fuel Capacity** - 3000 US Gallons / 11,350 L;
- **Fresh Water Capacity** - 1750 US Gallons / 6620 L.

Main Engine - John Deere 6068 SFM (236 HP at 2400 RPM).
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