

New Boats

Reprinted from *Northwest Yachting Magazine*



*I*t with great pleasure that we bring you the designer notes for Steve Dashew's latest project, the FPB Fast Pilot Boat, after the pilot boats of old – not modern planning types – which were the ultimate in seaworthy vessels with relatively soft motion and comfort when holding station in less than ideal conditions) Perhaps better known for his Deerfoot, Sundeer, and Beowulf offshore sailing vessels, which are known and respected for being capable of comfortable, long offshore passages with a crew of two, this represents a somewhat

completely different tack, so to speak. While some of you may shriek heresy that two very well-respected sailors have gone over to the dark side, the reality is that the decision process was well thought out, as usual, and the conclusions reached impeccable. Linda and Steve Dashew have spent the past two summers cruising in the Pacific Northwest on their FPB 83 Wild Horse and as always, have been thinking about ways to make boaters more comfortable as well more efficient in how they use the resources available. This has resulted in the FPB 64, which will

begin series production in the spring. This is a direct development of the FPB 83 Wind Horse, with a 5,000-mile range at 10 knots, and similar offshore comfort and heavy weather capability (this design is also self rescuing from a capsized). Structure and systems are set up for high latitude cruising (there is a double bottom and five water tight compartments, bottom plate is 7/16" aluminum).

This is a great read, so spend some time enjoying this meticulously researched project.

FPB 64 –Background Design Information By Steve Dashew

The FPB 64 is a development of *Wind Horse*, the FPB 83 prototype launched in May of 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

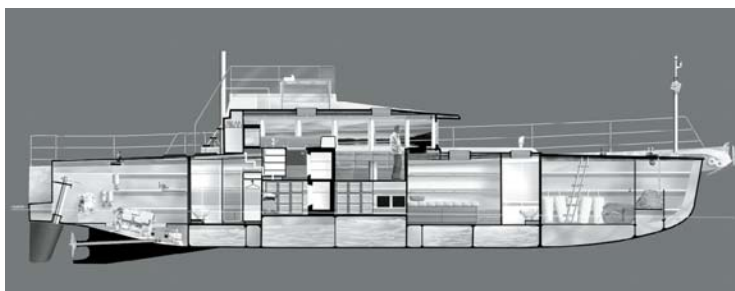
per hour for propulsion, hydraulics, and auxiliary requirements.

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



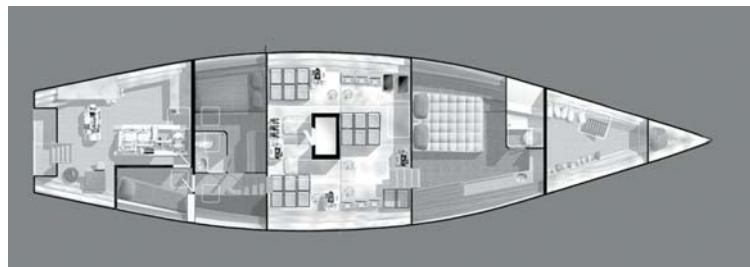
64's performance will be similar in most beam seas, almost the same downwind (albeit the FPB 64 won't surf as easily), with slightly more motion uphill, but with less acceleration - the net effect of which will be a comparable comfort level.

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 knock-down, 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

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 countertop 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



BBQ. Easy launching and retrieval of dinghies with boat booms (which are also used with highly effective "flopstoppers" in roly anchorages and as backup for the active stabilizers with stabilizer "fish."

Boat Handling:

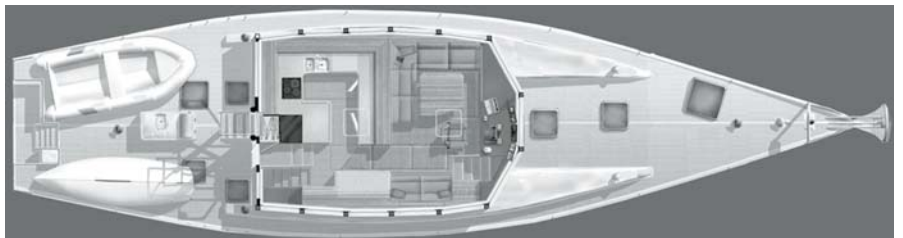
source for most AC needs. Genset rarely required. Complete complement of best in-home style appliances for washing, drying, induction stove top, speed oven, drawer style dish washer, central vacuum, trash compactor - yet the boat is NOT generator or shore power-dependent. It can sit at anchor for up to three days with standard battery bank.

Engine and drive line: Conserva-

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

types and sizes, with a system available on the house sides for kayaks and sailboards. Outdoor cooking facilities with sink, work space, and b



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

tive, 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).

For more data visit www.SetSail.com/FPB or e-mail ToddR@SetSail.com Steve Dashew, Dashew Offshore Phone 520 577 9890 E-Mail - Steve@SetSail.com.