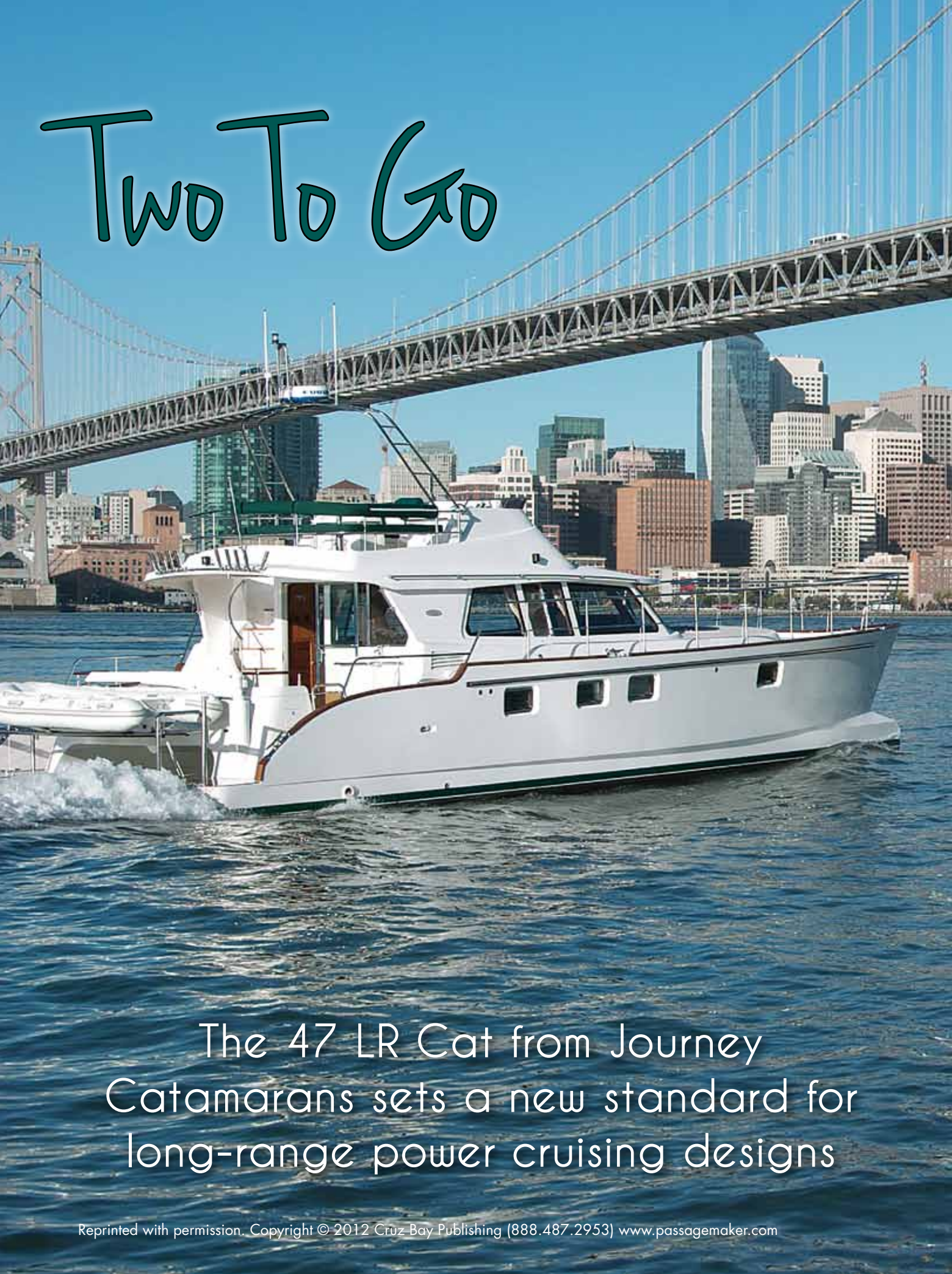


Two To Go

The 47 LR Cat from Journey Catamarans sets a new standard for long-range power cruising designs

Story And Photography By John Wooldridge

To the list of attributes usually associated with cruising power catamarans—excellent fuel economy and extended range, spacious living and on-deck areas, and outstanding stability underway—you can now add the phrase "classic lines and top-drawer interior," particularly when describing the new Journey 47 Long Range Catamaran.

This new power catamaran was conceived, shaped, and brought to market by three gentlemen from Bay Island Yachts in Alameda, California—Neil Riley, Michael Clausen, and Craig Shipley. Their idea was bold from the start—to upstage traditional trawler designs and economy with a power catamaran equipped with wave-piercing bows that would offer another approach to distance cruising performance and comfort. Several other cruising power cats, including the PDQ 34 and 41 designs, had some success in the recent past, but most have faded away in the market downturn. The partners from Bay Island Yachts know power catamarans well, and they have a vision that is unlike all of those who have come before.

"We've been involved together in the power catamaran business for a long time," said Michael Clausen, who handles the marketing and administration for Journey Catamarans. "We sold Glacier Bays for 10 years, then became the U.S. importer for the 30-foot Arrow Cat, an outboard powered planning family cruiser. Looking at the market, we decided that there was a place for a larger boat for long-range cruising."

"We wanted a displacement boat for a comfortable ride, something completely different from all the other designs on the market," said Neil Riley, who has handled the development and design of the Journey 47 LR Cat. "From the beginning, we wanted a boat that had classic lines with modern attributes, a cat that looked like a motoryacht is supposed to look."

"I watched the project develop from the initial concept, looked at the marketplace, and realized there was nothing comparable in the 40- to 50-foot range with the kind of high quality and classic look that some of our customers were asking for," said Craig Shipley, Journey Cat's sales manager.

Their search for the Journey 47 LR Cat concept led them to *Water Wizards*, a design from the board of Tim Kernan, of Kernan Yacht Designs. Commissioned as an offshore filming platform, the 50-foot vessel had recently completed a nonstop passage of 2,800 miles from Long Beach to the Panama Canal in just less than six days at an average speed of 20 knots. This inventive design used twin wave-piercing hulls to penetrate oncoming waves rather than ride up and over them, creating a flatter running angle underway and less pitching fore and aft. This results in

Exceptional visibility for crew and guests, in a pleasant environment of warm teak, comfortable seating, and spacious living areas, makes the open saloon of the Journey 47 Long Range Cat a desirable living area for long distance cruisers.

a smoother ride that reduces wave-making resistance. There are twin keels that are cutaway aft to feed clean water to the props, help protect the running gear, and optimize tracking. Tunnels help to minimize draft and improve the drive angle of the engines.

Next, the partners had to find a yard that would be able to build the tooling and manufacture the molds, and produce resin-infused parts to a very high level of quality. They talked with several domestic and Asian builders and finally chose Jet Tern Marine, the Zhuhai, China builder of Selene Trawlers. The fit and finish typical to Selene's trawlers was exactly what the partners envisioned, and the reputation of Jet Tern Marine's owner, Howard Chen, and his craftsmen in the global market was a crucial determining factor. They also tapped veteran China builder Billy Baycroft, and his assistant, Sunshine, as their team on the ground, to make sure that things were done precisely as the partners specified.

THE BUILD

All major components of the hull and deck structures are built using a resin infusion process. Initial layers are vinylester resin for optimal resistance to water osmosis, followed by alternating layers of bi-axial, uni-direction stitched roving/mat and Taiwan Glass mat. Above the waterline, Corecell structural foam core material is used in the hull, as well as in the superstructure, to create a lightweight, stiff structure, which is reinforced by longitudinal stringers and multiple transverse frames. The hull-to-deck joint is sealed with adhesive, stainless steel bolts, and an inner lamination of fiberglass. The deck and bulkheads are fiberglass and structural foam infused panels for strength without weight. Bulkheads stand off the inner hull skin with pyramid-shaped blocks, and are heavily glassed in place to help spread weight and torsional loads.

Four fiberglass fuel tanks, holding 680 gallons of diesel, are fiberglassed in place, low in the bottoms of both hulls, and are equipped with internal baffles, sumps, and balancing lines. Inspection ports are supplied for examination and cleaning. Two fiberglass water tanks holding 145 gallons are also installed low in the hulls, and are equipped with shut-off valves and level gauges.

Engine rooms are located well aft beneath large hatches in the cockpit. Each engine is equipped with a Racor 75/900 Max dual fuel filter/water separator, with Racor USCG and CE certified fuel line hoses and Parker ball valves for fuel management

controls. Each compartment has an automatic fire extinguishing system and a Reverso oil changing system, with a molded fiberglass drip pan under the engines. Jabsco 24VDC blowers supply air to the engine rooms, and exhaust is handled by Hydraulift fiberglass wet box mufflers. Properly backed bronze seacocks are used on all through-hull fittings, with bronze basket-type internal seawater strainers, and hoses are double clamped for safety. Soundown insulation is used extensively in the engine rooms. Access to the stainless steel rudderposts and steering mechanisms is excellent.

Part of the electrical system is wired 115/230VAC, serving the Torrid water heater, the air conditioner, the electric stove, and other high-current-draw equipment. With the exception of several 12VDC systems, the remainder of the boat—such as electronics, windlass, refrigeration, pumps, fans—is wired for 24VDC. There are three 4D batteries dedicated to starting the Cummins engines and the Onan 9kW genset. The engines have 60-amp, 24VDC alternators. Twelve 2VDC Vision AGM deep cycle batteries, creating a 300-amp, 24VDC house bank, reside under the saloon settee, eliminating some storage space, but creating an ideal situation for battery service and replacement. It is a vented compartment with a forced air fan exhausting to the aft deck. Disconnect switches are mounted close by.

THE TOUR

Boarding the Journey 47 LR Cat from floating docks is easily done via level platforms aft on either side. Stout stainless steel rails measuring 1-1/4 inches in diameter surrounding the platforms offer secure handholds, and the non-slip pattern is effective, even when the platform is wet. Although hull number one did not have them, opening gates are available on either side, giving access to the side decks, which will be handy for those owners who cruise where taller fixed docks are the norm. Close at hand on the starboard side, there's a hot/cold telephone-style Scanvik shower behind a small door, with a recessed raw water wash-down bib behind the door on the port side. A swim ladder is mounted beneath the starboard platform.

A stainless cradle for an optional dinghy spans the distance between the two boarding platforms, and is

The well-equipped, contemporary galley is sited within easy serving distance of the comfortable settee with its custom teak table, making mealtimes or entertainment aboard simple and elegant.

Wide, easy-to-navigate side decks, encircled completely by welded stainless steel rails, and furnished with good non-slip underfoot, even on the cabin top, make on-deck duties safer for those handling docklines or anchoring.

designed to work in concert with an optional WD 600 Steelhead crane that nestles nearly unnoticed behind the bench seats across the aft deck. Teak planking on the aft deck is optional, but the teak caprails along both sides and across the back of the deck are standard—a minimal amount of maintenance that adds a well-dressed look. The large aft bench seats house deep, drained, and removable fiberglass bins, one of which can be configured as a fish box. There are two freeing ports to drain the aft deck, as well as clear runs under stainless steel gates that promote runoff down the steps to the boarding platforms.

Kernan drew the boat with a massive flybridge accessed by a spiral staircase with teak treads to port that has good handholds up and down, house-sized steps in the forward corners of the aft deck, and thoughtfully placed handholds, leading up to wide side decks with raised toe kicks to aid those handling docking or anchoring duties. Traversing the side decks is easy, as the sides of the cabin lean inward slightly at the top for good drainage, and stout handrails on both sides offer excellent support. Custom stainless steel cleats are set well outside the traffic pattern, in spaces left open between teak caprails. Two sets of stern cleats, one pair set low to help prevent tripping hazards when boarding, are a nice touch. A Maxwell RC 10, 24VDC electric windlass is mounted inside the anchor locker, which has three hatches for excellent access, and the custom stainless steel anchor roller has an innovative chain-hiding channel that is hidden beneath an opening hatch set flush with the foredeck.

The flybridge deck overhang provides good protection for the aft deck on inclement days—although our test boat lacked a hatch over the spiral staircase that would help keep this area drier for owners who might hang out there at anchor. An overhead teak grabrail adds safety when moving along the centerline aft. The space beneath the staircase includes a locker with a small set of drawers, although it could be configured as a wet locker, too. The locker to starboard has a nicely fashioned Corian counter with a sink, and room below for storage or an optional Raritan icemaker. Imtra LED lighting, used inside and outside, adds safety and minimizes power drain on the 300-amp, 24VDC house batteries.

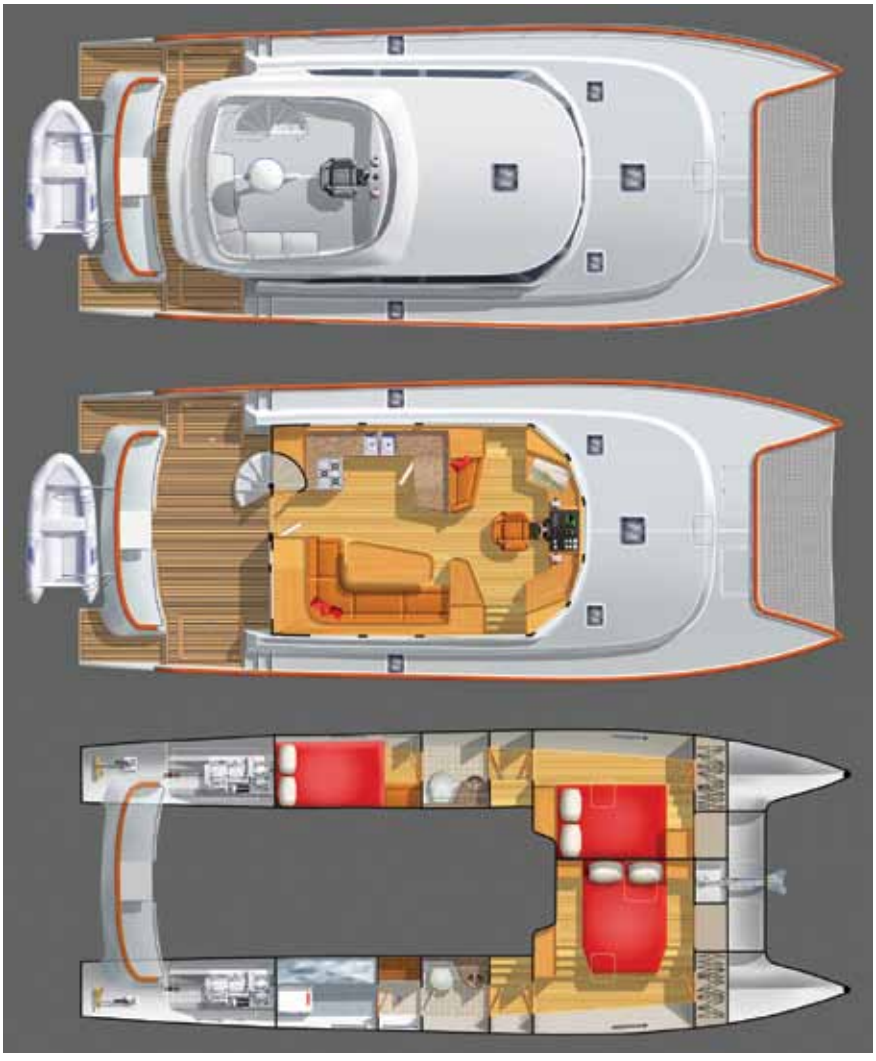
All the windows, ports, and hatches are built by Manship, but the massive sliding door leading to the saloon,

The centerline bridge helm has excellent views of all four corners of the boat, plus a complete set of engine performance gauges mirroring those in the pilothouse, as well as a remote multifunction display.

which slides smoothly and latches open or closed positively, is fabricated by Jet Tern. Tempered glass is 1/2-inch thick all around, except for the sliding door, which is 3/8-inch thick. Jet Tern craftsmen also created a clever stainless steel hand-crank mechanism to raise and lower the cockpit table between the bench seats.

On the flybridge, three comfortable helm seats serve the expansive helm, with excellent views of all four corners of the boat. An L-shaped settee in the starboard aft corner provides additional seating for guests around a custom teak table. Stainless steel rails all around make the flybridge a secure area for relaxing and enjoying the journey. Lockers behind both the outboard helm seats provide handy storage and the potential for an outdoor kitchen. The stainless steel arch has room for a bevy of antennas, and can be configured for lowering—an option that will be welcomed by owners planning to cruise the Great Loop.

Views from the seats in the saloon are extraordinary—a benefit for crew, guests, and the helmsman at the lower station forward. On entering through the substantial sliding door, there's a large, well-equipped galley to port, and a dinette with a custom teak table to starboard. The galley has an expansive Corian countertop with backsplash, and custom dish and flatware storage just outboard, and a flush-mount Force 10 three-burner stove (propane or



The interior layout shows an optimal open saloon plan, although the builders are flexible about changes. A third cabin in the port hull can be added for crew or guests.

JOURNEY 47 LR CAT

LOA	47' 5"
LWL	45' 11"
BEAM	18' 0"
DRAFT	3' 6" (half load)
DISPLACEMENT	37,500 lb. (fully loaded)
BRIDGE CLEARANCE	14' (top of radar on arch)
	12' 6" (bridge top no arch)
ENGINES	Twin 220hp Cummins QSD diesels (tested)
	Twin 260hp Yanmar diesels (standard)
FUEL	680 U.S. gal.
WATER	145 U.S. gal.
MAXIMUM SPEED	19–20 knots (tested)
CRUISE SPEED	10–14 knots (tested)
RANGE AT CRUISE SPEED	861–674nm
	(@ 10–14 knots)
DESIGNER	Kernan Yacht Designs
BUILDER	Jet Tern Marine
	for Journey Catamarans
BASE PRICE	$889,000

OPTIONS

Splendide combo washer/dryer with vented system, Multicolored underwater lighting with remote control, Raritan icemaker in cockpit, Air conditioning available in saloon only, or saloon and two staterooms, Handheld remote engine control on cable w/cockpit and foredeck stations, Custom 3.3m hypalon dinghy, F/G bottom & anchor locker w/transom rack, 32" LED TV in saloon or pop-up/swivel mount, Custom stereo system or speakers only w/controller in saloon, cockpit, & flybridge

For more information:
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www.journeycatamarans.com

RPM	GPH	Knots	NM/Gal	Range-NM	dBA
1470	2.0	6.7	3.35	2178	*
1700	2.9	7.1	2.45	1591	*
2000	4.2	8.9	2.12	1377	67
2500	7.7	10.2	1.32	861	69
3000	12.8	13.4	1.05	680	74
3300	15.8	16.0	1.01	658	*
3400	16.5	16.4	0.99	646	77
3800	24.9	19.4	0.78	506	79

dBA readings are with aft door and windows closed and no genset running.

electric models available). The GE microwave is recessed into a bulkhead just above the stove at a height that makes sense. An Isotherm Cruise refrigerator, plus loads of drawers and lockers, can be found below the counter. An Isotherm freezer is set just to starboard of the door leading to the aft deck, and is just opposite a tall pantry. Imtra LED lighting in white or red modes is found throughout the saloon overhead, as well as on every step face and in each stateroom. The interior on our test boat was made from light teak solids and veneers—although cherry is also available. The low teak bulkhead, separating the galley from the helm, will house a television on a lift. A handlaid teak and holly sole is standard, and the fit and finish are nothing short of magnificent, with high-quality joinery from the craftsmen of Jet Tern Marine.

The helm spans the width of the saloon forward, with a raised instrument panel sized for two large MFD displays. A 24-inch stainless steel wheel with teak rim commands a SeaStar hydraulic system, which answers steering commands quickly. With the exception of a small angle of obstruction created by the pantry locker to port and aft, visibility from the helm is exceptional. An overhead hatch with Oceanair pullout screen or shade gives the helmsman

The aft deck, shown here with optional teak decking, is wide and spacious, yet equipped with numerous handholds for safety.

As the Journey 47 Long Range Catamaran approaches a mooring in a cove off Angel Island, you can see the wave-piercing hulls that slice through waves rather than ride up on them, helping to minimize pitching and maximize riding comfort underway.

good ventilation when desired. Electrical panels flank the single helm chair, with DC to starboard and AC to port, and are protected from accidental contact with clear panel doors. Open the panels and you'll find a top-notch wiring job that is well labeled and protected to prevent accidental shock hazards. "The fuel polisher is 110VAC and, like other systems, can run off the inverter," Riley said, "so if you, for some reason, have no 110 and your genset is down, you can still move fuel."

Four steps on either side of the helm lead down to the accommodations in the twin hulls. In the standard two-stateroom layout, the starboard hull houses the master forward, with a queen size berth atop a built-in chest of drawers and multiple hanging lockers. The guest stateroom layout to port is very similar, with a slightly smaller berth, but doesn't stint on storage possibilities. Going aft in both hulls, there's a nice-sized head compartment with Tecma freshwater toilets, a separate shower compartment, and a door leading to a full headroom storage compartment that can be configured as a pantry, workshop, or equipment room. Further aft in this compartment, you have a watertight bulkhead and door with a viewing port that allows easy access to the front of the engine. There is also an optional three-stateroom layout available.

THE TEST

Underway, the twin 220hp Cummins QSD diesels turning 20 x 20 x 4 props through Seatorque drive shafts produced a smooth and quiet ride at the lower helm. New 21 x 19 x 5 Michigan Wheel M500 series props are planned for hull number one, adding about 30 percent more surface area and an anticipated increase in economy and performance. Beginning with hull number two, standard 260hp Yanmar 6BY diesels spinning 24-inch diameter props will be standard propulsion, adding 40 more horsepower and blade area, and reducing weight by 100 lb. per engine.

True to concept, the test ride across San Francisco Bay was exceptionally stable in all three axes. The wave-piercing bows made quick work of the short chop we experienced, and the tracking was superb. Hard over turns were flat and comfortable, even from the flybridge, where the engine noise was minimal. Maneuvering around the docks with two widely spaced engines was nearly effortless.

If you believe in the adage that two hulls are better than one, you won't want to miss the opportunity to experience the ride and economy, the evident quality of build, or the spacious and luxurious accommodations of the Journey 47 Long Range Cat.