

Mathers 57 Performance Cruising Catamaran Built By Gold Coast Yachts

Description:

This design combines very slender, easily driven hulls, with wide overall beam and a generous sail plan, to deliver exceptional performance in the full spectrum of sailing conditions. The subtle curves of the hulls with their large radius sheer and the smoothed contours of the deckhouse cannot be appreciated by examination of the plans alone; the finished yacht elicits positive comments from everyone that sees it. The versatility of the space available on deck and within the interior will accommodate numerous deck and interior layout variations.

The first Mathers 57, SHEARWATER, was launched December 1997. Following is a description of that vessel, whose design evolved around very specific interior, deck layout and equipment requirements for a private owner requiring a completely outfitted catamaran, with the ability to carry all the gear, fuel, water and stores required for long-range cruising.

Shearwater's sailing cockpit is forward of the deckhouse, with the mast at it's forward end and every sail control lead to the cockpit allows almost all sail handling from the security of the cockpit. Just outboard of the cockpit are two enormous 95 cu. ft. stowage spaces, accessed through the largest deck hatches made. All interior compartments have deck hatches for ventilation and natural light. Aft of the deckhouse is a 18ft x 7ft deck that functions for socializing, fishing, or protected dinghy stowage.

The deckhouse contains the galley, a large dining area, inside steering station, and a chart table large enough to spread out a full sized chart. Wrap-around windows and opening deck hatches provide a wonderful sense of connection with the surrounding vessel and waters. Each hull contains private double staterooms fore and aft, with a head/shower compartment amidships. The starboard hull features a comfortable office with desk and generous stowage lockers, while the port hull has a spacious workbench.

The 72 foot wing mast; it is simple, efficient, light-weight, and very visible in the harbor. A self-tacking roller furling jib, mainsail, roller furling genniker, and cruising spinnaker completes the sail inventory.

Considerable attention was given get this 57 footer into very shallow waters and "beach" the yacht. Daggerboards and rudders contained in cases lift up get those out of the way. The propeller installation is carefully positioned off centerline and as close against the hull as

practical to it keep above the hull bottom profile.

Construction materials were carefully chosen to provide durability at a reasonable weight. This yacht is truly a “composite” construction, utilizing various core materials; strip planked Douglas fir in the hull bottoms, and balsa dura-core in the topsides. The longitudinal strength and durability of the fir planking has been well proven in the day-charter vessels, withstanding years of daily beach landings without a problem. Balsa’s high compressive strength and excellent bonding characteristics keep the hull sides light, but tough enough to handle docks, pilings, and stray yachts drifting through crowded anchorages. To fully encapsulate the balsa core, high-density foam core inserts replaced the balsa core in the way of all fittings and portlight/hatch openings. The decks are cored with Core-cell linear polymer foam, combining the stiffness and heat resistance of PVC cores with the resilience of Airex core. The exterior fiberglass hull laminates are added continuously around the hull “tubes”, avoiding the weight and possible problems of a secondary joining laminate along the hull centerline. The large bridge-deck panels are cored with 2” thick Nidacore plastic honeycomb sheathed with fiberglass skins, the result is extremely strong and stiff. Interior joinerwork is a combination of plywood veneered Nidacore panels, marine plywood, and foam and glass panels.

A 12 volt electrical system is charged by high output alternators on each of the 27 hp Yanmar diesels, and solar-voltaic cells installed on the deckhouse. Refrigeration, water-heaters and water-maker are also 12-volt systems. A large inverter is available to provide for the occasional 110 AC demand. 200 gals of diesel fuel, nearly 400 gals of water, and more usable storage than the average 2 bedroom house, enables an extended cruising range.

Specifications:

L.O.A.	57.0’
Beam	30.0’
Draft	1.7’ - 9.0’
Lt. Ship Displ.	24,000 lbs.
Sail Area	1700 sq. ft.

Builder:

Gold Coast Yachts, Inc.

Designer:

J.P. Donovan Design, P.O. Box 4992, Annapolis, MD 21403,
Tel.: (410) 626-1163, e-mail: JPDdesign@juno.com