

# B • P R O F E S S I O N A L • B O A T B U I L D E R



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**USWATERCRAFT**  
**ELECTRIC BILGE PUMPS**  
**FAIREY MARINE EVOLUTION**  
**CHANGEABILITY OF ALUMINUM**

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large hinged transom folds to horizontal for extra space on the afterdeck, and there's a sunroof over the helm. The galley is aft, where odors exit quickly to the cockpit via a sliding glass bulkhead. Price of the 33 Hybrid is about \$325,000.

Besides Greenline, Seaway currently builds Shipman carbon sailing yachts and Skagen motoryachts. Seaway has invested in so-called green technology beyond marine products, and builds wind turbine blades, and is diversifying into transportation, automotive, and aerospace sectors.

In addition to the Zgosa yard, Seaway has production facilities in Monfalcone, Italy, and Puconci, Slovenia.

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## Abaco 40

My first glimpse of Mark Bruckmann's newest build was nearly two years ago when I visited his yard, Bruckmann Yachts, in Mississauga, Ontario, Canada (see "Survivor III," PBB No. 139). Designer Mark Ellis continued his longtime relationship with Bruckmann on this project, the Abaco 40 (39'3"/12m).

The commission originated with a Canadian yachtsman



*The Mark Ellis-designed Abaco 40 (12m), commissioned by a return client and now offered*

*in series production, is built by Bruckmann Yachts in Ontario, Canada, with a hand-laid hull of vacuum-bagged fiberglass laminates, vinylester resin, and Corecell foam. Among the well executed systems is Cummins 670-hp (503-kW) diesel propulsion.*



BRUCKMANN YACHTS (GALT)

who'd owned a custom Bruckmann-built sailboat and wanted to make the switch to power. In the article about his yard and this yacht, I quoted Bruckmann as saying the customer wanted a "...a boat that is mainly a day/weekend boat, not unlike an MJM. But he wanted it enclosed, more of a sedan, but mostly living space up here and not a whole lot down below. He wanted a single-engine boat. Very similar in purpose to the original Legacy design, though it is a brand-new hullform.... Protected prop for shoal-water cruising like the Bahamas."

It was tooled in-house, not only because Bruckmann needed to keep his crew busy during the recession, but also because they have the skills and experience to do a bang-up job.

During my visit the hull had been finished (vinylester resin and Corecell foam core vacuum-bagged as a single part), and work was commencing on the foam-cored deck. Displacement is 19,000 lbs (8,607 kg) and power is a single Cummins 670-hp (503-kW) diesel. The overlapping hull-deck joint is bonded and fastened on 4" (102mm) centers. A substantial skeg protects the four-blade propeller.

As discussed in Rob Mazza's profile of Mark Ellis ("The Deep-V Refined," PBB No. 138), the boat features Ellis's now-signature wide chine flats aft to help the boat get up on plane faster. There's some flare in the bow sections, distinctive camber in the coach roof, and modest tumblehome aft. The Downeast influence is evident, but with a modern twist. As with every Mark Ellis design, this is a very handsome yacht.

The first Abaco has been delivered to its owner and new units are now being marketed through Bruckmann's limited dealer network and the home office.

Bruckmann Yachts, 2265 Royal Windsor Dr., Mississauga, Ontario, Canada L5J 1K5, tel. 905-855-1117, fax 905-855-9874, website [www.bruckmannyachts.com](http://www.bruckmannyachts.com).

## Offshore Race Open to Workboats

The Venture Offshore Cup will run again—after 42 years—over 2,500 nautical miles and 11 race days, from London, England, to Monte Carlo, Monaco, retracing the 1972 course of the most famous powerboat race in history. Starting on June 6, 2014, at the Zero Meridian in Greenwich, it will finish in Monte Carlo during the grand opening of the new Monte Carlo Yacht Club two weeks later.

Joining the more than 35 teams with high-spec offshore raceboats that have already registered is a new class for boats normally employed only in professional operations. The Utility Class is open to boats from special forces, coast guards, and sea rescue organizations and will include the new axe bow NH 1816 model built by Damen Shipyard for KNRM, the Dutch sea rescue organization.

Utility Class contenders normally don't aspire to win a race. They enter to benchmark their capabilities and to test the endurance of crews and personnel under controlled conditions. When I was asked to be the race doctor for the Venture Cup, I accepted on the condition that I be allowed to wire each boat and two of its crew members with impact-measurement devices. As a medical doctor, scientist, and medical officer in the Swedish Navy Reserve, I've had