

Constructed by Wilbur Yachts, led by John and Ingrid

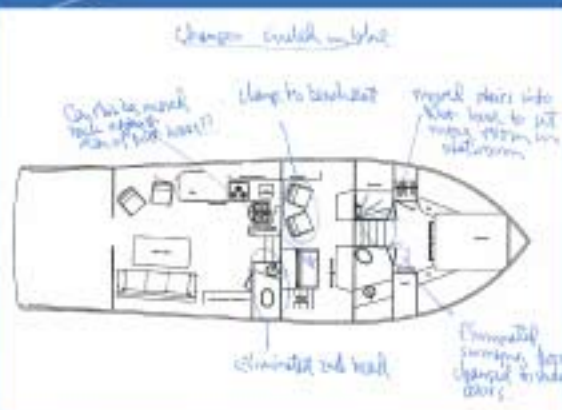
Kachmar

- Designed by the noted naval architect, David Larsen
- Built by a group of men and women who use skill,

Forsaking the current fad for fast lightweight balsa cored hulls, the Boat uses the 50 year old tried and true technology of a solid fiberglass hull, eliminating high speed and engine noise for the relaxing sound of hearing the hull slip through the water, the sound of waves and seagulls, with the safety and stability of a hull that sits deeper in the water. A single large keel protects the propeller and rudder from damage by floating debris. An underwater discharge system eliminates engine noises and exhaust smell.



Was the Boat expensive to build? Yes, of course, but not as expensive as a lost 30 year dream.



Cooking in the galley requires neither electricity nor propane but the much safer diesel fuel to reduce power consumption and explosion risk.

The bridge could have either been an extension of the salon, sacrificing visibility, or a flying bridge, removing the pilot from the ambience and the company in the salon. So the design incorporated a raised pilot house that allows both visibility, and keeps the pilot with the company in the salon. Traditional Maine lobster boat lines were maintained; this is not a boat that was supposed to look like the high speed sleek lines of a ski boat or drug runner.



The project combines the classic lines of a Maine Lobster boat with modern technology, judiciously implemented to produce a "green" boat



To minimize the demand for power, there is extensive use of LED lighting with electricity sourced from solar panels and a fuel cell; rather than spewing out the waste products of diesel combustion from a generator, the only "pollution" is water vapor. Pulleys and counterweights replace electric motors to lift heavy hatches or pop up cabinets. The single



Caterpillar diesel churns out 1000 horsepower at the fuel rate of a 250 horsepower engine using electronic modules to allow extensive cruising

Statistics

- 46 feet long
- 14.5 feet wide with a taper at the stern called a tumblehome in Maine boating parlance
- 42000 lbs in weight
- Single 1000 HP Caterpillar diesel good for 300,000 hours of use
- 16 feet high including mast
- Auxiliary power from solar panels and fuel cell.
- Cruising speed 18-20 knots
- Planning and design: 6 months
- Construction time: 2.5 years
- Sleeps two in forward stateroom in main-salon, and as many as can fit in cockpit and on deck.
- Equipment includes autopilot, radar, VHF radio, GPS, LCD monitors, infrared night vision, satellite TV, depth finders, AIS, and backup navigation on an iPad.
- 15 round trips, LA to Maine
- Over 3500 emails and still counting