

As you know I have just returned from co-skippering a Seahorse 52 from KK Malaysia to Darwin OZ.

The trip went extremely well with "0" mechanical or electrical malfunctions. The trip took near to 10 days nonstop; cruising at 8.5 Knots, Fuel consumption out of the 2 x 270HK Cummins was excellent at around 18Lph total. We had 7 1/2 days of relatively calm seas and great weather, however the last two days crossing the Arafura sea from Indonesia to Darwin were QUITE SOMETHING ELSE! conditions few would like to see, Very large



seas indeed 3-5m breaking, we had no choice but to take them port beam on as the backs were too steep to take head on, On many occasions we slid sideways down the back of the waves, we had both props out of the water on quite a number of occasions and saw the bow fall very hard indeed into the valley of the waves.

The boat rolled up to 40 deg at times. However I am delighted to say both Des and I were simply amazed at the performance of the boat and its handling of such seas (I suspect that were somewhat beyond the designers expectations)at NO time did the boat become sluggish in regaining its righting, We took quite an amount of green water over the bow and a very substantial amount of water over the wheel house windows, No Leaks at all! It was quite an experience indeed and not for the faint hearted.



I used manual steering as the autopilot; understandably, struggle to keep up not being able to read the sea. The stern was pushed around a bit by the following seas but at no time took on water (even though the seas were quite TALL)

After 2 days of this we finally managed to turn west along the top of Melville and Bathurst Islands to a following sea (still large but substantially more comfortable).

I will give you the full low down over lunch one day but you should be very proud of producing a very fine and capable boat indeed,

Kind Regards  
John Gurney