

## **ALASKAN YACHTS UPDATE**

**TO:** Trawler-style Yacht Aficionados

**FROM:** Phil Friedman, New-Build Manager

Seattle Yachts (Seattle and Anacortes WA | Jupiter, FL)

Our acquisition and re-introduction of the Alaskan brand are based on a strong belief in the durability and resilience of market demand for sensible, seaworthy, long-range cruising yachts in sizes and configurations that are suited to owner-operation.

There are numerous yachts on today's market that claim to be "trawlers", but the fact is most of them have almost nothing in common with the trawler-yacht genre.

In contrast, Alaskan is truly an icon in the trawler-yacht niche. And Seattle Northwest is building on that legendary tradition to produce the ***Alaskan Mark II*** series.

The re-introduced Alaskan line of yachts shares with previous Alaskans a dedication to the same set of core characteristics — primarily a seaworthy and sea-kindly semi-displacement hull form that, with appropriate powering, can operate at higher speeds for convenient alongshore cruising and island hopping, while retaining the ability to run fuel-efficiently at lower, displacement speeds for long-range passagemaking.

We are paying close attention to developing and maintaining key characteristics, such as a relatively low profile that yields a low center of gravity (VCG) for both improved stability and a better range of positive stability. We're also making sure that Alaskans are built to construction standards that yield a rugged basic structure that can take whatever the sea has to mete out.

We're building Alaskans with heavy-duty solid laminate bottoms and doubled-reinforcing all along the yachts keel, forefoot, and stem; a fully watertight anti-collision partition forward; doubled areas of reinforcing for installation of rudders and prop shaft supports; and ultra-durable hull-to-maindeck and house-to-deck joints that employ both high-strength adhesive and mechanical bonding for fail-proof durability under even extreme use.

And take it from me, these aren't just bullet points created by a marketing copywriter. They are key elements of a design and engineering philosophy that defines Alaskan

Yachts, both past and present, and which carries forward the Alaskan legacy.

A “first principle” of good yacht design is that it is, in most cases, evolutionary. Designs are tried and tested. Lessons are learned and put to work in new designs. That is precisely what we’re doing in the re-introduction of the Alaskan trawler-yacht line.

The navigational (on deck) beam of the new Alaskan family of hull forms is on average about 12% greater than in the older designs. For example, the older 66 had a nominal maximum beam of approximately 17’4”, whereas the new **66 Mark II** is designed with a beam of 19’6”. The effect of this increased beam on in accommodations volume is significant and fully in line with contemporary standards. Of course, we’ve kept her waterline beam sufficiently narrow to help her efficiency numbers underway.

The new Mark II Alaskans also take advantage of improvements that have been made to marine diesel propulsion engines during the last decade or so. These changes provide more efficient performance over a broader range of operating speeds.

For efficiency and to minimize navigational draft, propeller semi-tunnels are fitted to the new family of improved hull forms, as they were in some of the later Alaskans of the previous generation.

Thus, the modernizing of Alaskan yachts has a lot to do with refinements achieved by means of improved design and engineering approaches, including advances in performance modeling, as well as advances that have transpired in materials and equipment since the older Alaskans were first designed and built.

We’re offering the new **66 Mark II** in both “flush deck” (seen above) and “raised pilothouse” (shown below) configurations — both of which take advantage of the 12% beamier hulls to bring megayacht style accommodations to this vessel of moderate overall length.

We expect to be tooling for the **66 Mark II** before the end of the second quarter 2018 and to be delivering the first of this model by the end of summer 2019.

We're also developing the preliminaries for a 55-footer that we expect will revise the market's idea of what can be accomplished in a pocket trawler-yacht. Details to be available soon.

Yes, that is an aggressive schedule but the new Alaskan design and construction management team packs more than a century of combined hands-on yacht building experience.

For detailed information on the **Alaskan Mark II series**, or to talk about your specific

needs and requirements, email or call me today. And be sure to **join our Facebook page at**

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