

# Mirage unveils deckhouse N47 trawler

*Sufficient range, stability for a Transatlantic crossing*



Several layout combinations are offered.

GAINESVILLE, Florida, Oct. 7, 2005—Mirage Manufacturing today announced that it will begin building its first Great Harbour N47 trawler in January. The impetus to create an N47 was twofold: feedback from boat shows and market trends. Mirage has already sold two N47s at a base price of \$525,000.

"We've had many people at the boat shows saying they were wowed by the N37, but they needed more living space. At the same time, the high end of the market continues to be very healthy. As a business decision, the N47 makes good sense," said Ken Fickett, president of Mirage Manufacturing. "We also felt that the esthetic of the N47 was one that would appeal to sailors looking to make the switch."

This 47-foot trawler yacht is the fourth iteration of the Great Harbour series, all of which share a form-stable hull designed by naval architect Lou Codega. While it is common among workboats, the Codega hull is unique in the recreational market.

Mirage Manufacturing launched its first trawler, a Great Harbour 37, in 1997, followed by the Great Harbour 47 in March 2001. Both featured a raised pilothouse. By way of contrast, the N47 is a deckhouse trawler, a longer version of the Great Harbour N37, first launched in October 2001.

With its 1,000-gallon fuel tank, the N47 will be the first Great Harbour trawler with true Transatlantic capability. The

biggest chunk of open water in an Atlantic crossing is the 1,900 miles separating Bermuda from the Azores. The N47 will be able to negotiate the passage with more than 100 gallons in reserve. The combination of her form-stable hull and the fact that the deckhouse helm position is 4½ feet above the water line means that the crew would enjoy a reasonable measure of comfort under way.

"While the N47 is ocean-capable, we would not recommend that anyone drive across the Atlantic," Fickett said. "It's just too inexpensive to ship an N47 to, say, Barcelona, Spain. The \$14,000 shipping is hardly much more than the price of fuel, insurance and wear and tear for an Atlantic crossing, *especially* with today's fuel costs. The last thing you want to do is buy 1,000 gallons of fuel in Bermuda."

Fickett said that while Mirage's earlier trawlers were not marketed for their ocean capabilities, they were indeed versatile enough to make significant bluewater passages. For example, the N37 holds the niche record of being the smallest twin-engine powerboat to make the crossing from California to Hawaii after having been fitted with additional fuel tankage. A recent guest aboard an N37 during a rough ocean passage described the vessel as "stout."

"In fact, we've never bought into the notion that bluewater ability in and of itself makes for a 'safer' vessel," Fickett said. "Our philosophy is that a vessel is safest when it's being used for its designed purpose. It just so happens that the N37 and N47 are highly versatile due to a hull design that is fine for both ocean passages but, with 3-foot draft, for gunkholing as well. But for those who persist in equating bluewater ability with overall safety, the N47 should offer a measure of comfort."

The N47 can be built configured with either two or three staterooms and two heads, one ensuite to the master. Both the master and the second stateroom will feature standard queen-size berths, lending an equivalency to the accommodations that would be ideal for two-couple chartering. The third stateroom can be eliminated in favor of a dinette that seats eight.

Depending on the owner's choice for down below, the deckhouse can feature either a portside dinette or an L-shaped settee, along with a settee to starboard. Other deckhouse features include a forward-facing seat at the chart table, a fold-up helmsman's seat and a drop down television/entertainment center in a cabinet built into the ceiling.

Back down below, the N47 will feature the same galley as the N37 with its wrap-around counter/breakfast bar, 23-cubic foot refrigerator-freezer, convection microwave oven, glass stovetop and optional trash compactor. Washer and dryer are standard.

Another outstanding feature is the walk-in engine room, which boasts more than 6 feet of headroom throughout. This is also true of the Bosuns Locker, a storage space that measures about 7- by 14- by 6-feet high. Part of the reason for this generous headroom is the fact that the GH47's deckhouse is a foot higher than that of the N37 to maintain forward sight lines with the increased LOA.

The 10 feet added to the N37 to create the N47 are forward of the deckhouse. The additional foredeck allows for a traditional opening skylight or for placement of a large tender. Otherwise the deckhouse roof can support a RIB of up to 600 pounds, along with an optional flybridge with full controls.

Other deck features include two gear lockers, a swim platform with ladder, 1½-inch-thick aluminum rails and aggressive non-skid. The vessel's beefy rubber rubrail can be used tactically against pilings to maneuver into or out of a slip.

The vessel is powered by twin 75hp Yanmar diesels to provide redundancy, low-speed maneuverability and reserve horsepower for an 8.2-knot cruise. Besides the 1,000 gallons of fuel, the N47 carries 500 gallons of water and 200 gallons of waste, all in integral fiberglass tanks.

In the realm of electronics, a number of options are available including Mirage Manufacturing's own innovative PC-based glass helm system, which combines touch screens with Nobeltec navigational software and WxWorx, a real-time forecasting service.

Coinciding with the advent of the N47, is Mirage Manufacturing's announcement of its CruisePro trawler training program. This program,

included in the price of a new Great Harbour, evaluates each customer's skills and provides individualized training in areas where needed—from boat handling to maintenance.

"There's a hole in the process of helping people transition into trawlers from smaller power and sailboats, and we feel that CruisePro fills this void. We've been hearing about the need for such a program for years, so why not be the first boatbuilder to incorporate that kind of service into boatbuying?" Fickett asked.

A Great Harbour N47 with cruising options, including genset, air conditioning, extended batteries, the glass helm navigational system, bow thruster, fuel polishing and oil transfer systems, would go out the door for under \$600,000. The optional flybridge would cost an additional \$30,000.

## Specifications

LOA.....	46 feet, 10 inches
LWL.....	46 feet, 1 inch
Draft.....	3 feet
Displacement.....	70,000 lbs.
Fuel.....	1,000 gal.
Water.....	500 gal.
Waste.....	200 gal.
Hull.....	solid fiberglass
Superstructure.....	cored, vacuum bagged
Power.....	twin 75hp diesels
Electrical.....	50 amp/240vAC
Design team.....	Lou Codega NA Ken Fickett

**Range : 2,000 nm** (burning 3.5 gallons an hour at 7.8 knots with a 100 gallon reserve)



## Interviews and photo availability

To arrange an interview with Mirage Manufacturing President Ken Fickett about the new N47 during the U.S. Powerboat Show at Annapolis, call 352-514-1289. High-resolution imagery is available on request.