

56' EXPEDITION YACHT *SEAL*

DIMENSIONS

LOA:	55' 11"
LWL:	47' 4"
BEAM:	15' 10"
DRAFT:	3' 2"
DRAFT (KEEL DOWN):	8' 9"
DISPLACEMENT, 1/2 load:	55,000 lbs
BALLAST (lead):	8,930 lbs
SAIL AREA (100% foretriangle):	1552 sq ft
SAIL AREA/DISP RATIO:	17.71
DISPLACEMENT/LENGTH RATIO:	232

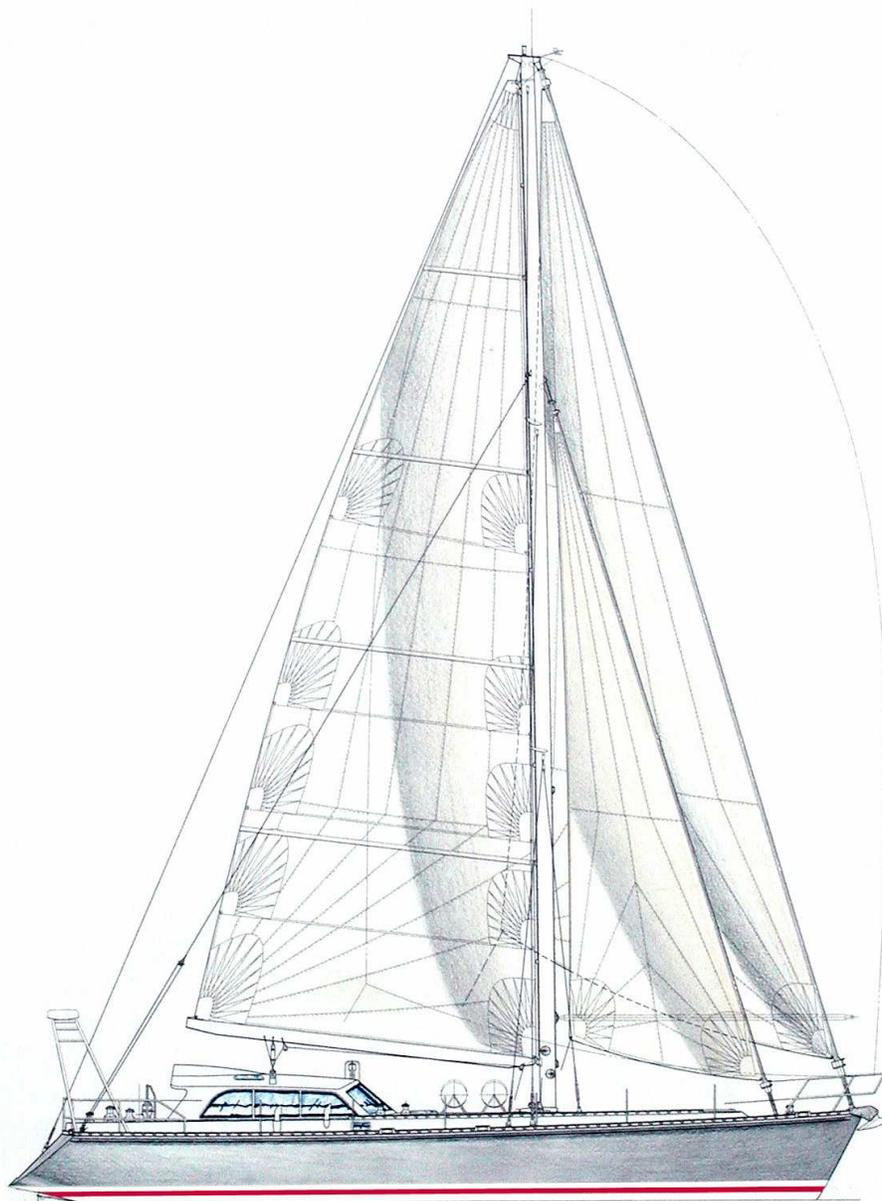


The Lairds' Antarctic voyager SEAL features a large, heated deckhouse and short, highly sheltered cockpit for use in the most severe Subarctic weather. Deck reels house lines for mooring to shore, as anchors are useless in the conditions often encountered by the Lairds' adventure charters.

As a youth, I would devour as many as many accounts of cruising under sail as I could. In my dreams I explored the remote islands of the world with Eric and Susan Hiscock, Irving and Electa Johnson, or Miles and Beryl Smeeton; every voyage a grand adventure with an uncertain outcome. Now that the tropical areas of the world have becoming filled with cruise ships, luxury casinos, and megayacht havens, the get-away-from-it-all aspect of cruising has become more and more difficult to experience. The Paine studio was honored with a rare commission to design a vessel to carry those who still crave a taste of this hardy lifestyle to the few remaining truly wild places on earth – Tierra del Fuego, Antarctica and the stretch of unimaginably rough water in between.

Hamish and Kate Laird, the longtime alternate skipper and mate of Skip Novak's *PELAGIC*, have built *SEAL* with specific requirements to withstand the rigors of long duration charter expeditions in harsh climates. The boat is heavier than has been our recent custom in order to contain the hefty amount of stores and gear that eight people carry on expeditions that can last as long as 60 days. Her unpainted aluminum hull was designed to be rugged enough to withstand contact with the ice floes

that can occupy Antarctic sheltering spots. Since these areas are often poorly charted, the boat features a fully retractable keel and rudder to deal with the inevitable groundings. This combination of features provides the added benefit of a more comfortable motion at sea than lighter designs, since stability is obtained by mass rather than a combination of hull form and draft – a desirable characteristic in an area where 50 knot blows once a week are the norm.



The layout is the direct result of the Lairds' long experience. Since the weather is often severe, the cockpit size was kept to an absolute minimum. Of necessity, most of one's time is spent "inside" this yacht rather than on deck. The interior was designed to give maximum light and a fabulous view to the living area, with the galley and dining areas contained within the big thermopane windows of the pilothouse and sleeping accommodations belowdecks within the heavily insulated but necessarily windowless hull. Electrical accessories were kept to a minimum and auxiliary power is provided by a beefy Cummins 6B-5.9M diesel.

The rare pioneer who books passage aboard this most unique, purpose designed expedition yacht will be rewarded with vistas such as the ones below. The cruising adventure still lives!



More fascinating photos of this unique yacht and her even more astounding crew are available at <http://www.expeditionsail.com/>

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ED JOY DESIGN 
A Joy is a Thing of Beauty Forever

