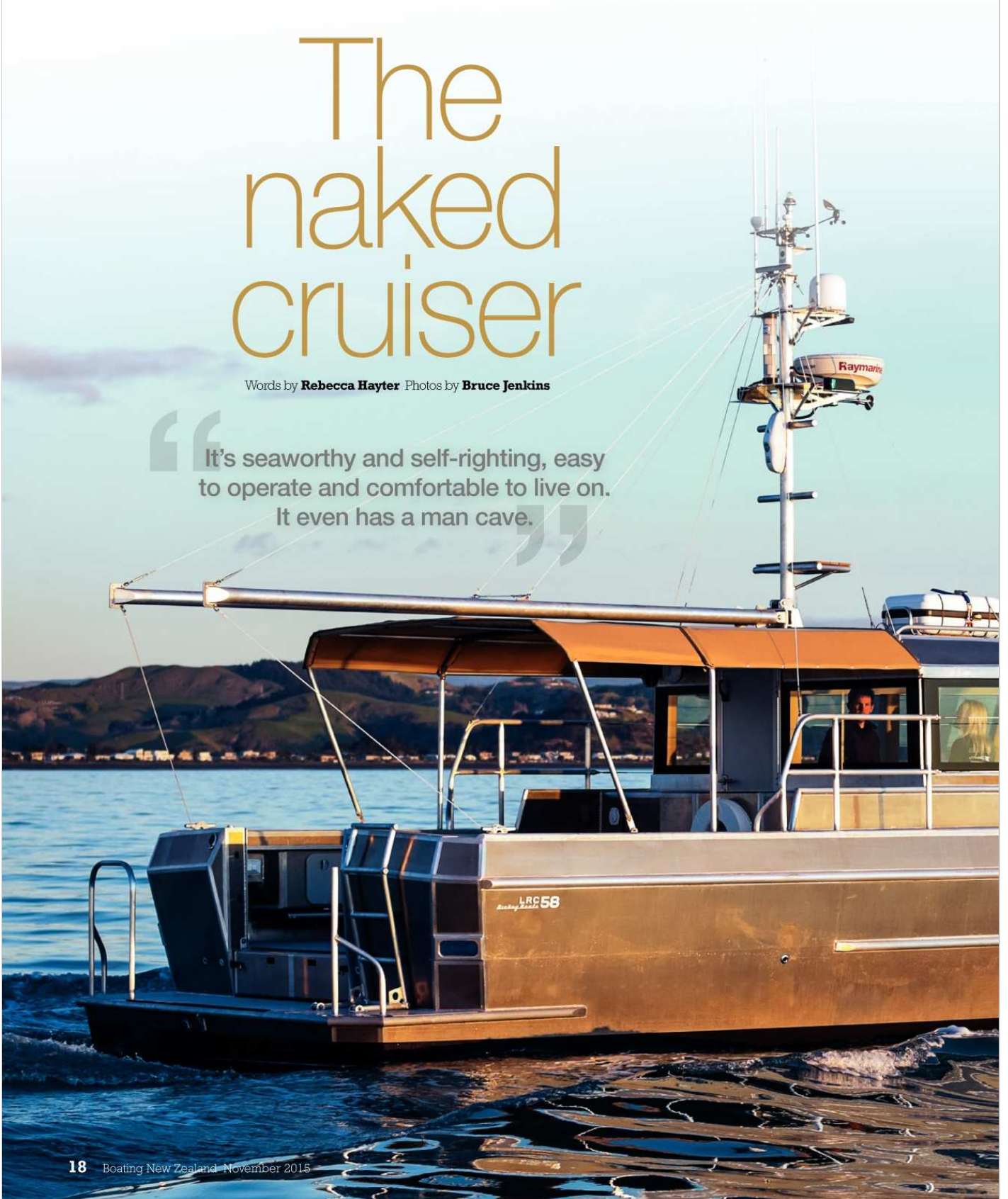


# The naked cruiser

Words by **Rebecca Hayter** Photos by **Bruce Jenkins**

“It’s seaworthy and self-righting, easy to operate and comfortable to live on. It even has a man cave.”







## The Arnautica LRC 58 offers a way to cruise around the world at low cost without late-night sail changes.

The dream of cruising single-handed around the world usually features a sailing boat, but the UK owner of the new Arnautica LRC 58 (Long Range Cruiser), which debuted at the Auckland On Water Boat Show, plans to motor around the world.

The LRC 58, built at Dickey Boats in Napier, is finished in bare 5083 aluminium – that means no painting of the hull. Ever. It's industrial chic, low-maintenance and low-profile – there's no flashy paint job attracting attention in foreign ports.

The boat featured here, *Broadsword*, is the second to this design from Dennis Harjamaa of Arnautica Yacht Design and naval architect at Dickey Boats.

Harjamaa designed the LRC concept about seven years ago. The first boat he launched for himself in May this year from Dickey Boats' yard. Meanwhile, the UK boatie looking for a suitable vessel to base in the Mediterranean and Caribbean commissioned the second.

Jason Dickey says it's ideal for a solo circumnavigator. It's robust, seaworthy and self-righting, easy to operate and comfortable to live on. It even has a man cave.

And it's affordable. If you compare its light-filled, indoor-outdoor apartment-style living with Auckland's apartment prices, it's a







TOP: The forward, lower saloon or parlour. The ottoman to right of picture pulls out as a foot stool and the settee can convert to a double berth. The head/shower is in the compartment forward, to port. The master's cabin is for'ard, with carpet.  
 ABOVE: Twin helm seats preside at a helmstation based on wif-capable CZone, so that helming, including managing the variable pitch propeller can be done by touch-screen.

bargain, starting at \$850,000. And that's enhanced by the boat's extraordinary fuel economy.

In flat water, lightships, on this 58ft, 14-tonne vessel, we recorded:

- 7.2kts using 0.55 litres diesel per nautical mile
- 8.1kts using 0.67 litres diesel per nautical mile
- 9kts using 0.84 litres diesel per nautical mile.

Of course, you need to be happy with a top speed of 10.5kts and a cruising speed of 8-9kts. The engine is a 90hp Beta.

"In theory, a boat with this length-to-beam ratio wouldn't be able to go that fast," Dickey says, "but Dennis has created a very smart design; it has a very low displacement to water line-length ratio."

Also crucial in this equation of physics is the skinny, easily-driven hull – as Dickey loves to tell you, the water leaves the transom in a flat, clean wake. Add in the fuel capacity of 3600 and at 9 knots you have a range of 4500nm – slow to 7 knots and this goes up to 7000nm.

"Nine knots is a nice speed," says Dickey. "If you were going to Fiji, the difference between eight and nine knots is an extra two-hundred litres of diesel and you get there a day sooner."

With more horsepower, the Artnautica LRC 58 could do up to about 18 knots, Dickey says.

Although the LRC 58 would operate well with a fixed propeller, a West-Mekan variable pitch propeller (VPP) such as that on







TOP: The galley in the saloon on the main deck and, above left, the head/shower. Both feature faux-timber panels on the cabinetry.  
 ABOVE RIGHT: The master cabin.



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The cockpit and saloon are on one-level, for easy, indoor-outdoor flow. The cockpit is covered with Ultralon which is soft underfoot and insulates for warmth and sound. Its panels are CNC-cut so if one is damaged, Dickey Boats can cut the required panel from its files, roll it up and courier it to the boat. ABOVE RIGHT, TOP: Jason Dickey in the port lazarette. ABOVE RIGHT: The man cave.

**“...the engine temperature as a guide to trim the pitch of the propeller...”**

*Broadsword* gives optimum fuel efficiency and engine longevity.

Getting the best use of VPP depends on the skipper. *Broadsword* is well set up with smart electronics; all its systems and monitoring are based on CZone and, like the Dickey Custom 950 launched last year, it can be run through wi-fi from an iPad or iPhone.

As we cruised out of Napier marina, past the cutest baby seal practicing its roll-overs, I sat at the helm for a lesson in driving smart boats.

The helm dash is dominated by two large touch-screens amid other gauges. Dickey steers mostly on autopilot, using touch-screen to adjust his course, although there is a ship's wheel for the everyman.

In getting best fuel economy, Dickey uses the engine exhaust temperature as a guide to trim the pitch of the propeller.







“Our optimum exhaust temperature when we’re running as efficiently as we possibly can is about 500 degrees,” says Dickey. “It means it’s a lot lower-revving and feels more comfortable. We can change our pitch to go slower and economical rather than glaze the bores when you’re slowing down. You can put some load on it, so it’s perfect for ocean passages.”

The 90hp engine revs at up to 2500rpm. That makes for a quiet boat, too. With the door closed, the noise in the saloon is under 70 decibels.

As you’d expect from a boat built at Dickey Boats, systems are well thought out. The Sidepower bow thruster runs off a forepeak battery which is separate from the 800amp hour gel



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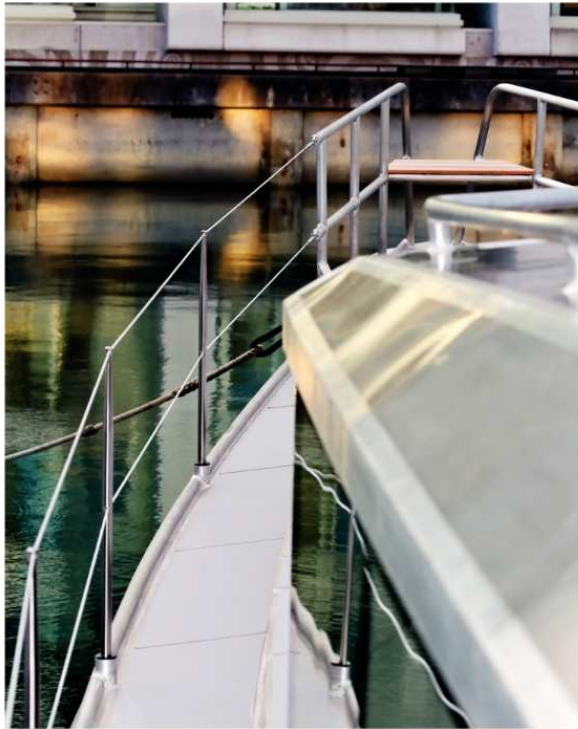
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The LRC 58 exudes a robust, capable air. ABOVE RIGHT: Jason and Tristin Dickey, managing directors of Dickey Boats in Napier.



cells for the house supply. Separate alternators charge the engine and house batteries, as well as solar panels and shore power. The forepeak batteries are charged separately via the start alternator.

Unlike most boats which spend much of their time on a marina, *Broadsword* is set up to run constantly. The logic being that, as a liveaboard, there will always be food in the fridge to be preserved.

Setting up the boat for different modes really is push-button simple.

If you press the button for the forepeak, for example, it turns on the battery for'ard for the lights, primes the washdown and activates the bow thruster for operation.

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The key fob in the ignition is an easy way to control features such as lighting and automatically set the boat to various modes such as motoring, at anchor or sleep.

So once you're tucked up in bed, push button one to turn off everything except crucial systems such as gas alarm, fridge and pressure water.

Button two cycles through the dimming modes of the lights. This includes the courtesy lights in the cockpit so if you're coming home in your dinghy at night and can't remember exactly which boat is yours, just flick the key fob and she will beckon you home.

Another setting turns on the nav lights and dims the back lighting to preserve your night vision.

All this talk of bed is making me sleepy, so let's check out the accommodation. A few steps from the for'ard end of the saloon leads to what I called the parlour; basically an amidships saloon. It's private with a comfortable, L-shaped settee which converts to a double berth; a pull-out ottoman provides a foot rest. Windows just above sea level let in the light.

A small desk and chair provide the office space. The chair is perfect for boating with a grippy surface in contact with the floor. A large en suite head with separate shower is off this area. For'ard, through a bulkhead, is the master cabin.

### THE MAN CAVE

But let's get back to the cockpit because you are going to love what lies beneath: the ultimate, maritime man cave.

It's under a hatch in the forward part of the cockpit to starboard; a ladder leads down to a workbench with a vice, power points and tool box. Aft, on rollers, is a freezer and behind you is a washing machine.



The spacious engineroom allows easy access to filters, fuel management, fresh water filters and switch panels to over-ride CZone.

Being close to the engine, this area is warm but it's separated from the engine room by a solid watertight/fireproof door – but go through it anyway.

Engine rooms on 58ft powerboats usually have big engines gleaming with testosterone – the LRC has only its 90hp engine, but fear not. Instead of capacity, it has plenty of space to best display pumps, filters, dials and switches which operate the ship's systems: the engine fuel filters; fuel polishing, diesel transfer

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Jason Dickey next to the 90hp engine which powers this 14-tonne displacement vessel at up to 9.5 knots.

manifolds to move fuel between tanks. Everything is well labelled.

Over to port are the hot water cylinder, fire retardant system and storage for oil cans for waste oil.

There are twin sea strainers so the engine runs on one while the other is cleared if necessary, and an electrical panel provides the manual alternative switching to the CZone system to run tests or operate in case of a fault.

There are systems for potable water in white filters and fresh water in black filters. There's a diesel heater, exhaust system and VPP system, all within easy reach for maintenance.

But for all of that, with all this warmth and available space, there was a serious omission: a retractable washing line.

Ooops... did I just spoil the man cave?

## CONSTRUCTION

From its Rocna 36 anchor and 100m chain, with spare chain and anchor to its robust rubbing strake – “It’s a single-hander,” says Dickey, by way of explanation – to its hard chine transom, the LRC 58 is robust, tough, no-nonsense. It is stiffened with 8mm transverse frames and 8mm longitudinals run through the forward

area and aft. The keel provides directional stability, and a tunnel enables a shallow propeller shaft angle of only two degrees.

The boat’s low centre of gravity makes it a stiff boat underway at sea. As Dickey says, “It doesn’t wallow.” The hard chines provide the stability; there are no stabilisers or flopper stoppers, and the boat is claimed to be self-righting.

The booms, like cranes, on the upper deck can do tricks to carry a mainsail and foresail. They are there as back up, to provide the relaxation of sailing with wind abaft of the beam and would even help steady the boat in some seas or at anchor. No one’s pretending this shallow draft boat would point well to windward.

For our jaunt out of Napier, starting at 0600 to get the warm-gold light of dawn, we had a typical Hawkes Bay chop and the wake of a pilot boat heading out to meet a container ship coming in. The boat’s stability was evident in its quick correction to the waves.

In big seas, Dickey says, the boat has a nice motion underway. “Nine and a half knots is quite quick going into a sea, so you slow down a little and it’s nice. In a big swell it’s really nice because it doesn’t wallow.”

At a time when expedition cruising is becoming more popular, the Artnautica LRC 58 is an ideal vessel for long range cruising in comfort, without need for late-night sail changes.

You’ve got to love the easy living, easy handling – and never having to repaint the topsides ever again. ☐

## Artnautica LRC 58

- ▶ **loa** 17.6m 57ft 9in
- ▶ **beam** 4m 13ft 1in
- ▶ **deadrise** 0 degrees
- ▶ **aluminium** 5083 marine grade
- ▶ **weight** 14000
- ▶ **engine hp range** 75-90hp
- ▶ **fuel capacity** 3500 litres
- ▶ **water capacity** 1400 litres
- ▶ **vessel scantlings** 16mm centreline vertical keel, 8mm engine room girders/frames 6mm girders hull, transom, stringers, topsides, 5mm decks, 4mm house
- ▶ **contact** Dickey Boats, Napier, Jason Dickey on +64 (0)21 577 781

