

# Carpe Diem



*The spinnaker is red, main dacron and headsails kevlar in keeping with Carpe Diem's signwritten name: red letters, almond shadows, white hull.*

# the dream becomes reality

by Meagan Lawton

*Carpe Diem is an impressive concoction of both cruising and racing attitudes, a cruiser before a racer but very apt at both.*



*Builder Phil Bish (left) and owner Mark Edwards lounge in the spacious main cabin.*

**C**arpe Diem! Seize the day!  
Seize every sailing  
opportunity you can...  
Make your sailing  
experiences extraordinary!

Didn't know Robin Williams said that in the well-known and inspirational movie, *Dead Poets Society*? Well he didn't, at least, not the sailing part. Words to that effect however, came from Mark and Catherine Edwards, owners of a new, sleek, custom-built Elliott 10.6m yacht, not surprisingly called *Carpe Diem*.

"It's all about seizing enough time to sail, to make the most of it and just do it," he says. "*Carpe Diem* was the perfect name since she has been custom designed to give me everything I ever wanted in a yacht".

Built by Bish Marine from a one-off design by Greg Elliott, *Carpe Diem* is an impressive concoction of both cruising and racing attitudes, a cruiser before a racer but very apt at both.

Slicing the water with her sleek, sharp bow, *Carpe Diem* is described by her owner and builder as "slippery", "responsive", "very kind" and "fast".

She is the result of strip plank cedar with glass for the hull; glass, ply and divynycell for decks; a lead bulb for the keel — suspended by a galvanised frame with an iroko stump and laminated mahogany for the structural frames. These components have all been carefully crafted together by Bish Marine.

The decision to commission *Carpe Diem* came from the "middle of nowhere".



*Carpe Diem* is easy to tack as the rig design means the headsails are well clear of the mast.

"I've crossed the Tasman a couple of times," says Edwards, "been out there in the middle of nowhere on other people's boats and I decided I wanted one of my own.

"So I approached Greg Elliott to design a yacht with all the features I wanted, largely stolen ideas from other boats I liked, and the result is that everything in *Carpe Diem* is my idea of what's right".

The design brief to Elliott involved specific attributes Edwards said he couldn't find in any of the production yachts available at the time. He wanted a masthead rig with a large main and no overlapping jibs, allowing for ease of handling and low cost while also allowing the rigging to be taken out to the gunwales — reducing the loadings in the mast and boat. He wanted a yacht which was also set up for two-handed sailing, "I didn't want to have to get a football team to sail it" and one which was a cruiser before a racer but still able to produce decent speeds.

"*Carpe Diem* was built to budget by Bish Marine with no overruns without sacrificing quality and she has everything I need and every system I've put on her works," says Edwards. "I think she could be very competitive as she is relatively light and I can say that I'm really pleased with the job Phil Bish has done and with the way the whole yacht has come together".

Although unpleasant winter weather has prevented as much use of *Carpe Diem* as he had hoped, Edwards says he has done a reasonable amount of inner gulf

cruising since the yacht was launched, on April 4. The highest speed recorded so far by Edwards and his wife, Catherine, is 13.5 knots — a speed obtained with only a main up and with just the two of them on board, sailing just under North Head.

When under motor, the 30hp saildrive Volvo Penta diesel pushes Carpe Diem along at 8.2 knots. The engine is cleverly hidden behind a three step section which leads from the cockpit to the main cabin and, to access the engine, all Edwards has to do is pull away the three step section and there it is, complete with Forman insulation.

A very attractive yacht to look at thanks to an impressive paint job by Ian Stewart Boatpainters, Carpe Diem's exterior colours are very well coordinated. The yacht's name has been sign-written by Edwards' brother-in-law in red with almond shadowing, looking effective



*Owner Mark Edwards pops up to answer a question — and get nabbed by the camera!*



*The functional cockpit features two steps to the water's edge — great for diving and swimming.*



*From the sharp bow, the Elliott 10.6m curves out to a beamy 3.66m.*

against the white hull. To match, Edwards' choice of hi-tech Windward sails includes a dacron main sail, kevlar jib and red spinnaker — a colour coordinated look which he attributes largely to his involvement in the printing industry.

On deck, bright colour-coordinated ropes lead around Lewmar winches and other deck gear which, along with the hydraulics, were supplied by Kiwi Yachting Consultants. B&G sailing instruments, located both inside and out and also from Kiwi Yachting Consultants, tell the skipper what he or she needs to know about the wind force and direction, the sea's depth, the yacht's speed, the yacht's position and the temperature of the water.

### Wide cockpit

The open cockpit, which features two steps leading down to the water's edge (great for diving and

swimming) is spacious and wide — reflecting the beamy (3.66m) design and Edwards' desire for a yacht which is practical and comfortable to use.

"It is a very workable cockpit," he says. "From here, you can do anything bar pulling down the sails".

Edwards also installed the rigging — his working history involving a stint with Terry Gillespie Ltd, suppliers of all the rigging gear.

Also on deck, are four Lewmar hatches, which let ample light into the interior — as do the Sandbrook acrylic windows on either side of the yacht.

Stainless steel railings from MMF allow for safe, secure sailing without fear of unexpected exits of the wet kind.

Moving on into the interior, which both builder and owner describe as "very dry", an impressive, clean, spacious main cabin greets Carpe Diem's visitors.

The white paint creates a fresh, clean feeling and enhances the spaciousness of the interior which is not cluttered with obstructive nuisance material which can cause hazards when in racing mode.

When Carpe Diem was just a shell, Bish Marine went through and painted everything able to be painted (including all the bulkheads, below the floors etc) before the deck went on, with Epiglass semi-gloss white. This was for reasons other than aesthetic value: Edwards explains that, when going offshore, craft can become filthy and, with the interior shell entirely coated in this way, the yacht can be given a good hose down if necessary.

The other feature to most impress this visitor upon entry into the main cabin was the beautifully polished wooden floors, created out of teak and holly. Curved American oak trims are seen throughout the interior, too, giving the yacht something more of a finished-off quality and showing that some additional thought has been given to aesthetic appearances.

Three oak-trimmed steps lead down to the cabin and off to port is a self-contained, functional galley with high-sides around the bench tops to prevent anything falling off. In these high sides there is even a grab handle so that the cook can hang on in big swells.

A gas Ovenmaster stove from Challenge Yachts provides hot food and all the galley bits and pieces can easily be stored in pull-out basket drawers which are hidden behind white cupboard doors. These cupboard doors and all the others throughout the yacht, as well as the lockers, have an innovative pattern in their corners consisting of three directional slots which make a triangular shape and which double as providers of ventilation. Perspex sliding doors in the galley

and head hide additional storage space and have a slight convex shape cut out of the centre of the outside edges. This allows for some ventilation, as well as becoming another subtle yet distinctive finishing touch.

The fridge and freezer were made and installed by Edwards and are tucked away within the chart table to starboard. However, they are still easily accessible for those in the galley.

### Nav centre

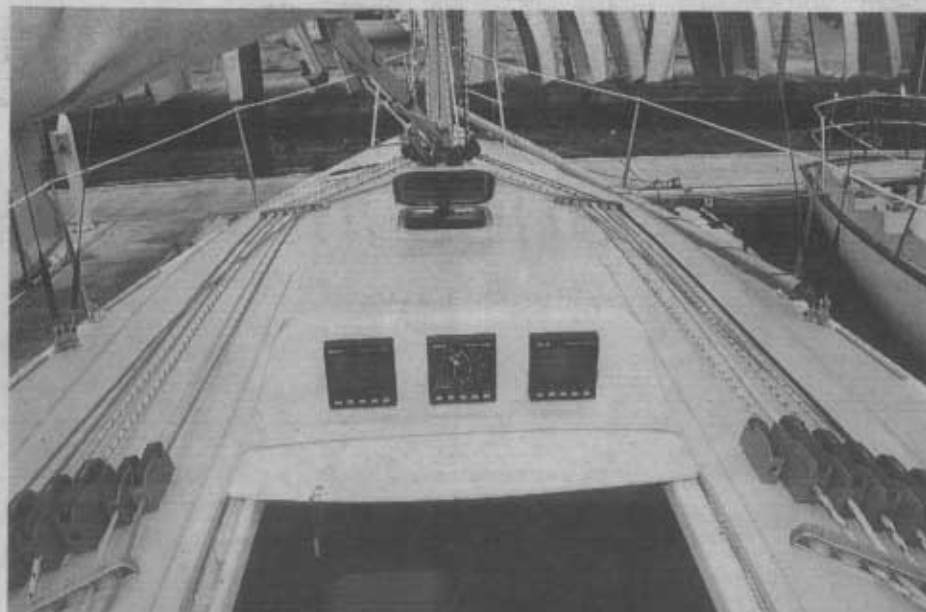
The nav station is also the electronic centre for the yacht with Enertec switchboards and a Shakespeare VHF from BEP and 121 supplied all the wiring and plumbing materials.

A B&G GPS and speed, depth and water temperature monitor sit beneath the VHF and a stereo which Edwards transplanted from a past car — although the Blaupunkt speakers were specially bought from the Car Stereo Company.

The instruments are set into a cupboard which can be opened if maintenance work becomes necessary.

Two marine grade 12v batteries provide the power on the yacht, one to start the motor and one for the electrics.

Behind the chart table and the galley are two double berths. In the middle of the main cabin there are two lower single berths with single berths above while up in the bow of the yacht, there is a double v-berth by the yacht's spacious head, which



*Everything on deck is neat and orderly as Carpe Diem has been designed for two-handed sailing.*

has a pull-out shower and ample storage. Taking into account all these sleeping quarters, the yacht is equipped to accommodate 10 overnighters — a fair amount of people for a 10.6m yacht.

Each of the berths have been upholstered by Lance Shepherd in a royal navy fabric which has a small red pattern in it to contrast nicely with the surrounding white. When not being used for sleeping, the lower berths in the main cabin become couches for relaxing upon although there is no table in the centre as Edwards believes the main cabin will be far more workable during racing or offshore situations without a centre table and, "a table can always be added when necessary".

The built-in watertanks provide 400 litres between them while the stainless fuel tank holds 140 litres.

So where from here for Edwards and Carpe Diem?

"Next year I would like to get involved in some two-handed racing but, at the moment, the racing inclination just isn't there," says Edwards. "I wanted a yacht to be able to go anywhere in and to venture offshore if the opportunity arose and that is exactly what I have in Carpe Diem — thanks to a lot of input from Phil Bish.

"At the moment, my plans involve a lot more cruising especially now that the weather will be coming right — and one thing I would really love to do is venture offshore to Noumea".

Obviously, Edwards is keen to listen to his yacht, to take her advice and to do what she recommends — "Seize the day!" ■

## Spec sheet

|                                  |                                    |
|----------------------------------|------------------------------------|
| <b>DESIGNER</b>                  | <b>Greg Elliott</b>                |
| <b>BUILDER</b>                   | <b>Bish Marine, Auckland</b>       |
| <b>LOA</b>                       | <b>10.6 metres</b>                 |
| <b>BEAM</b>                      | <b>3.66 metres</b>                 |
| <b>DISPLACEMENT (Dry Weight)</b> | <b>3,700 kg</b>                    |
| <b>DRAFT</b>                     | <b>2 metres</b>                    |
| <b>FUEL</b>                      | <b>140 litres</b>                  |
| <b>WATER</b>                     | <b>400 litres</b>                  |
| <b>ENGINE</b>                    | <b>30 hp Saildrive Volvo Penta</b> |
| <b>SAIL AREA - Main</b>          | <b>39 sq metres</b>                |
| - Genoa                          | <b>30 sq metres</b>                |
| - Spinnaker                      | <b>80 sq metres</b>                |