



So far 2013 has seen some big and exciting new projects underway in Australia and if things continue, could the skies be brightening for those working in the multihull industry?

BY BEN SCHIONNING

GET IN, SIT DOWN and HOLD ON

Let's face it, compared to a few years ago our marine industry in general has seen some hard times. Boat builders and those in boat manufacture may have had it the hardest, with a strong Australian dollar pushing importation of recreational and light commercial vessels upward and nearly crushing Aussie exports completely. In turn, other related sectors such as equipment, components and accessories have suffered. According to the BIA, many businesses have battened the hatches, so to speak, with the intention of riding out the storm. A better strategy we're told, was to cut costs, diversify into different markets,

and to research, develop and refine existing products and services.

In the Schionning Designs' office we've had unseasonal interest, the majority of this being custom design work from both domestic and international clients. The future for design may well be shifting from the off-the-shelf stock design style to a more fluid and evolutionary design process in which the customer can become more involved in the excitement of a brand new, unique product. Following the success of our smaller G-Force designs, two new bigger sisters are underway, both beginning construction immediately.

Julian Griffiths of Noosa Marine and Dave Biggar of Cure Composites will undertake these goliath tasks, and they are well qualified for the job.

Julian Griffiths is an experienced boatbuilder, sailor and ocean racer, and the managing director of Noosa Marine. With premises located in Noosa, Queensland, Julian and his team have produced one of the serious G-Force contenders *Mojo 3* for owner Peter Wilcox. Peter and his dedicated crew have taken out an array of titles on the Asian racing circuit including wins in the King's Cup and Langkawi Race Week. Julian has an impressive array of multihull builds to his name, too many





to list here, and will soon be starting on the modified G-Force 1800 custom design. A natural progression from the popular G-Force 1700 and 1700 Cruise, she has an array of accomodation

and living areas, and will of course keep with the G-Force performance attitude, we can't wait to see the result.

David Biggar is not only the managing director of Cure Composites but a skilled sailor and multihull professional that has been producing quality composite multihulls since 2006. Based in Coolum Beach on the beautiful Sunshine Coast, Cure Composites has likewise undertaken a customised G-Force 1800 for an Australian client. The cabin shape of this G-Force will take you by surprise, the main design requirements being performance, ease of handling, comfort and the best visibility possible from the helm station. David and his team have a flawless

reputation in the luxury yacht industry however the company also specialise in other industries including the mining sector and offroad recreational vehicles. This is a great example of diversification within what was primarily a

marine enterprise, to ensure not only survival but success.

The Schionning design office will be bringing many more projects to life including a customised powercat similar to the Prowler VTR950 and a new G-Force Cruise 1400. Australian multihulls have and will continue to gain a reputation as some of the world's best, and we should be proud of what has been achieved both as a nation and as an industry.

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