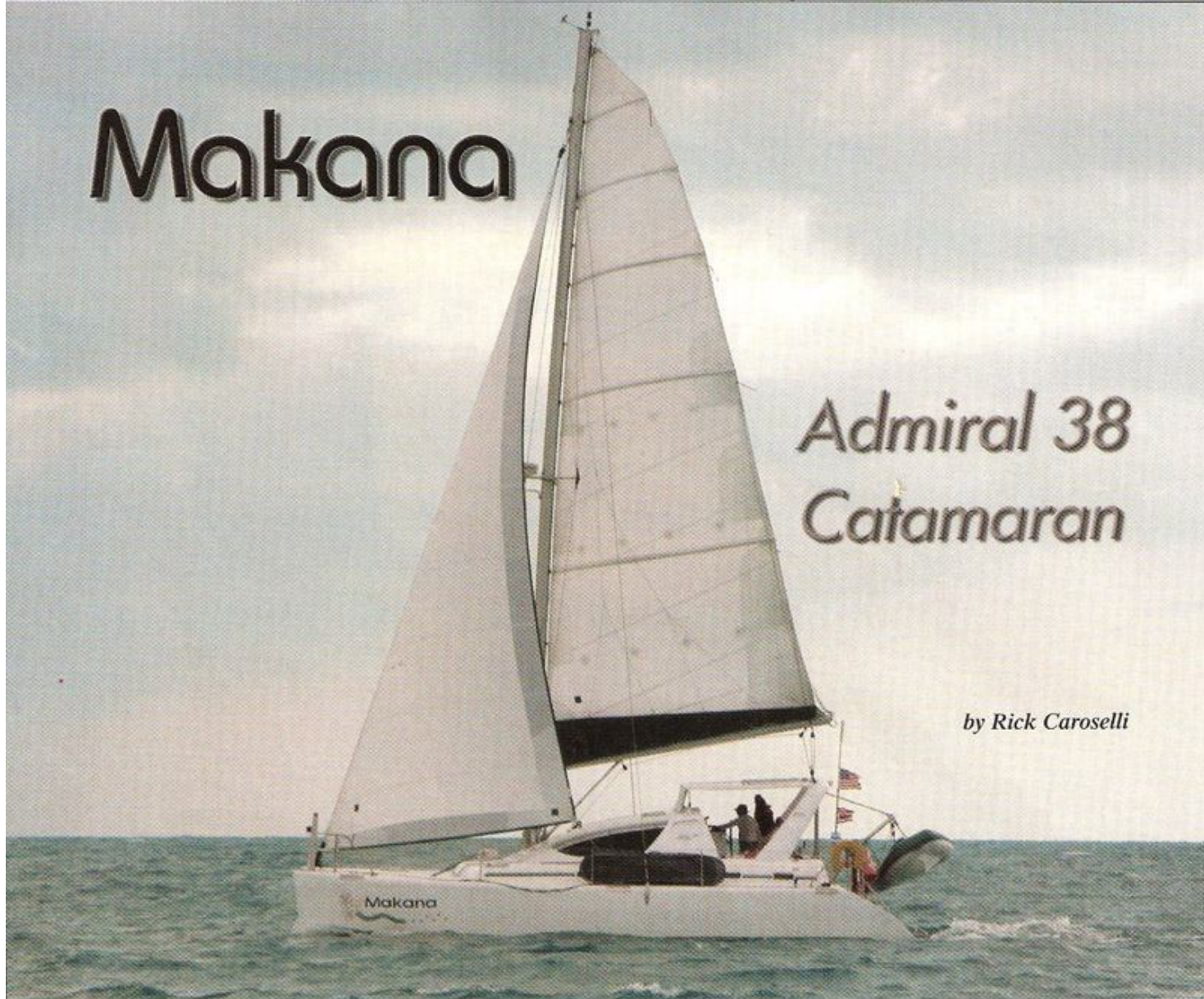


Makana

Admiral 38 Catamaran

by Rick Caroselli



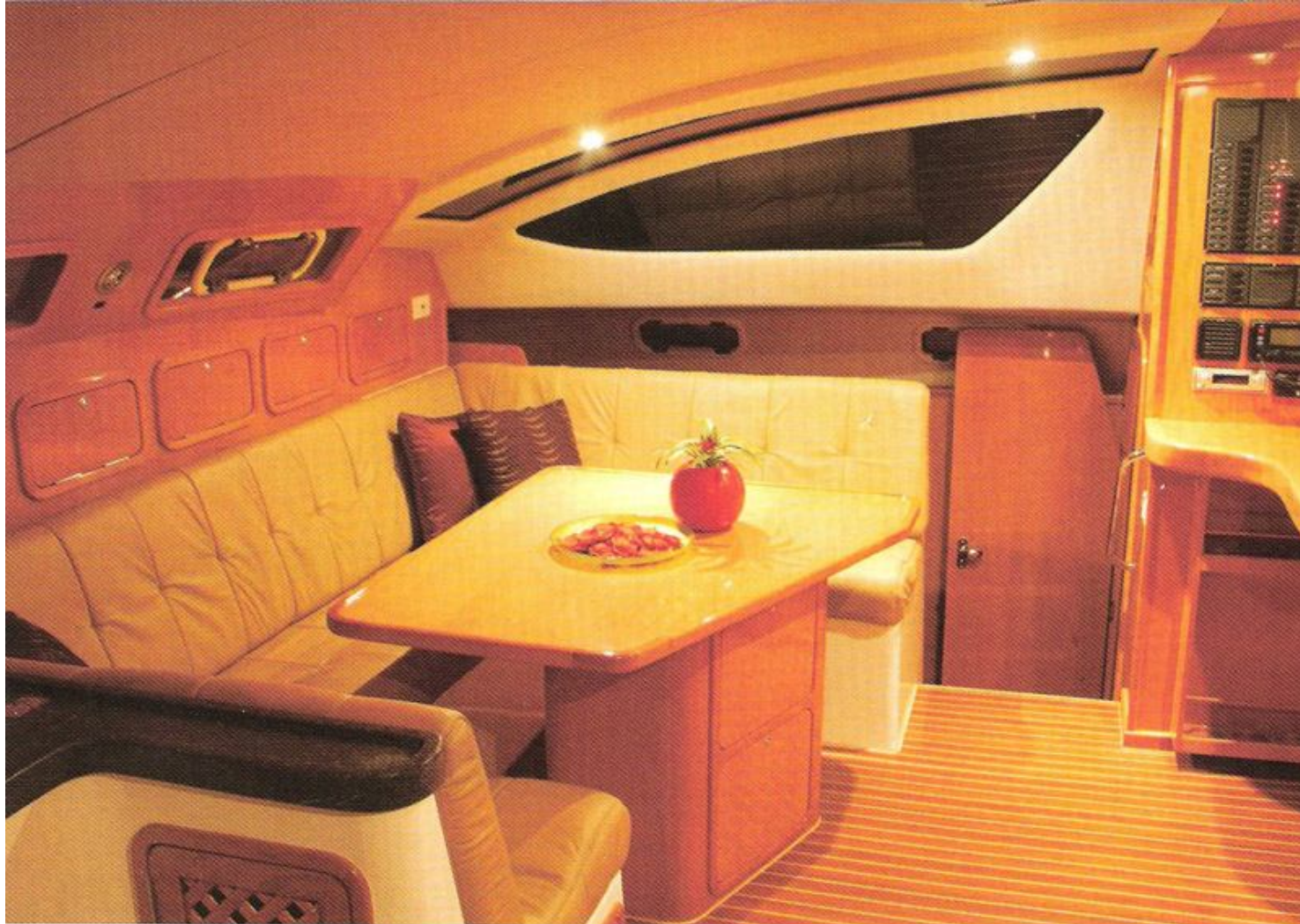
If you've spent any time in the Caribbean recently you would be hard pressed not to have noticed the proliferation of catamarans. And, they seem to be migrating farther north with each passing season. I, along with my wife Katie and our young daughter Hoku, have spent the last two years living aboard our catamaran *Makana*. Our journey began after launching *Makana* in South Africa and has, temporarily, culminated 15,000 nm later in Southwest Harbor, Maine. *Makana*, an Admiral 38, was built in Cape Town by Admiral Yachts LTD. They bill the 38 as a CE certified offshore catamaran designed by Angelo Lavranos. Having had the opportunity to cross the South Atlantic aboard *Makana* I can attest to its ability to handle offshore conditions in a very civilized fashion.

Admiral Yachts has been building semi-custom catamarans in the 38 – 50 foot range since 1999 with a current production level of eight to ten boats a year. Most are delivered to owners in the US or Europe, all arriving under their own power. A unique feature offered to all future owners is a month-long vacation in Cape Town while overseeing final construction. This culminates with a passage to the owner's home port accompanied by a

professional delivery captain. As David Bird, company president and passionate offshore sailor put it, "make yourself at home at our factory, as long as the doors are open you're free to wander about."

My first impression upon viewing *Makana* dockside was its smooth lines and sleek profile portraying a catamaran eager to sail. Admiral offered either a three or four stateroom layout. Both versions included two heads. *Makana* is a three stateroom Executive version model equipped with all of the modern amenities currently available to cruisers. Admiral states the boat comes "sail away equipped." Our boat came well outfitted with just about everything needed for cruising; dock lines, fenders, life preservers, man-overboard equipment, bosun's chair, cockpit cushions, complete Sunbrella cockpit enclosure, tools and tool box, oil and filters with tools for changing, spare belts and alternators and full tanks of both diesel and propane. The only options we added were linens, EPIRB, dinghy, a life raft and food accompanied with an appropriate amount of fine South African wine to last a winter of Caribbean sunsets.

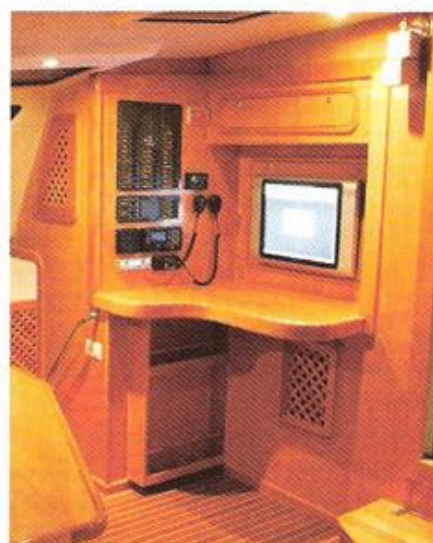
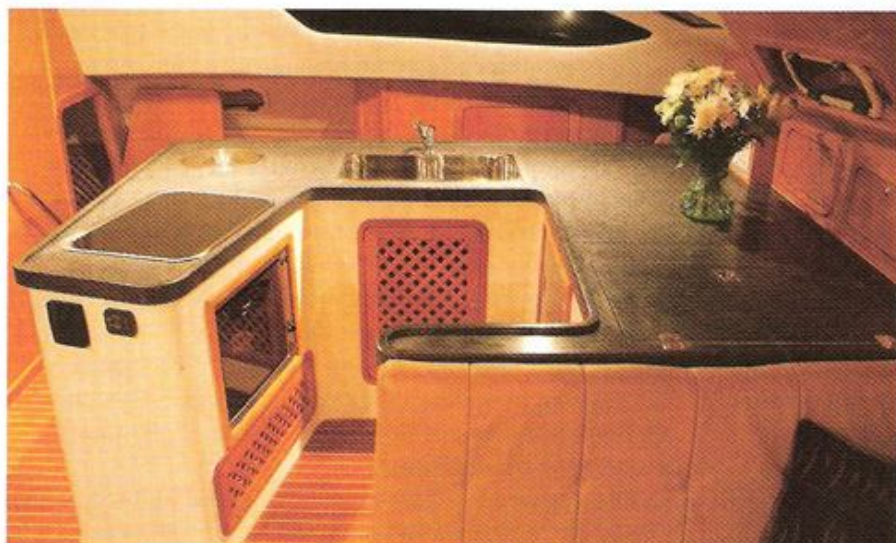
Once aboard any new vessel my curiosity always directs me to where I end up spending a substantial

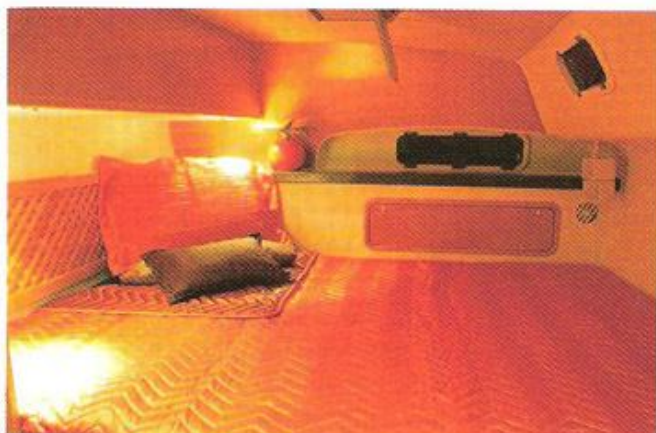


amount of time, the galley. Two steps down from *Makana's* cockpit, thru the large sliding doors, yields the saloon to starboard and galley to port. Most catamarans have their interiors finished off with large expanses of bare fiberglass which often has the resulting effect of creating a somewhat sterile environment. Once below *Makana* it's apparent how the manufacturer offset this by utilizing clear Beech woodwork that can be found throughout, giving the interior a more traditional and comfortable feel. The large C-shaped leather saloon easily seats six for meals or watching DVDs on the flat

screen TV mounted above the ample nav station. The galley is ideal for creating culinary delights with its three burner stove and oven equipped with a rotisserie. Large, properly fiddled Corian countertops, a microwave, double stainless steel sink and separate refrigerator and freezer round out the galley's amenities.

Four steps down the starboard hull leads to the owner's suite or as referred to by our daughter, "Mom and Dad's side." A large head/shower combination forward and a queen size berth aft are separated by a passageway with closets lining both sides. The port hull, "Hoku's side,"

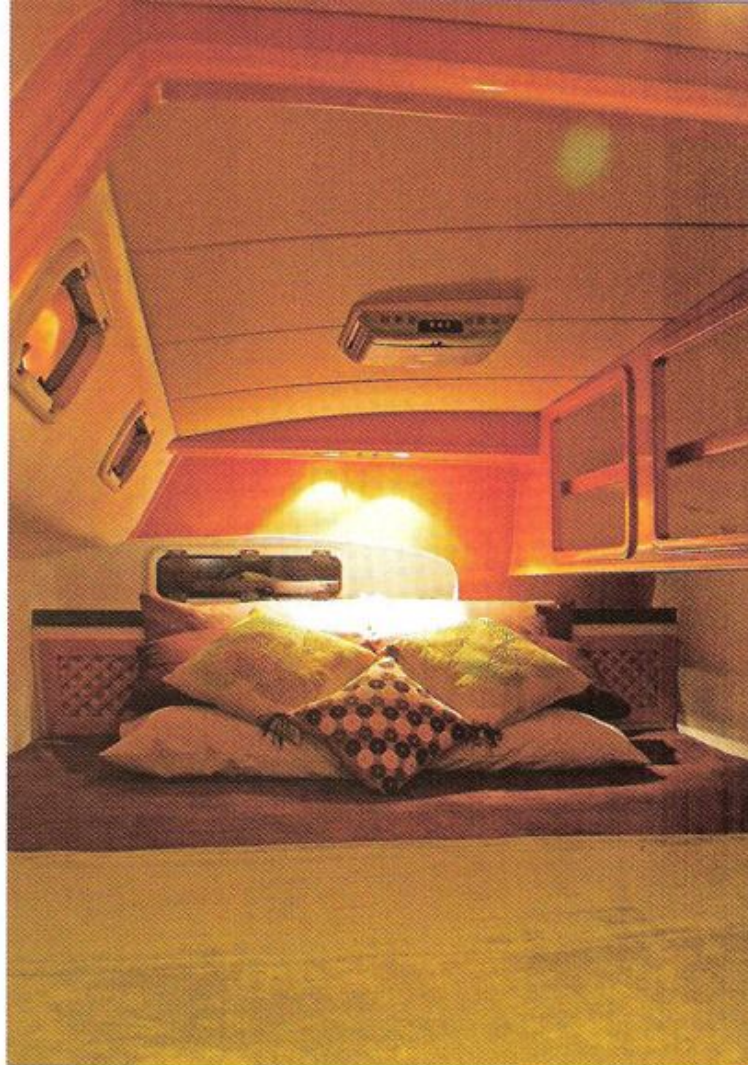




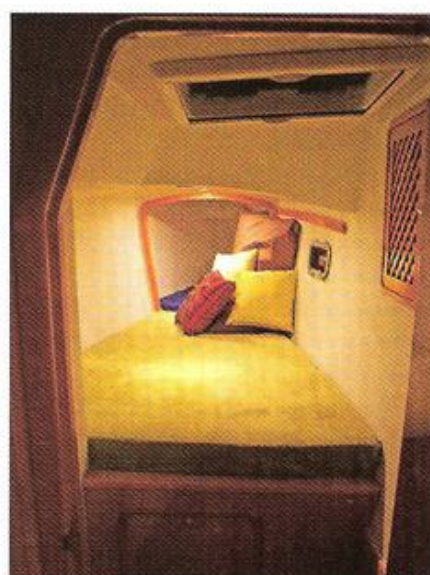
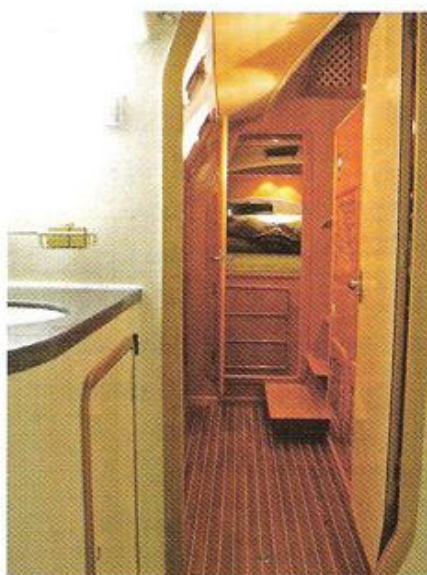
houses a queen berth aft, a double berth forward with a head/shower combination between the two. Storage is more than sufficient all around. We keep a full size mountain bike in the port hull and windsurfing equipment in the starboard hull. Open lattice facing on all cabinet doors allows ventilation and the large sliding storage drawers under each berth are a nice addition. As an added touch to the already luxurious finishes each berth has a ceiling mounted fold down DVD/CD player with surround sound speakers, making it quite difficult to make it through a movie without dosing off.

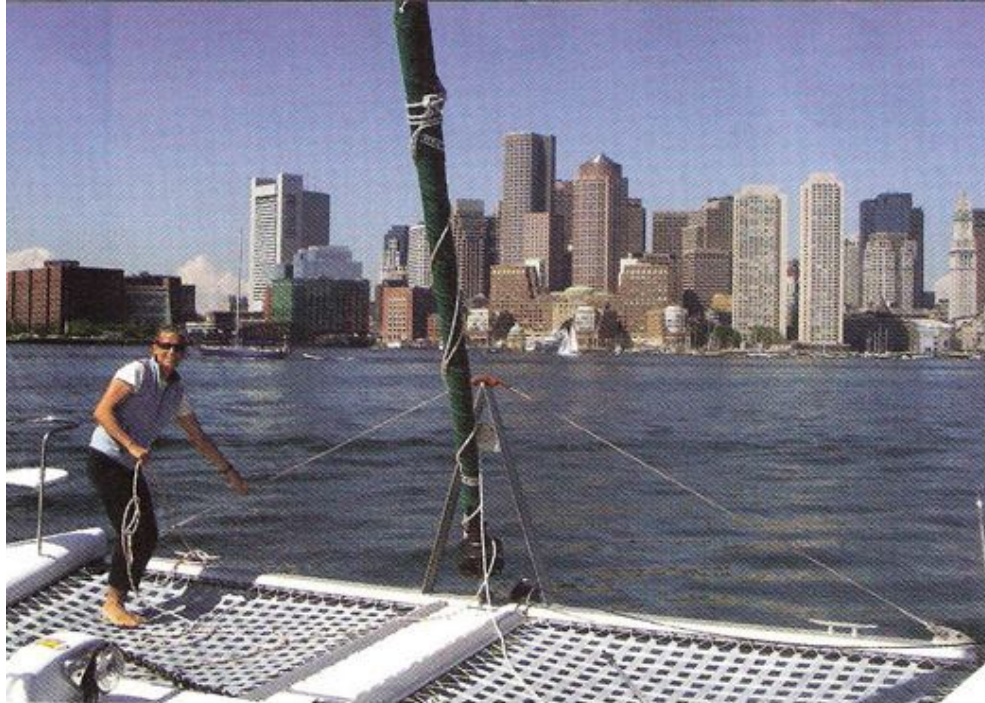
We spend 90% of our time aboard under the hardtop covered cockpit which has seating for six in an L-shaped bench with a table containing a drop in cooler for entertaining. The starboard side helm, remember it's a South African boat, has its instruments well laid out and visibility is excellent. A pleasant addition to the helm is the oversized swiveling chair with room for two, or in our case, three. Access to each scoop for swimming or boarding the dinghy is via a walkway along the transom. The port scoop is equipped with a swim ladder and shower with hot and cold fresh water.

Underway the 775 square feet of sail area is more than adequate to push the boat at double digit speeds. We also have an asymmetrical spinnaker which we use often for running downwind. Our top speed to date of 16.9 knots



is impressive, however when the wind or currents pipe up creating large chop and slop, some bridge-deck slapping is experienced, not uncommon to all catamarans in such conditions. The roller furling jib lines run cleanly to each side of the cockpit with a dedicated winch for each. A trip to the mast is necessary to raise and lower or reef our main. When making a trip forward the strategically placed hand holds are appreciated and give one a sense of security. We've also added netting to the lifelines which





each engine area. To power all these luxuries a 4.2-kilowatt genset runs for about three hours a day when not motoring. Two solar panels mounted on the cockpit roof along with high output alternators on each engine are also used to recharge the six house batteries. Each engine has a separate isolated starting battery as well as the ability to use the house batteries in an emergency. Tankage is excellent with 120 gallons each dedicated for fuel and water.

Makana is an excellent example of just how well craftsmanship has developed in Cape Town. We've found the Admiral 38 to be a safe, well built catamaran, fully equipped with all the amenities needed for a luxurious week-long cruise or a lifetime of circumnavigating. The only item which an Admiral 38 may be missing is you. ☸



was originally intended to keep our daughter aboard, but more often than not it's the captain who truly appreciates the addition. The mainsheet traveler, mounted on the cockpit hardtop, has lines leading to a dedicated winch next to the helm. And when the wind won't cooperate the two 29 hp Yanmars with folding props have us making way with minimum noise or vibrations. With both engines wide open *Makana* tops out at 8.7 knots. We usually motor with one engine pushing us along at 5.6 knots at 2000 rpm while burning only six gallons of diesel every 24 hours.

The manufacturer touts the boat as an offshore catamaran. The construction is solid with hand-laid FRP laminate, vacuum-bagged over end grain balsa core which we were more than thankful for each time we ran aground coming up the ICW last year. The isolated enclosed bow crush areas are a good preventative measure which we hope to never utilize.

The mechanical and electrical layouts and installations are first-rate with exceptional detail found throughout. A watermaker, SSB, autopilot, radar, chart plotter, wind, depth and speed displays, VHF, stereo system, hot water heater and two air conditioning/heating units are all standard as is the automatic fire suppression system in



Makana

Model:	Admiral 38 (Executive version)
Designer:	Angelo Lavranos
LOA:	38'1"
Beam:	23'
Draft:	3'6"
Sail Area:	775 sq. ft.
Displacement:	15,400 lbs.
Water:	120 gal.
Fuel:	120 gal.
Engines:	Two 29-hp Yanmar saildrives