



Great Harbour Trawlers

America's Go-Anywhere Liveaboard



Proudly
Made in the
U.S.A.



THIS IS WHERE ADVENTURE BEGINS

Welcome to the Great Harbour family of trawlers, and to cruising freedom. Handcrafted by Mirage Manufacturing in Gainesville, Florida, our boats are designed for avid cruisers and full-time liveaboards.

Our fuel-efficient, twin-engine vessels feature robust construction and the industry's most sea-kindly ride. Their shallow draft allows you to explore just about anywhere there's more than three feet of water, while the form-stable hull design allows you to ride easy at anchor or venture into open water with confidence—without the need for complex mechanical stabilization systems.

Low-maintenance exterior finishes combine with luxurious interiors that provide all the comforts of home, including premium bedding, generous storage capacities, spacious bathrooms and full-size home appliances. We feature twin engines for absolute redundancy, solid fiberglass bottoms for impact

resistance, and cored topsides and superstructures that keep the center of weight low and make our boats literally unsinkable.

Thanks to our focus on safety, redundancy, and economy, your Great Harbour will provide years of trouble-free cruising, and get you safely and comfortably to your destination—even in the most challenging conditions.

For more than forty years my wife, Becky, and I have had the pleasure of working with the best customers on Earth. We have seen firsthand the transformation of our customers' lives as they spend more of their time on the water. It seemed like magic, and we know that it truly is.

Kenny Chesney wrote a song titled "Boats" in which he sang of them as "harbours of healing." He's right, they are. Let us help you find yours.

Sincerely,

Ken Fickett, President

Mirage Manufacturing

WE MAKE CRUISING AFFORDABLE



Given the price tag on most new boats, it's no wonder people think you need a million dollars or more to go cruising. Many of the boats suitable for full-time liveaboard cruising are so expensive to acquire and maintain they are beyond the range of most buyers.

And even owners who can justify the initial purchase price often discover that the cost of operating and maintaining the vessel can limit cruising plans. In today's economy, it just doesn't make sense to own a boat that burns 30 gallons of fuel per hour, requires hundreds of hours of labor to maintain that "yachty" exterior finish, and will require regular and expensive boatyard service just to keep things working and looking ship shape.

THE SENSIBLE ALTERNATIVE

Thanks to our intelligent designs, proven systems, low overhead and factory-direct sales policy, the cost of our new trawlers is often comparable to a used boat of similar size—and often inferior capabilities. Prices for a well-equipped Great Harbour N37 start under \$500,000, and that's for a premium-quality product made right here in the U.S.A. Many of our owners are happily cruising full time, and they aren't spending a fortune, because their Great Harbour Trawlers are cost effective to operate and maintain. Whether you're a millionaire or not, we think you'll appreciate our common sense approach to cruising, and the advantages this provides.

FORM STABLE HULLS

Our boats do not require complex and costly stabilization systems for comfort. Other builders continue to produce trawlers with sailboat-style hulls that rock and roll, even when sitting at the dock. Their only solution is to in-

corporate heavy ballast and expensive stabilizer systems, which add drag, reduce fuel economy and are prone to fail when they're needed most—in rough seas! The cost to "stabilize" a 40-footer can easily add \$50,000 or more to the price of a new boat. Our form-stable designs don't sacrifice sea keeping ability or limit your ability to make ocean passages. Great Harbour N37s have made crossings to Bermuda, Cuba and Hawaii.

FUEL EFFICIENCY

The cost of fuel can have a major effect on cruising plans. When diesel fuel went to \$5 a gallon several years ago, many cruisers had to curtail their activities. But even when fuel prices drop, it's hard to justify a boat that burns 30 or more gallons an hour. Our twin-diesel N37 uses 2.2 gph at a cruising speed of 7.25 knots. That's 3.3 nautical miles-per-gallon for a full-sized liveaboard vessel. Our GH37, which has the interior room of a Manhattan apartment, can cruise from Maine to Miami on a single tank of fuel.



Great Harbour galleys feature reliable, full size appliances.

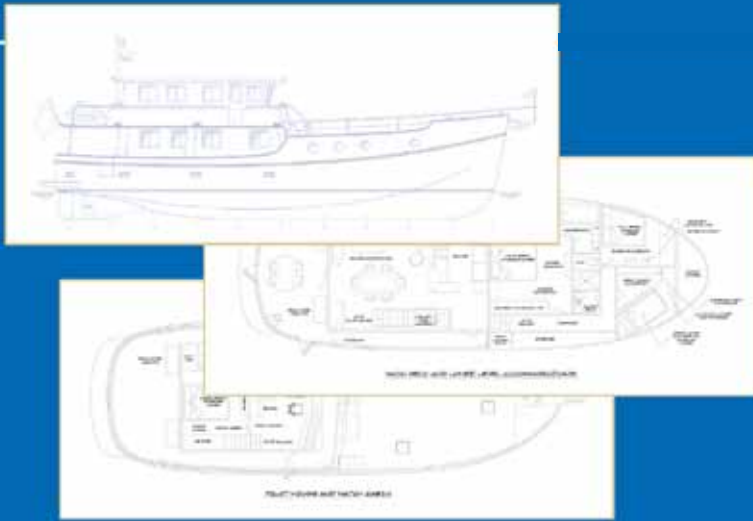
RELIABLE SYSTEMS

Our boat's are designed for functional simplicity, making life easier for the owner while reducing operating and repair costs. A perfect example of this is our use of high-quality home appliances in lieu of complex, expensive "marine" systems. Most new cruising boats in our size range don't have room for a full-size household refrigerator. Instead, the builder will install complex and expensive marine systems that are more difficult to maintain and repair. Even worse, some use plastic "RV" units that don't last more than a few seasons.



Form stable hulls deliver a comfortable ride without having to rely on finicky, expensive stabilizer systems.

DESIGN FUNDAMENTALS



Great Harbour Trawlers are different from anything else on the pleasure boat market. The closer you look, the more you'll understand the reasons why we've forged our own path to create innovative and practical products. Instead of locking ourselves into dated design models, we started with a clean slate and a clear understanding of what was needed. We mated lessons learned from hard-working commercial vessels with innovative design concepts, then set to work with a combination of traditional craftsmanship and leading-edge construction methods. The result is safe, affordable boats that provide all the comforts of home, and can go virtually anywhere.

UNSINKABLE SAFETY

Twin-engine redundancy and the added security of twin keels protecting the props give you peace of mind. And if the unthinkable happens, Great Harbour hulls have enough buoyancy to remain afloat even if holed by a collision. Our cored decks and superstructures make our boats truly unsinkable!



All Great Harbour Trawlers feature twin keels and protected running gear

AFFORDABILITY

The sticker price of most new boats reflects far more than just materials and labor. Shipping charges from half way around the world, corporate overhead, high-profile marketing budgets and dealer mark ups can easily add half again to the final price of the finished boat. Our factory-direct pricing and low overhead allows us to devote more of every dollar to the product. Not only does this give the customer

more value for their money, it enables us to offer superior boats at competitive prices. Great Harbour Trawlers are also designed for low maintenance, ease of repair and minimal operating costs, making them the most economical and trouble-free trawlers to own.

ALL THE COMFORTS OF HOME

Our attractive, roomy interiors feature full size furnishings, home appliances and generous storage



Compare our interiors with waterfront cottages, not other boats!

spaces. On a Great Harbour you get a kitchen, not just a galley. You get closets, not just lockers. And you can call a head a bathroom, because it has a stall shower big enough to move around in. Best of all, our stable hulls don't rock and roll at anchor or at the dock, allowing you to truly enjoy the liveaboard lifestyle.

GO-ANYWHERE CAPABILITY

Shallow drafts and protected running surfaces give our trawlers access to thousands of miles of protected and inland waterways that are off limits to deep-draft vessels. Our unsinkable, form-stable hulls, generous fuel capacity and economical operation provide the comfort, range and security needed to cruise to distant ports of call.



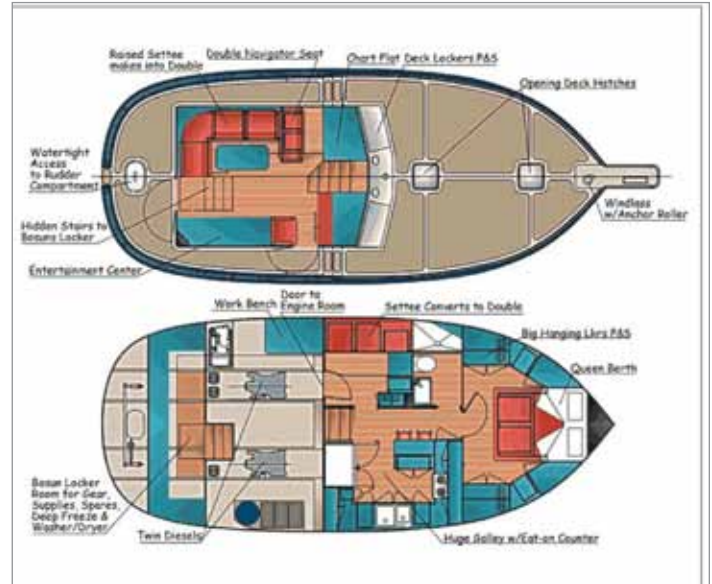
A Great Harbour N37 enters Havana Harbor, Cuba.

For more details of our designs and to read published articles by our President, Ken Fickett, and our Naval Architect, Lou Codega, visit www.greatharbourtrawlers.com

GREAT HARBOUR N SERIES

The N series is Great Harbour's second generation of full-displacement trawler yachts. They share the same form-stable hulls, robust construction and reliable, owner-friendly mechanical systems as our original GH series. Modest topside profiles and a low center of gravity further enhance the N series' sea keeping abilities, providing a more comfortable ride in all sea conditions.

N37



SPECIFICATIONS

LOA	36' 10"	Draft	2' 10"	Waste	100 gal.
LWL	36' 1"	Displacement.....	48,000 lbs.	Cruising Speed	7.5 knots
Beam	15' 10"	Fuel	500 gal.	Range.....	1500 miles
		Water.....	300 gal.	Base Price	\$467,500

N47



SPECIFICATIONS

LOA	46' 10"	Draft	2' 10"	Waste	200 gal.
LWL	46' 1"	Displacement.....	70,000 lbs.	Cruising Speed	8.25 knots
Beam	15' 10"	Fuel	900 gal.	Range.....	2500 miles
		Water.....	500 gal.	Base Price	\$710,000

GREAT HARBOUR ANNOUNCES NEW 74

The Great Harbour 74 is a different breed of expedition yacht. Most vessels of this size have overwhelmingly complicated mechanical and electrical systems, and there's always something that isn't working or needs attention. It's too much for many owners, especially if they want to operate the boat on their own.



The GH 74 is an impressive ship, but it follows our "keep it simple" approach to mechanical, electrical and support systems. It is designed to be operated by its owner (usually a couple) without the need for a full-time captain and certainly without the need for a ship's engineer. We've simply figured out a lot of ways to keep the boat from becoming too complicated, which invariably leads to reliability problems.



Our new flagship features the same form-stable, full-displacement hull design as our other Great Harbour models. Derived from modern, commercial workboats, the hull features a hard-chined, wide beam design with a very low center of gravity. There's no need to rely on expensive stabilizer systems when venturing offshore.

The 74 will carry 5,700 gallons of fuel and 1,000 gallons of water in integral fiberglass tanks that sit low in the

hull to further increase stability. Powered by twin 255-hp diesel engines, and with its running gear protected by twin keels, the 74 provides a level of safety unmatched by single-screw designs. Normal cruising speed is estimated to be 9.7 knots, but if necessary it can maintain 7.5 knots powered by one engine. Draft is a modest 4 feet, making the 74 ideal for island hopping and anchoring in protected waters.

Interior accommodations include three staterooms below, with the master cabin located amidships for maximum comfort at sea. On the upper deck level, aft of the raised pilothouse, a spacious watch cabin features a queen-size, walk-around berth, full head, walk-in closet space and a large desk. The pilothouse offers superior visibility and easy access to the foredeck via the Portuguese bridge. A settee and table accommodates six, and twin helm seats will make this spacious area the center of activity during passages.

SPECIFICATIONS

LOA 74' 2"
LWL 65' 4"
Beam 23' 9"
Draft 4'
Displacement
(full load) 255,000 lbs.

Fuel 5,700 gal.
Water 1,000 gal
Black Water 300 gal
Grey Water 300 gal
Cruising Speed 9.7 knots
Range 5400 nm

The main saloon features a U-shaped settee and cocktail table for eight, two lounge chairs, a wide-screen entertainment center and a separate dining area with seating for up to ten. The galley incorporates full-sized, top-of-the-line appliances by GE, granite counter tops and an abundance of storage space for long-term cruising needs.

The hull is robustly constructed of solid fiberglass below the massive rub rail. Above the rub rail, the hull, deck and superstructure are cored to provide sufficient buoyancy to keep the vessel afloat in case of catastrophic damage to the hull.

Introductory pricing will keep a fully-outfitted Great Harbour 74 under \$3 million, which is extremely competitive with similarly sized and equipped vessels.

For more detailed information contact us at 352-377-4146 or visit www.greatharbourtrawlers.com.

TRAWLER TRUTHS

There's a lot of misinformation on trawler design and construction floating around—some comes from competitors pushing outdated concepts, and more from armchair experts who aren't in possession of all the facts, or haven't actually been to sea in the vessels they are either praising or criticizing. We have devoted an entire section of our website to debunking some of these myths, and encourage you to browse these "Trawler Truths" within our "Great Design" section. Here's just a few of the facts you will discover:

TWO ENGINES ARE BETTER THAN ONE

Going offshore in a single-screw trawler is a bad idea—even when equipped with a so-called "get-home" engine. These auxiliary power units exist because the builders of single-screw trawlers know that any engine can fail, given the wrong circumstances. Trouble is, most get-home engines don't have the power to handle adverse conditions such as clawing your way off a lee shore. This is especially true for designs that use a secondary folding prop that doesn't have the bite to go to weather. You'd be lucky if you could use one to turn your bow into the wind. All of our boats are fitted with fuel-efficient, twin diesels. Should one engine quit, the other will continue to propel the boat to safety at a respectable pace of 7 knots or more. That's what we call getting home safely.

TWO ENGINES CAN RUN CHEAPER THAN ONE

Some manufacturers claim their single-engine installations increase economy. This is a myth. Their sailboat-style hulls are often heavy ballasted, and require more horsepower to reach hull speed. There goes the theoretical fuel savings. Proof of this comes from builders who offer both single and twin-engine versions of the same model. Test data has shown that their twins burn less fuel than the singles. Another myth is that twin engines make for easily damaged props, due to the lack of a keel for protection.



Twin diesel engines provide economical operation, redundancy and peace of mind. Note the use of a saltwater sea chest, a Great Harbour signature feature that eliminates all other below-water through-hull fittings in the boat, greatly reducing maintenance and the likelihood of a clogged intake.

The obvious answer is twin keels, and that's what you will find on all Great Harbour Trawlers.

SHALLOW DRAFT IS BETTER

Any trawler that draws more than four feet puts its owner at a disadvantage in America's most popular cruising grounds. Constant vigilance is needed to avoid shoaling inlets and channels, and anchoring out means sharing waters crowded with sailboats and other deep-draft vessels. Meanwhile, the shallower and often more protected spots closer to shore lie empty. Worst of

all, when weather threatens; deep-draft vessels will find far fewer harbors of refuge to accommodate them and will have difficulty negotiating shoaling inlets. Do not buy into the belief that a deep draft hull is safer.

BUILT IN STABILITY IS BEST

Sailboat hulls work because deep-set ballast and the forces of wind on the sails provide stability. Without those stabilizing forces, a trawler with a sailboat hull will wallow, even in one-foot seas. That's why some builders push expensive and complex stabilizer systems, which often fail when needed most. Great Harbour trawlers feature a true displacement hull that provides inherent form stability, both underway and at anchor. Much has been written on this subject, and you can find more detailed explanations at our web site.

A simple way to understand this principle is to imagine a Great Harbor as a surfboard, and a sailboat-hulled trawler as a barrel. Both will handle the waves, but which one would you rather ride?



The Great Harbour N47 is an ocean-capable cruiser. Yet despite its 70,000 pound displacement, it has a draft of only 3-feet. This provides the versatility to exploring America's inland and coastal waterways, and opens up many harbours in destinations such as the Bahamas not available to deep-draft vessels.

OUR BOATS DON'T SINK

Great Harbour Trawlers are unsinkable. Many have made that claim—including the builders of the Titanic—but in our case, it's a simple matter of physics. Buoyancy is the key. Unlike some trawlers, our boats are un-ballasted, which reduces overall weight. In addition, our decks and superstructures are cored with a high-tech, composite material called Nida Core, which incorporates weight-saving hexagonal air cells. This material is encapsulated within the lamination schedule, where it strengthens the build, and is also lighter and more resilient than the plywoods used in many boats. Nida Core also provides thermal insulation and sound deadening. And best of all, the encapsulated air cells provide enough positive buoyancy to compensate for the weight of the boat's solid fiberglass hull and machinery. In a worst-case scenario, a Great Harbor Trawler will remain afloat even when flooded. Nida Core is more expensive than other coring materials, but we feel it is worth the investment.

FULL-SIZED APPLIANCES MAKE SENSE

Many trawlers are fitted with appliances originally designed for the cramped quarters and



Nida-Core is a high-tech composite material that gains I-beam like strength from encapsulated honeycomb cross sections. Air spaces between each cell provide sound deadening, thermal insulation and significant positive buoyancy.

barebones electrical systems of a sailboat. These half-sized stoves and refrigerators are pricey, and don't deliver the features and space most cooks require.

While many of our competitors are forced to use these systems due to limited space, we are able to fit our boats with standard 23-cubic-foot refrigerators and radiant glass-top stoves with convection-microwave ovens—the same appliances you would expect on a 60-foot motor yacht or in a gourmet kitchen at home. Modern household appliances are extremely reliable, energy-efficient, and actually cost less to operate than many marine systems. The same goes for repairs. Marine

systems are notoriously finicky, and will require an expensive service call from a specialist—if one can be found. With a Great Harbour Trawler, if there ever is an issue, you only need call the nearest major appliance service center, and there's no long wait for specialty parts.

THEORETICAL RATIOS DON'T APPLY

Internet forums and dockside watering holes are filled with self-proclaimed nautical experts who spout all manner of theories as to why one hull design is superior to another.



Great Harbor hull designs are based on commercial vessels that keep working when seas get rough

A favorite maxim is the so-called A/B ratio, a theory which attempts to determine a boat's inherent sea keeping qualities based solely on the relationship of surface areas above and below the waterline. Modern naval design gives this theory little credence, but the misconceptions and misinformation continues to circulate in amateur circles. Rather than buy into the hype, we suggest you do one simple thing: talk to someone who has owned or cruised aboard a Great Harbour. Call us, we'll be happy to provide sources and answers.



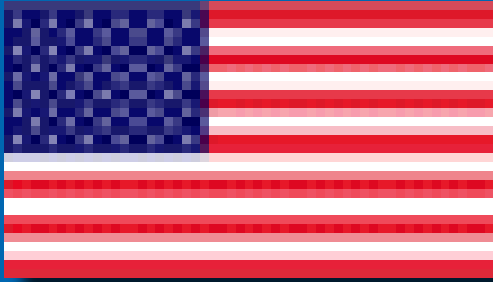
All Great Harbour trawlers are fitted with energy-efficient home appliances. These highly-reliable systems are not only more convenient for the cook, they are also easier and more cost effective to service and repair than speciality marine systems.

Phone 352.377.4146

sales@greatharbourtrawlers.com

www.greatharbourtrawlers.com

BUYING DIRECT AND BUYING AMERICAN IS BUYING SMART



There are huge advantages to buying your next boat directly from us. To begin with, you'll be dealing with the people at the factory where your boat is being built. These folks are the most knowledgeable about your boat and can give you straight answers to your questions.

At Great Harbour, factory-direct pricing means you'll pay the actual cost of building your boat, plus a small profit for our factory. Boatbuilders like us don't get rich, but we love what we're doing. There are no dealer markups, sales commissions or advertising agency costs embedded in the price.

Don't be fooled by the claims of Far East builders who say they can build a boat for less because of their "cheap" labor. While it may be true that they pay each individual worker far less, the reality is that it typically takes many more foreign workers to build a boat than it would American workers. We've known of builders in Taiwan who employ more than 150 workers to build just 15 boats a year, and in China the number can be 4 or 5 times that. We typically employ 40 highly skilled and efficient workers to achieve similar outputs. And while we pay a fair and reasonable wage to our valued employees, we keep the margins low and no one is getting rich. When you do the math, building overseas offers little, if any, price advantage.

Another factor to consider is that all builders pay the same for the materials that go into their boats. Engines,

generators, resin, coatings, fiberglass fabrics, galley appliances and more are often shipped from the U.S. to the Far East for fabrication and installation. So once again, there is no real price advantage to having your boat built halfway around the world. Add to that the cost of shipping a 40 to 50-foot yacht from the Far East to the U.S., which can easily exceed \$50,000. That's another big dent in their "price advantage" story.

Finally, consider that the Asian boat builders who own and run the factories where these boats are built sell either to dealers or "branding" companies that run their own operation in the States. First, you'll be paying the factory's profit margins to build your boat, then you'll be assuming the overhead and payroll costs for these separate sales and marketing operations. Given all the disadvantages of building overseas, it would seem obvious that these builders must either raise prices or cut quality in areas that may not be obvious to the customer.

Compare a Great Harbour trawler with similarly-equipped boats from any domestic or foreign builder, and you'll see how much more you get for your dollar. In many cases, our customers have been able to afford a brand new Great Harbour for the same price as a competitor's used product. Our owners also appreciate that if they have a technical question or warranty issue, they can get on the phone and talk directly with the people responsible for building their boat. They don't have to wait for a dealer to communicate with someone 13,000 miles away who can barely remember building your boat.

And one last thing: All else being equal, wouldn't you feel better buying American?



Buying directly means dealing with the people responsible for building your boat. They'll be there to help you for as long as you own your Great Harbour.

Contact us to arrange a tour of our
Gainesville, Florida, factory
Ph. 352 .377.4146, sales@greatharbourtrawlers.com