

Infinity to Challenge World Records

She'll be sleek, she'll be fast, she'll be 100 percent American, and she'll be out to break a few records. She'll be *American Maid I*, designed and engineered by Harry Schoell and scheduled to begin construction at Infinity Yachts and Nautical Engineering Corp., all of Fort Lauderdale, Florida. Scheduled for completion in 1991 and expected to reach a top speed of over 83 knots, the 105-foot *American Maid I*'s initial purpose in life will be her attempts to break the existing records from New York to England (the Blue Riband and the Hales Trophy), as well as the Miami to New York, and Miami-Nassau-Miami marks. Then, her creators say, she'll retire from record-breaking and be converted into the world's fastest diesel luxury yacht.

American Maid I is being constructed entirely of American-made materials, including Baltek balsa, Nytex fiberglass, and Interplastic vinylester resin. For a boat of her length, she is exceptionally narrow, with a beam of only 17 feet. Nine Ford/Merlin diesels and nine Propulsion Systems surface-piercing drives will provide a total of over 5,500 hp for the 25-ton (dry) speedster. She'll carry 14,000 U.S. gallons of fuel and have a range of 3,100 nautical miles.

Another go-fast boat from Schoell's team is *Varn's Infinity* #17, a 94-foot stepped-V racer with a four-

man reinforced restraint cockpit, completed last year. With an aerodynamic wing of 14 feet (1600 pounds maximum lift) and a beam of eight feet, this round-sterned, 10,500-pound (dry) boat is powered by three Ford/Merlin triple turbo, twin-cooled inline six cylinder diesels generating more than 650 hp each. Her estimated top speed is 96 mph.

The hull of *Varn's Infinity* is made of Baltek end-grain balsa and its deck is of Baltek Durocore wood strip

composite. Both hull and deck were skinned internally and externally with vacuum-bagged knitted biaxial glass and high strength epoxy resin. The boat develops torque of 1,250 foot/pounds at 2,800 rpm. External drives are three fixed straight shafts by Propulsion Systems; a Gates polychain Kevlar belt-driven pulley system provides the internal drive. Steering is by Morse cable attached to twin rudders. With a 350-gallon fuel capacity, *Varn's Infinity* # 17

has a range of over 300 statute miles.

Infinity Yacht also produced *Purely Pleasure*, a 70-foot attention-getting speedster with a strikingly low-profile hull, a great expanse of deck, and a dramatically raked stern. Twin 8V-92TI Detroit Diesels drive her patented Delta-Conic hull at 30 knots. For more information, contact Nautical Engineering Corp., 2698 S.W. 23rd Avenue, Fort Lauderdale, Florida 33312. Telephone (305) 581-3313.



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