

55 ft 2017 HH Catamarans HH55, MINNEHAHA

US\$2,450,000

Annapolis, Maryland, United States



**JUST
CATAMARANS**



Boat Details

Make:	HH Catamarans	Hull Material:	Composite	Fuel Type:	Diesel
Model:	HH55	Drive Type:	Sail Drive	Max Speed:	12 kn
Year:	2017	Beam:	27 ft 3 in	Max Draft:	10 ft 10 in
Length:	55 ft	Boat Location:	Annapolis, Maryland, United States		
Price:	US\$2,450,000	Name:	MINNEHAHA		
Condition:	Used	Guest Cabins:	3		
Class:	Catamaran	Guest Heads:	2		

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Description

A Unique Opportunity!

This is a unique opportunity to acquire the ONLY center cockpit HH55 catamaran available on the world stage. The catamaran that inspired an evolution in luxury performance cruising catamarans, worldwide.

Winner of Cruising Magazine's 2018 "Boat of the Year" award for Cruising Catamarans - "MINNEHAHA" set the bar for today's blue-water performance cruisers. A tastefully customized build, this is not a "cookie-cutter" vessel - but a customized luxury -performance craft, which meets the needs of the most discerning owner.

The product of the Morrelli & Melvin design office – MINNEHAHA utilizes extensive carbon fiber construction, to produce a very light, strong, and extremely rigid platform. Combined with its Gunboat inspired forward cockpit design pedigree, and her America's Cup inspired high performance design elements - the result is a true "wind speed" cruising boat, capable of making 250nm - 300nm+ day passages, in comfort and safety.

This exhilarating performance is matched by a spacious, luxurious, and open interior - sporting elegantly finished furniture - of sophisticated ultralight cored construction - providing a comfortable and warm environment in which to live, relax and entertain. The result is a uniquely impressive and capable liveaboard cruising platform.

So, whether your interest is in cruising Caribbean waters, exploring the reaches of the South Pacific, or simply passing the time in a Mediterranean fishing port - MINNEHAHA will deliver for you – in comfort, safety and style.

MINNEHAHA has been a single owner boat. After 8 years of cruising, the owners have decided that the time has come to move on to their next adventure - making MINNEHAHA available for her next proud owners. A platform for adventure - a sanctuary for relaxation - and a statement of excellence.

Background and Perspective

Putting this boat in perspective: MINNEHAHA was a breakthrough vessel. The product of a confluence of a unique set of circumstances.

- A new boat yard (HH Catamarans), whose owner was determined to stake a claim as the builder of the best performance cruising catamarans, worldwide.

- The choice of Morrelli & Melvin - the designers of a broad range of innovative multihulls, with numerous cross ocean sailing records, successful production designs, including the iconic Gunboat catamarans - and successful America's Cup campaigns under their belts - to design this new generation of high end catamarans.

- And the assembling of an international team of top notch production specialists, with state-of-the-art production experience, to deliver on that dream.

The opportunity for the HH55 arose when the Morrelli & Melvin team began to realize that they were getting numerous calls from a whole generation of couples, who were interested in taking time off, to explore and cruise the world - but who wanted a no compromise boat, that would be elegant, and comfortable - which would support the weight of all of the comforts they were used to, and the sporting equipment that would make cruising life fun - but who wanted a boat that would still perform. Making long passages, with speed, and safety. A tall order - but the M&M design team settled in on a 55ft design that could deliver on ALL of those requirements. With enough waterline length to carry the weight of all the systems, fluids, equipment and general storage - without unduly compromising performance. Yet compact enough for a couple to handle, without need for crew. Realizing that the requirements were compelling. And with the right design, and modern building materials, possible to meet - the HH55 was born.

Drawing from learnings accumulated during the Gunboat era - design improvements developed in succeeding Generation 2 and 3 custom cruising designs - and innovative design concepts developed under the first foiling Americas Cup design efforts - the M&M team brought together a series of unique design innovations, that were incorporated into the final design of this vessel. This was matched by the "no expense spared" commitment on the part of the builder - to build the most technically advanced boat possible. The result was MINNEHAHA, a breakthrough boat, so well-conceived, and advanced, as to lead the way to a generational evolution in the overall production cruising catamaran space.

Drilling Down

The history and details of the design advancements are too numerous to mention here. However, as the listing broker for this vessel I was fortunate to have been on the team actively involved in the design, development and build stages of this remarkable vessel. So if you are seriously interested in the potential purchase of a vessel of this quality, and want to review the characteristics that make this vessel so uniquely special - then I invite you to call me, to delve into the nuances of this special design - and how these characteristics would be of value to you, as the potential future owner of this remarkable vessel.

VESSEL DETAILS

LAYOUT

MINNEHAHA features a 3 Cabin Owner's layout, with forward a cockpit/inside steering configuration. Emphasis is on providing a sumptuous, open feel, Outboard tinted glass windows running down the full length of the hulls provide light, and a feeling of space in the cabins - while large, wrap around tinted glass windows in the main salon, provide a panoramic view of the outdoors. Special attention was paid to providing sufficient storage space to handle the "true" needs of long distance liveaboard cruising.

Bows and Foredeck : Emphasis is on copious storage, for liveaboard/cruising needs. Both forward bows are dedicated to storage - with deck hatches, and an especially large deck hatch to starboard - in order to accommodate overly large and awkward sized equipment such as spare rudders, bicycles, dive tanks, kite board equipment, etc. This space also accommodates the installation of mechanical equipment, such as bow thrusters. The bridgedeck has very large storage areas as well, housing bulky items such as the generator, windlass, chain, and the storage of sails, fenders, etc.

The Interior

Upper Deck:

The upper deck is designed with a flow through Salon/Aft Cockpit configuration. The Salon sports large wrap around toughened glass windows, providing a spectacular view, and a feeling of wide open space. Two doors from the Salon into the forward cockpit, combined with a large sliding moonroof, provide excellent flow-through ventilation - while full width aft sliding glass doors, create a strikingly wide open space, with direct "flow through" access between the salon, and the large aft cockpit.

The Salon:

The Helm station, Navigation area, and a Food Storage area occupy the forward portion of the Salon... A lounging area follows aft, to Port, with straight and " L" shaped settees surrounding a multiuse table, to create a cozy nook. A swing down television is viewable from this space. A large, island style Galley occupies the area aft, to Starboard.

Galley:

Large, U-shaped, with an Island - provides a walkthrough arrangement, to accommodate two people working in the

space.

Aft Cockpit:

A very large deck; with a table for outdoor entertaining and eating, a separate lounging area, perfect for reading while sailing. And a large, highly functional aft cabinet, with sink and storage area for cleaning supplies, miscellaneous and sporting equipment, etc.

The Hulls - Cabins:

The Port hull is dedicated to the Master cabin. A full queen berth is aft, with a large aft window, providing a sense of space. While liveaboard storage abounds, with 10 lineal feet of hanging locker on the inboard side - and 12 lineal feet of dressing settee, bureaus and dressing table on the outboard side. Full length windows above the bureaus, create the feeling of openness and space. A large head, with full width shower, occupies the entire forward portion of the cabin.

The Starboard hull supports 2 guest cabins - a VIP cabin aft, with a queen sized berth, good storage, and direct access to a centralized head, with separate shower. A second guest cabin is forward, with hallway access to the central head and shower. A full owner's workshop, completes the arrangement.

Ventilation:

Large hatches and strategically located opening ports with screens and provide natural ventilation throughout the boat - while 70,000 BTUs of reverse cycle air conditioning, in 6 zones, provides comfort in cold and hot climates.

CONSTRUCTION

HULL AND DECK

- Generation 4 hull designs. and structural engineering from Morrelli and Melvin.
- Hulls/bridgedeck and deck structures constructed in integrated female molds, for minimum weight
- Infused composite Carbon/Epoxy foam sandwich construction, with thermo-formed core to increase strength and reduce weight, and post-cured in oven, for maximum strength.
- Additional carbon fiber reinforcing in highly loaded areas
- Sacrificial 'false' bow in case of impact
- Watertight bulkheads to seal off bow and stern compartments
- Structural composite hull floors to save weight and add stiffness
- Carbon fiber chain plates
- Flush mounted, composite thru-hull fittings below waterline

APPENDAGES

- Symmetric curved ("C") Dagger boards, 5m long, constructed with carbon epoxy spars, foam sandwich construction with carbon fiber skins
- Dagger board cases constructed with vacuum bagged, carbon fiber, epoxy, foam sandwich construction
- Fixed Vesconite bearings. No metal or moving parts
- Dagger board control line system, lead to center cockpit winches
- Deep high aspect spade rudders for blue water sailing - with carbon stocks, and carbon construction in self-aligning watertight bearings
- Additional shallow draft carbon rudders for shoal water cruising

FURNITURE

Interior furniture built of composite construction - featuring lightweight sandwich cores, with carbon fiber and thin wood veneer/metal/stone and laminate skins - producing ultra light and strong construction, with elegant finishes.

FINISHES

- Alexseal exterior/interior paint
- Hard semi-ablative Antifoul bottom paint
- Gloss paint on some bulkheads, interior hull and ceiling surfaces
- Soft liners on hull and ceiling surfaces
- Rolled grey barrier paint in bilges
- Exterior storage lockers: carbon surfaces sealed
- Ring frames and stringers in rolled white barrier paint
- Interior doors in gloss paint
- Walnut veneer interior joinery
- Rolled matte white paint inside cabinetry
- Interior drawers and table tops finished in gloss varnish
- Galley and head counters in Corian
- Seating upholstery in Ultra Leather.

STEERING

- 1050mm carbon fiber sculptured race boat steering wheel (1 total)
- Spade rudders with carbon fiber shafts, designed and engineered by MM
- Mechanical- Torque tube steering, to minimum drag, and maximize feel of the vessel
- Carbon crossbar with low play bevel boxes and hardware to ensure rudder alignment
- Custom self aligning water tight rudder bearings
- Water containment tubes and water tight bulkheads in case of collision

DECK

- Forward trampolines, with Spectra border line, lashed individually for maximum safety
- Composite stanchions (1m) with three levels of Spectra lifelines
- Lewmar 10 flush deck hatches, one per head, with bug and privacy screens
- Lewmar 44 flush deck hatches, one per stateroom, with bug and privacy screens
- Lewmar 60 flush deck hatches ,forward areas
- Lewmar 4 opening port lights, one per heads with bug and privacy screens
- 2 x CE certified escape hatches
- Saloon windows, tinted toughened glass
- Topside windows, tinted toughened glass

RIG & SPARS - by Southern Spars

MAST

- Fractional non-rotating mast, pre-preg standard modulus carbon fiber, autoclave baked for minimum voids
- Mastfoot and deckplate with lashing holes for foot blocks
- Carbon fiber gooseneck with stainless steel pin
- Foldaway nylon steps to access gooseneck and masthead halyards
- Service halyard 1:1
- Cunningham x 2
- Switch track battcar system for fat head mainsail - 40% detachable headboard, to enable easy lowering into stack pack.
- Halyards locks for Reacher halyard & Staysail stay
- Genoa halyard, lashed off
- Sheave and jammer for self tacking staysail sheet
- Fixed lazy jacks on mast pad eyes, adjusted with a lashings to boom, directed through spreader for easier hoist
- Spreader lights (2) for coach roof and foredeck

- Lightning protection connected to hull Dyna Plate

BOOM

- Pre-preg standard modulus carbon fiber, autoclave baked for minimum voids
- Carbon "wing" racks for mainsail stack
- Lazy jack/ stack pack for main sail
- Sheave boxes and locks for 3 reef lines lead to cockpit
- Reef hooks for reefs 1-3
- Pad eye and Spectra strop for lashing loose footed mainsail clew

CROSSBEAM

- Carbon crossbeam connected to hull tangs - Pre-preg standard modulus carbon fiber, autoclave baked for minimum voids
- Aramid 50 stays to each bow with lashed ends for articulation (2)
- Carbon martingales

LONGERON

- Carbon longeron pre-preg standard modulus carbon fiber, autoclave baked for minimum voids.
- Custom deep dual tapered section
- Carbon attachment points on Longeron for the Solent forestay, Staysail, Reacher tacks.
- 2:1 Tack downhauls for Reacher tack and Staysail tack lines - running to horizontal tracks, to pin stop cars.

STANDING RIGGING

- Aramid forestay with furler (1) for Genoa
- Aramid lower (2) and cap (2) shrouds with loops to chain plates
- Aramid superior and inferior diamond with integral turnbuckles
- Carbon martingales with loops to chain plates
- Aramid Reacher torsional stay

SAILS

All North, 3Di, 700 series

- Mainsail (2022)
- Genoa 110% (2023)
- Staysail - Self Tacking (2023)
- Trinquette (2023)
- Reacher (2023)

RUNNING RIGGING

- Halyard control lines led to forward pit
- Furling lines lead to forward pit
- Sail control lines led to forward pit
- Loops or shackles for all blocks
- Halyards and control lines running to forward pit - including:
 - Main halyard 2:1
 - Solent halyard 1:1
 - Staysail halyard 1:1
 - Reacher/ asymmetric halyard 1:1
 - Mainsheet
 - Tack, cunningham and reef lines

- Solent sheets
- Self tacking staysail sheet
- Reacher Sheets
- Reacher furler line
- Solent furler line

DECK PLAN

- 3 Lewmar EVO65.2EST winches in forward cockpit
- 2 Lewmar EVO45.2EST winches in AFT beam
- Spinlock or Constrictor clutches for control lines
- Single line Mainsheet led in-boom, exiting in forward cockpit
- Mainsheet traveler controlled by Antal line driver
- Harken self tacking jib track with pin stops
- Harken blocks, on soft lashings

PROPULSION

- 2 Yanmar diesels 54hp
- 2 SD60 Saildrives
- 2 Gori Varifold 3-blade folding props
- 2 Tachometers, fuel, hours, temperature, amp gauges
- 2 Water temperature and oil pressure audio alarms
- 2 Engine throttle control/gear shifts
- 2 Engine room ventilation blower
- 2 Custom composite engine silencer, muffler, and water lift with water separator, through underwing/chamfer panel and water below waterline
- Oil change pumps for both Engines and Generator
- 2 Polypropylene 90 gal diesel fuel tanks with cleanout ports and appropriate baffles
- FILTERBOSS fuel and water separators w/changeover valve for each fuel system
- 2 Racor Primay Fuel Filters
- 2 Shut-off valves on fuel tanks
- 2 Fuel tank SS deck fills, 1 per hull
- Fuel tank transfer from Port to Starboard (Bidirectional?)

PLUMBING

- 2 Polypropylene 60 gal water tanks, one per hull
- 2 Hot and cold pressure water systems one in each hull
- 2 Isotemp 11 gallon hot water heaters 220v/750w and engine transfer heating, one each port and starboard
- Displacement pumps for steady pressure, less pump wear
- 2 Accumulator Tanks
- Electronic NMEA 2000 gauges for 2 water tanks, 2 waste tanks, and 2 fuel tanks
- Hot and cold pressure shower in starboard transom
- Salt/Fresh water wash down for decks
- Electric bilge pump system in each hull
- Portable emergency manual bilge pump
- Fresh water filtration system, Galley
- 2 Toilettes
- 2 Black water tanks, 40 gallons each

ELECTRICAL

- Designed to ABYC regulations
- Service in both 12 & 24 VDC and 220 & 110VAC
- CZONE - Electrical systems management
- Lithium Ion battery bank - 540 amp/hr
- Solar Power - Open Waters (1KW)
- Generator - Northern Lights 9KW
- Shore power 220V, 50AMP
- 2 x 110A engine alternators 24V, for House batteries
- 2 x 12V engine alternators, for Starter batteries
- 2 x wet cell starting batteries
- Inverter/Charger 220V 100A 24VDC 5000W, Victron
- Inverter 110V Mastervolt
- 50Hz Battery Charger, Dolphin
- Transfer switch - to adapt to a variety of shorepower power lines

MECHANICAL

- Retractable Bow Thruster - Sleipner Side-Power
- Air Conditioning, Zoned and reverse cycle - 70,000 BTU - (2) Saloon, (2) Port Cabin, (2) Stbd cabins
- Watermaker (Primary) 2023
- Watermaker (Backup)
- Washer/Dryer Combo - Splendide
- 4-Burner Stove - Force 10
- Refrigerator - Isotherm
- Freezer - Isotherm
- Freezer (Portable, backup)
- 2 Dynaplates

VENTILATION

Salon

- 2 opening doors from fwd cockpit
- Full width, opening sliding door, between salon and aft cockpit
- Large, opening Moonroof, with shade
- Manual blinds for deck hatches and windows in the salon.

Cabins

- Manual blinds for each deck hatch and windows in the Cabins.
- Custom Fixed acrylic portlights in hulls - Lewmar opening ports in each head, shower, berth

ELECTRONICS

B&G Base Navigation System - Helm Station and Nav. Station - integrating radar/ chart overlay/ weather routing/ yacht systems/autopilot/ performance numbers

- 1x B&G Zeus 2 class helm black box processor
- 1 x B&G ZC1 Zeus remote keypad
- 1x Navico NEP-2 network Expansion port-2
- 1x B&G H5000 Hercules performance base pack w/GCD
- 1x B&G NAIS-400 class B AIS system
- 1x B&G ZG100 GPS antenna, 10Hz
- 1x B&G vertical masthead unit pack

- 1x VMHU top bracket
- 1x B & G 4G Radar Broadband System
- 1x B&G H5000 analog expansion module
- 1x B&G H5000 3D motion sensor
- 1x B&G RC42N rate compass - NMEA2000
- 2x B&G DT800 active depth/temp 235kHz transducer
- 2x B&G speed transducers H-series
- 1x Fwd scanning depth sounder
- 1x Wind vane

Auto Pilot

2 systems, for redundancy

- 2 B&G Hercules 5000 pilot controller
- 2 B&G H5000 pilot computer
- Rudder reference unit - RF300

Communications

- 1x B&G V90 VHF w/handset & speaker
- 1x B&G NSPL-400 AIS/VHF antenna splitter
- 1x Gamin combo VHF/AIS antenna?? SS whip

ENTERTAINMENT

Salon

- TV 32" LG LED
- 1 x Fusion AV750 Marine Stereo with DVD,FM,AM and Bluetooth inputs
- 4 Speakers in salon

Aft Cockpit • 2 Speakers

STORAGE

Copious storage throughout. Designed to accommodate the extra demands of liveaboard cruising.

- 2 Very large Bow lockers - Port and Starboard - one with oversized, flush deck hatch - designed to accommodate oversized items.
- Large Fwd bridgedeck lockers
- Salon - numerous drawers, seat lockers
- Master Cabin - 12 lineal feet of hanging locker space, and 10 lineal feet of bureau
- Guest cabins - hanging lockers and bureaus
- Workshop - tool storage

SAFETY

- 12ft AB RIB, w/ 25HP Yamaha 4stroke Outboard (2017)
- LifeRaft - 6-man Viking (2017)
- MOB (2017)
- EPIRB (2017)

- Images derived from the vessel's original stock photography in 2017.

- The vessel not for sale to US citizens while in US waters.1234

Information & Features

2016 Yanmar MODEL 4JH5E (Engine 1)

Engine Type:	Inboard	Drive Type:	Sail Drive
Fuel Type:	Diesel	Power:	57 hp
Engine Hours:	1300		

2016 Yanmar MODEL 4JH5E (Engine 2)

Engine Type:	Inboard	Power:	57 hp
Fuel Type:	Diesel		
Engine Hours:	1300		

Dimensions

LOA:	54 ft 6 in	Min Draft:	4 ft 11 in
Beam:	27 ft 3 in	Max Draft:	10 ft 10 in
Max Bridge Clearance:	86 ft 4 in		

Weights

Dry Weight:	30,864 lb
Displacement:	38,580 lb

Speed

Cruising Speed:	8 kn
Max Speed:	12 kn
Range:	608 nmi

Tanks

Fuel:	2 x 100 gal
Fresh Water:	2 x 65 gal
Holding:	2 x 40 gal

Accommodations

Guest Cabins:	3
Guest Heads:	2

Other

Hull Shape:	Catamaran
Flag Of Registry:	United States
Designer:	Morrelli & Melvin

Disclaimer

- The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.
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- The vessel not for sale to US citizens while in US waters.

