



## A Custom Catamaran Cruiser

*Glacier Bay 2270*

---

ASKING ~~\$78,000~~ **\$69,000**

---

**SEAWEED** is a rare, fully customized 2004 Glacier Bay 2270 22ft catamaran, meticulously rebuilt from 2022 to 2024 into a self-sufficient micro-cruising masterpiece. No expense was spared in upgrading this vessel to the highest standards, making it far more than your average Glacier Bay. Every component—except the bare hull and reliable 2017 engines with approximately 560 hours—has been replaced or enhanced over two years of dedicated craftsmanship.

This boat is designed for a specific kind of adventurer: someone who values a compact, easy-to-handle vessel equipped with top-tier systems for safety, reliability, and independence on the water. Drawing on years of cruising over 10,000 nautical miles and vessels up to 50,000 lbs, I've tailored **SEAWEED** to excel in both function and simplicity.

As a retired engineer with 30 years' experience and a touch of OCD, I personally invested over 1,000 hours of labor into these upgrades—a fun hobby that became a labor of love. Now, all this extra value is yours for the taking. Sadly, unexpected financial circumstances force this sale, but **SEAWEED** is ready today for your next adventure.

**SEAWEED** is in Hernando Beach, FL. Contact me at [BOATHEALER@GMAIL.COM](mailto:BOATHEALER@GMAIL.COM) for any questions or to arrange a viewing!

General Photos



What follows from here is a summary of some of the changes and upgrades made to all her systems and convenience features.

## Cabin

Cabin area carpet and vinyl removed and stripped to fiberglass. Installed insulating foil insulated and covered with grey PVC sheet. Added PVC wood-look trim, custom cut and molded to the boat. All trim and panels are removable for maintenance. New side portlights with screens, new overhead hatch with screen. New solar ventilation fan.



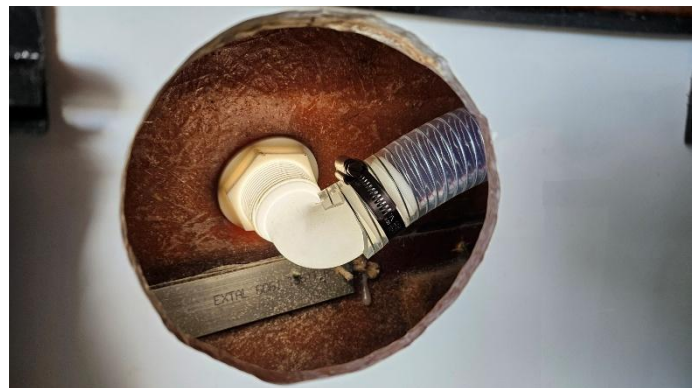
Added PVC slide track and movable/configurable storage pockets to sidewalls. Added interior round fiberglass liner vents which give easy access to all side rail mounting through bolts.



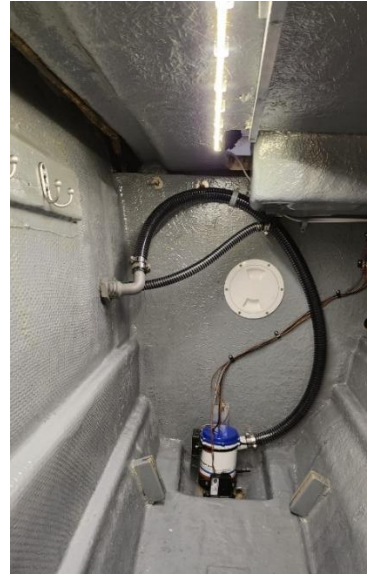
Increased access to side cabinet spaces for useful storage.



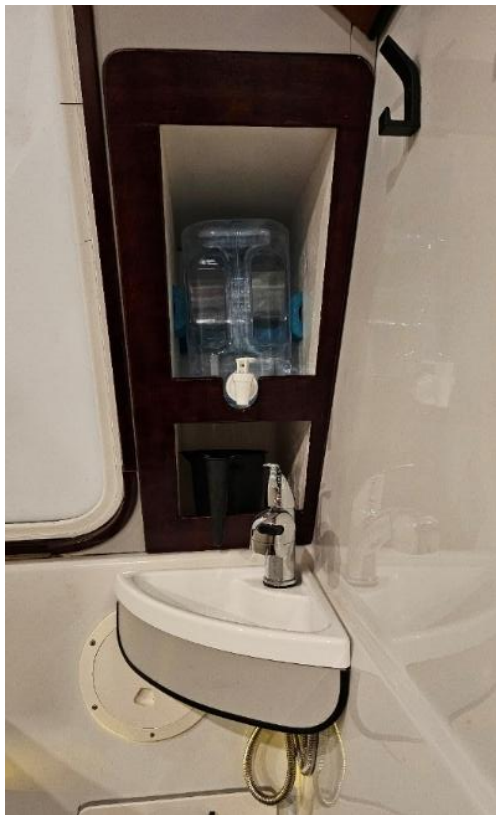
A convenient, no pump-out, composting head was installed with full exhaust vent and a custom hinged platform cover.



Cleaned and bilge-coated the entire starboard hull area. Installed oversized bilge pump and new hose/through hull. Added massive storage access with hooks, sliding and hanging bins including LED lighting



Added a pressure water corner sink with faucet and pull-out shower. Access to sidewall area with cabinet for drinking water container and miscellaneous storage.



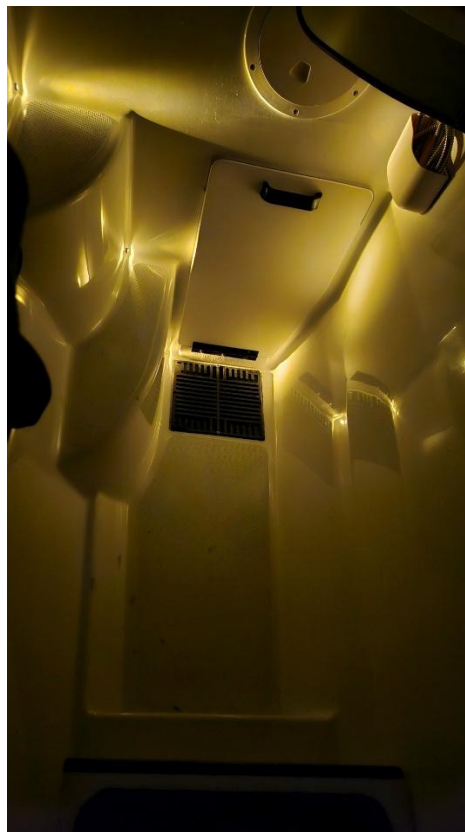
Created a dedicated shower sump under the grate in floor. Added separated high-capacity bilge pump in port bilge area with LED lighting for the area.



Added tilting and lift-out trash can providing access to port bilge area.



Added interior courtesy lighting - extremely low power LEDs at cabin steps and floor level for nighttime illumination.



Added a custom flip-up table with built-in drink holders on the cabin aft bulkhead.



Added a Zero Breeze Mark 2 2500BTU Air conditioner that can run on either shore power or the house battery bank. It draws an average of 200-300 Watts when running on the 7200W battery bank. It cannot keep up totally with Florida's peak 95 degree days, but it does drop the humidity in the cabin quite a bit. It works very well in 80-degree temps. Especially overnight. It occupies one of the shelves in the custom side cabinet on the starboard side.



The 2000W inverter is connected to several outlets spread around the cabin. It also has outlets on its front panel. It is adjacent to the flip up table for small electrical appliances like coffee maker, hot pot, etc. It is in the lower shelf below the air conditioner on the starboard side cabinet.



The deck/liner-to-hull void area has been ventilated with passive round vents, easily popped out for maintenance, which give access to the new oversized aluminum, now through-bolted deck rails. In addition, two 24/7 muffin fans run continuously, drawing air down the gunnels, easily powered 24/7 by the solar panels on the hardtop.



A cockpit-mounted shore power inlet is provided for running battery charging, optionally air conditioning and switching the AC outlets over from the inverter.

A custom wiring cabinet with expert routing was created behind the helm. On the exterior of the cabinet door are solar and house battery monitors and a set of lighted DC accessory switches. Also, a mount for a tablet we use as a TV.



Rounding out the cabin are dimmable overhead LED lighting installed into the headliner, USB outlets all around, all new sunbrella cushions and covers, and a simple composting head with hinged panel cover.



## Cockpit

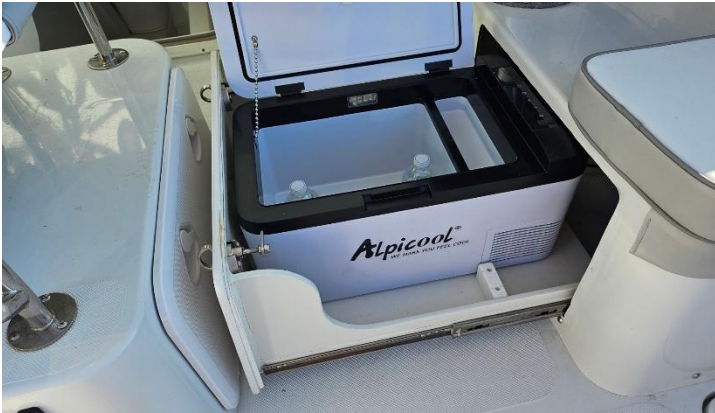
A custom ultra-light foam and fiberglass articulating hardtop with 700W solar panels was designed specifically for the 2270 and installed with oversized aluminum tubing.

The aluminum tube framing is designed to articulate and lower the top easily by hand. Hinge points allow the top to lower by 12-18" for a "storage mode" or for bridges as seen in the photos below.

The entire top and solar panels weigh less than 80lbs. A small unobstructed/uncovered area remains at the aft end of the cockpit for fishing, etc.



A low power 12V refrigerator/freezer was mounted in a custom drawer under the helm seat.



A convenient fresh water cockpit shower was added to the port aft cabinet at the transom.



A flexible and easily removable 29 gallon freshwater tank, plumbed to cabin sink and cockpit shower occupies the starboard fish locker.



Inset storage compartments were installed port and starboard.



New upholstery on all cockpit and bow cushions, a new executive helm chair with arms and sliding hi-lo mount.



Custom lockable helm panel cover, lighted DC switch panel, SMG-4 gauges on both motors with NMEA-2000 to chartplotter, navigation tablet mount, and dual USB power. Garmin 7610XSV chartplotter/sonar/transducer.



Custom 2-level LED lighting is integrated into the hardtop – bright mode, and “courtesy mode” which adds under gunnel lighting. DC switches for cockpit light and courtesy light automatically select overhead brightness.



A switched motion-based security system with flashing red LED was designed. The system flashes the red LED intermittently as a warning and if motion is detected (after dark only) all cockpit lights are illuminated for approx. 30 seconds.



# Electrical

A complete stem-to-stern rewire by electrical engineer. Every inch of electrical wiring and cable has been replaced with new. A custom cabinet was designed and built to house all new switches, fusing, and solar components. All set up for easy maintenance.

NMEA 2000 bus between the SMG-4 engine gauges and the Garmin chartplotter was installed.



A new lithium 600Ah (7200Wh) house battery bank was installed under the port navigation seat, with proper fusing and cutoff switches.



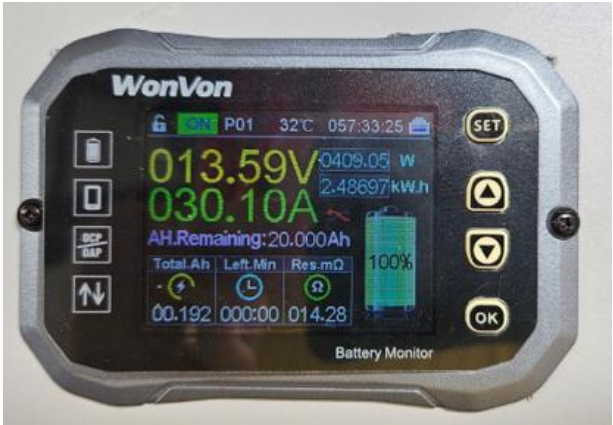
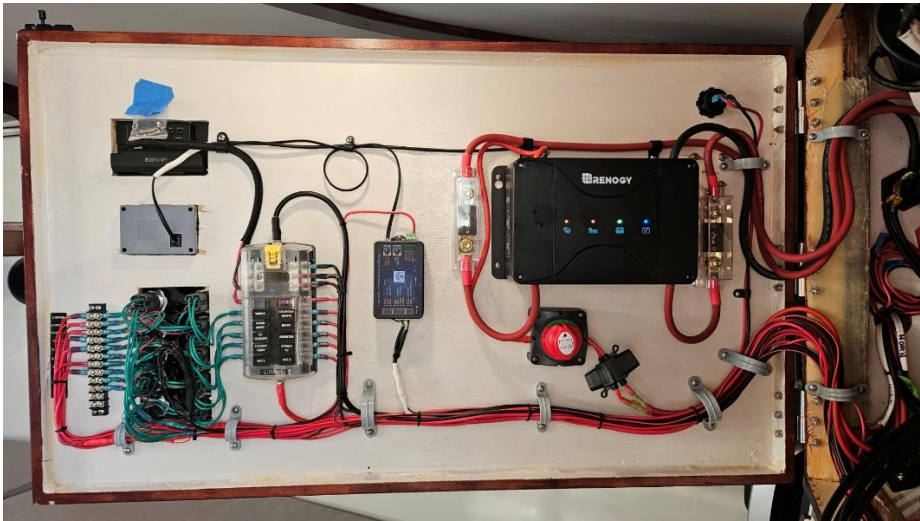
A new AGM start battery, servicing both engines, was installed in the starboard aft cabinet locker. A parallel switch is installed to combine the very large house bank with the starting circuit in case of emergencies.



Four 150W thin flexible solar panels were installed on the hardtop for a total of 700W solar charging of the lithium battery bank.



A solar charge controller and charge monitor maintains the house battery bank. An additional shore power lithium battery charger is installed and switchable on the shore power electrical system. Smartphone access app is available also.

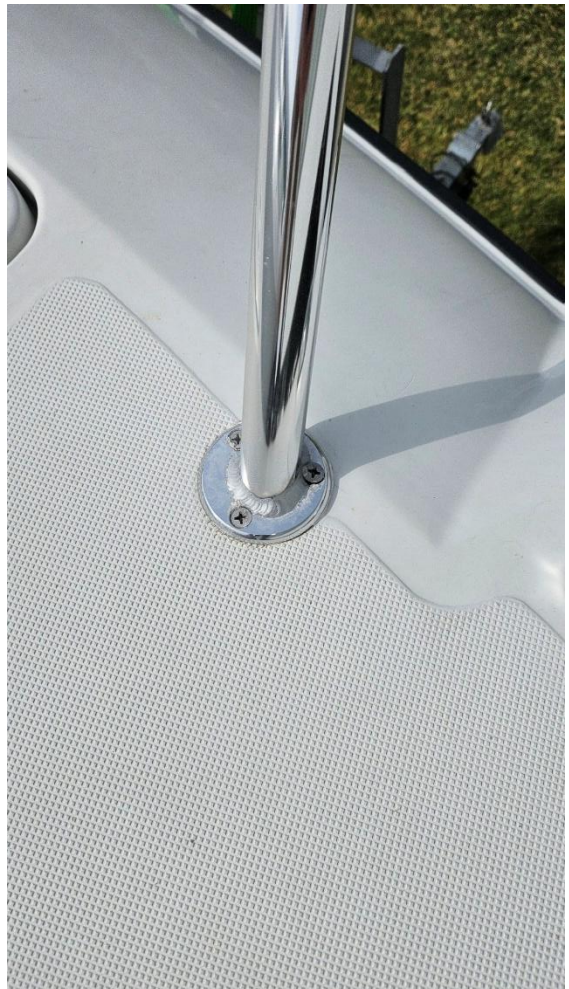


Bow and stern LED water lights are installed on separate DC switches. All new LED navigation lights are installed.  
All new LED anchor light installed

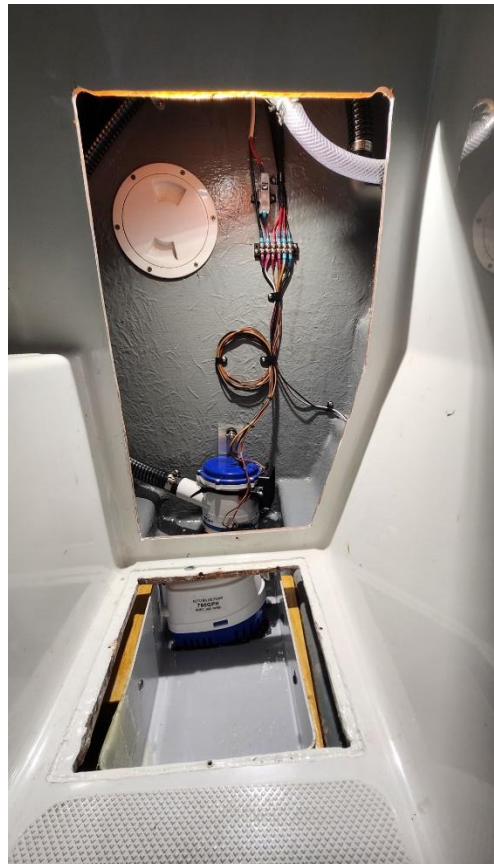


## Hull and deck

A custom version of oversized aluminum bow railing with removable thru-deck mounts and practical front opening.



4x new high-capacity bilge pumps, with removable “hockey sticks” for the aft compartments and custom pump switch panel with lighting and high water alarm, both light and sound.



Cockpit drains and hoses relocated from an impossible area under the fish boxes, to convenient, easily inspected/maintained location. In addition, relocated aft bilge pump outlets well above waterline and outside the hulls.



All new oversized rub rail installed for protection and complete hull-to-deck joint sealed.



Extensive redesign of anchor locker, backup anchor, cleats, and new anchor bridle for safety and ease of use. New, larger anchor roller and high-end Rocna anchor. New main and spare anchor/rode and storage using removable divider. Increased backup block for bow eye and installed center cleat, temporary chain grabber/fork, and anchor preventer.

Anchor locker divider, spare anchor, and preventer line



Temporary chain grabber stop



Anchor bridle in use

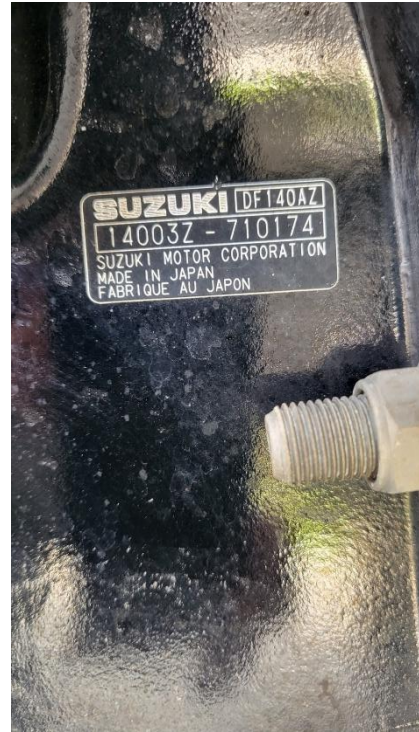


A custom bow ladder and mount were installed to allow beaching access and removal/stowage of ladder.



## Mechanical/Engine

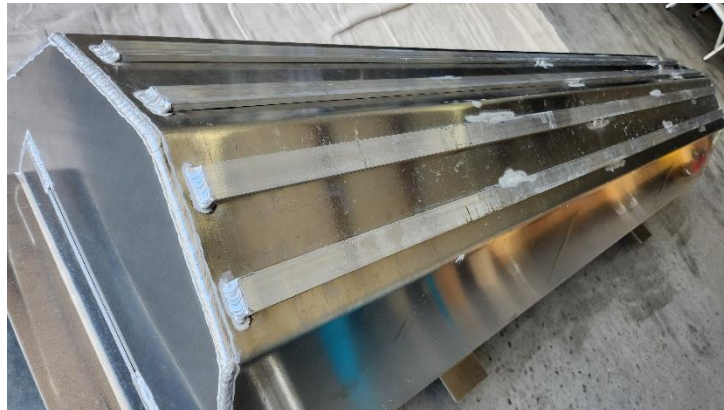
2017 Suzuki 140DF outboards, ~560hrs each. Permatrims installed. Recent full service including all fluids, plugs, anodes, grease, etc.



Approximate general performance numbers in varying low-wind and low-chop conditions, with 2 persons aboard and full tanks and gear aboard. Combined both engines:

- 3200 RPM – 15mph, 3.1mpg, 4.6gph
- 4200 RPM – 23mph, 2.5mpg, 9gph
- 5500 RPM – WOT, 32mph

New aluminum fuel tanks built and installed with custom protection/sacrificial strips.



- New SMG4 digital gauges
- New Teleflex cables
- New helm steering pump
- New steering boots installed with one spare
- Rebuilt steering ram and new seals
- All new fuel hoses and primary/secondary filters
- Full paper shop manual included

## Canvas

Custom Strataglass all-around enclosure with slide track removable designed for hardtop in **raised** position. Zippered and removable doors and screened window panels all around.



Custom Sunbrella storage cover design for hardtop in **lower** position.



# Trailer

A high-end 2024 Finish Strong all-aluminum trailer with:

- Robust step ladder
- Fitted centering frame
- spare wheel carrier with hub-spare
- Storage box
- Stainless steel Kodiak disc brakes
- Galvanic isolation material between steel axles and aluminum beams
- All LED lighting



---

Thanks for looking!!! Sorry so long – hope it all was useful!

All systems are fully functional and she's on the boat lift ready for a sea trial with your deposit.

Summer is almost here!

We will continue to use occasionally for short local trips to keep the systems running smoothly until you are ready.

