

Cruising the new yacht market

WITH THE 2012 INTERNATIONAL BOAT SHOW CIRCUIT WELL UNDERWAY AS WE GO TO PRESS THERE IS PLENTY TO TALK ABOUT AND OF COURSE LOOK AT WITH A WIDE SELECTION OF NEW CRUISERS, RACING BOATS AND AT THE TOP END, LUXURY POCKET SUPERYACHTS TO CHOOSE FROM, REPORTS KEVIN GREEN.



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BOATER'S MARKET
 From ultra transportable racing boats to a smart new generation of cruisers, the choices are plentiful and the value for money at an all time high thanks to the strong dollar. The new Farr 400 pictured is an inshore raceboat with offshore capabilities.

Our 2012 market snapshot ranges from the entry level racers like the innovative new 22-foot J/70 to the much anticipated replacement for the 15 year old Farr 40, the Farr 400. The key word to describe these boats is versatility with the trailerable J/70 perhaps enticing a raft of new sailors into one design racing, while the Farr 400 should make international campaigns more affordable with its 'boat in a container concept'.

The 40 foot racing class is definitely one of the hottest market segments, perhaps reflecting the modest crew numbers required compared with say a TP52, and designers such as Jason Ker and Bruce Farr have responded. McConaghy's Ker 40 is a good, competitively priced example with its vacuum infused epoxy hull, closely located bulkheads strengthened by large longitudinal stringers, making it a strong inshore and offshore weapon.

Cruising has never been more accessible to sailors thanks to the high quality throughout nearly all manufactured boats and these vessels are more automated than ever with smart electronics (such as simple AIS and broadband radar), centralised control systems and new joystick docking. So, consider a 40-footer for your next cruiser rather than cramming into a 35-footer. Comfort levels have also made strides forward thanks to designer interiors utilising space and function to a much higher degree than a few years ago.

Value for money is definitely to the fore thanks to the strong dollar plus the greater economies of scale from the production builders translating into reduced prices, and with the upcoming show season expect to see 'value packs' of nav gear and so on being thrown in.

Reflecting the challenging global market, several brands have chosen to slim down costs by building in cheaper labour markets, as Farr have done in Dubai, McConaghy in China and North Africa is touted as another possible area for others, conveniently on Europe's doorstep.

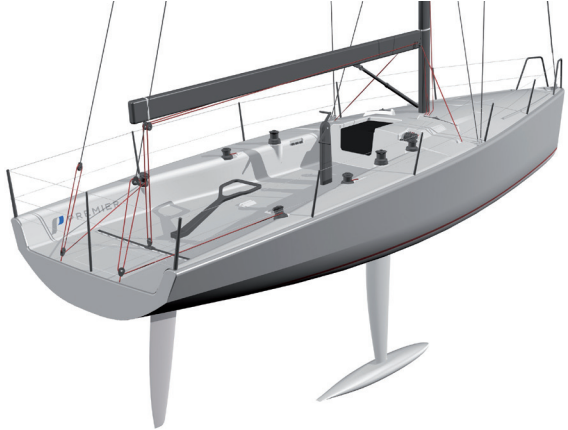
Elsewhere the major European builders such as Beneteau have increased sales by bringing out innovative products such as the Sense deck-saloon styled range. German builder Bavaria strongly revamped its range with a quarter now coming from the Farr Design house and scoring highly with yachting journalists (including this writer).

For your world cruise the top end of the market is coming to the party with both the British Oyster brand and the iconic Swan from Finland commissioning new designs that will launch this year and next.

So, there are plenty of choices coming up in 2012 on which to enjoy the blue highway.



SUPER SPORTY
Left: Carbon spars, lifting keel and road trailer are features of the J/70. Right: The new Farr 400 hits the water in 2012 with busy order books at the Dubai based builder, Premier Composites.



YACHTSPOT / FARR YACHT DESIGN

Trailerable sportsboat from iconic U.S. builder, with great one design fleet potential

Dual purpose, one design IRC 39-foot racer with pedigree and portability

J BOATS J/70

J Boats is expecting a busy year with the much-anticipated launch of the J/70, with local dealer Ray Entwistle at Yachtspot reporting more than 60 pre-build orders worldwide. The one design 22 footer is trailerable thanks to a vertically lifting bulb keel and two hulls are expected to fit inside a standard shipping container. The rig is a carbon fibre single-spreader spar that flies a masthead asymmetric sail off the retractable carbon bowsprit. The J/70 has a large (11 foot) open-transom cockpit with dedicated stowage for a 2.5hp outboard motor and small cuddy forward for gear. Aiming to keep costs down, the three man boat comes with a manageable three sail inventory, as specified in the class rules, and a trailer is included in the package.

First production boats launch later in the year and Yachtspot in Sydney are now taking orders for what looks to be an exciting entry in the competitive sports boat arena.

www.yachtspot.com.au

MODEL	J/70
LOA	6.93 m
LWL	-
BEAM	2.25 m
DRAFT	1.45m (lift keel)
ENGINE	2.5HP outboard
SAIL AREA	129 sqm
WATER CAPACITY	-
FUEL CAPACITY	-
DISPLACEMENT	726 kg
PRICE	\$58,000 (estimate)

FARR 400

Farr's replacement for the 15-year old Farr 40 is the new carbon hulled Farr 400, an inshore race boat with offshore capabilities to Cat 2.

Farr's President, Patrick Shaughnessy describes the one design 400 as epitomising the modern grand prix racer (with IRC 1.250 rating) with key features of large volume bow sections, big headed main to promote bow-up reaching while chines at the stern helps the flow of the hull and heeling angles.

Portability is a key to the Farr 400 with a two-piece carbon mast and detachable lifting keel (reducing draft from 9ft to 6ft) and rudder. This means the Farr 400 can fit into a shipping container (when heeled over) for ease and reduced cost of international transport between regattas.

The long, wide cockpit is dominated by a central pedestal coffee grinder winch while all running rigging is hidden in gutters, allowing extremely clean decks. Both tiller and twin wheel steering are available. The South African built Southern Spars carbon mast is supported by EC6 carbon rigging, for lightness and strength, while halyard locks are used on the headsails (only).

The lightweight hull is built using SP Systems carbon infusion by Premier Composites (Dubai). Down below, two sections divide the area with pipe cots for off-watch crew and up forward, bin style lockers for sails gear. Premier Composites showcased the ninth hull at the Dusseldorf Boat Show in January, with the first Australian delivery arriving for a Sydney yachtsman this month.

www.pct.ae

MODEL	Farr 400
LOA	11.8 m
LWL	11.11 m
BEAM	3.42 m
DRAFT	2.9 m / 1.98 m
ENGINE	27HP
SAIL AREA	main & jib 102m ² , asymmetric 133m ²
WATER CAPACITY	-
FUEL CAPACITY	-
DISPLACEMENT	3920 kg
PRICE	\$395,000 (base boat)



SPACE MAKERS
Left: The Ker 40 features McConaghy build-quality and custom boat experience at a production price. Right: Hitting the market at the Dusseldorf Show in January, is the new Hanse 415.



Powerfully built inshore and offshore IRC racer that has shown early promise in European and Asia Pacific events

McCONAGHY KER 40

A development of the Ker 11.5, the Ker 40 is an IRC optimised offshore racer built by McConaghy Boats to production volumes aimed at keeping the price sensible, with designer Jason Ker estimating a saving of 50% compared to a similar one-off custom boat. So far nine of these IRC/ORCi optimised boats have been built but "AFR Midnight Rambler" is the first one in Australia and came fourth in her division of the 2011 Rolex Sydney-Hobart Race.

Key features in the cockpit include mainsheet winches located just ahead of the helm with primary Harken 46s nearby as well and twin H46s on the coachroof for halyards.

A Hall Spars carbon mast with rod rigging was chosen (for budget reasons) over PBO with adjustable twin backstays controlled by two Harken 35 winches behind the helms, which act like runners, even though they are centralised on the transom.

The hull is a vacuum infused epoxy hull with closely located bulkheads, enhanced by large longitudinal stringers. Further strengthening around the keel and mast is through an alloy frame. In rating terms *AFR Midnight Rambler*, hull number three, has an IRC figure of 1.196.

The Spartan saloon is dominated by smoothly finished bulkheads, heavily laid up and with plenty of volume for the eight berths, including four pipecots. See full review this issue.

www.mcconaghyweb.com.au

MODEL	McConaghy Ker 40
LOA	12.20 m
LWL	—
BEAM	4.15 m
DRAFT	2.60 m
ENGINE	30HP
SAIL AREA	170 m ² (1830 ft sq)
WATER CAPACITY	70 litres
FUEL CAPACITY	40 litres
DISPLACEMENT	4800 Kg (10,582 lbs)
PRICE	US\$318,000 (base boat) + NZ\$76,450 (rig)

Luxury cruiser launching in 2012 with strong emphasis on easy sail handling and comfortable living

HANSE 415

The successful German builder is keen to point out this is not merely a revamped Hanse 400 but indeed a whole new boat. And the 415 does look the part with strong emphasis on improving above deck living – an enlarged main hatch (with cascading washboards) gives better access below and the stairs are angled less steeply. Other new cockpit features include cup holders, trays plus watertight stowage for mobile phones and other small personal belongings. Boat handling should be a breeze as well, thanks to Hanse's new Smart Mooring System. Like all the big builders it's come up with a joystick controlled system for managing bow and stern thrusters to aid docking.

A simple sail plan with Hanse's trademark self-tacking headsail and all sail controls running to the twin helms completes a neat deck layout. Accommodation is two cabins as standard with master forward, but a three-cabin layout is also available and the galley is seemingly 'extendable'.

The new hull is 60cm longer than the 400 and looks to have more volume with greater beam carried right back while below the water a T-keel and Hanse's trademark deep rudder finish of this new cruiser.

The Hanse 400 has been a top seller for local dealers Windcraft and there is sure to be much interest in the new 415. www.windcraft.com.au

MODEL	Hanse 415
LOA	12.40 m
LWL	11.40 m
BEAM	4.17 m
DRAFT	2.10 m / 1.72 m
ENGINE	38 HP
SAIL AREA	52.50 m ² , Jib: 34.50 m ² , Gennaker: 120.00 m ²
WATER CAPACITY	320 litres + 200 litres (optional)
FUEL CAPACITY	160 litres
DISPLACEMENT	8,900 kg
PRICE	\$279,000 (with sails)



FAST DESIGN
Left: The Sydney GTS43 took second place in the Phuket King's Cup (December 2011). Right: The Bavaria Vision 46 launches this month and comes with a joystick docking system.



PHUKET KING'S CUP / GUY NEWELL / BAVARIA

Australian made cruiser-racer optimised for IRC and penned by the proven Jason Ker design house

SYDNEY YACHTS GTS 43

The revitalised Sydney Yachts, under new managing director Darren Williams, enlisted the proven expertise of Englishman Jason Ker to pen its new raft of cruiser racers – the earlier GTS37 and the more recent GTS43. Intended as a strong offshore and inshore competitor that includes creature comforts, the GTS 43 is a lightweight performer with big ambitions. Typical of Sydney Yachts, like the legendary Sydney 38, a large open cockpit with twin wheels dominates the topsides, however bulkheads for seating ensure that in cruising mode there's also a comfy perch.

A double spreader, custom alloy rig with non-overlapping headsails gives a functional sail plan while the large asymmetric is tacked well forward on the carbon bowsprit. The GRP hull is built with lightweight foam and e-glass laminates, vacuum bagged bulkheads, carbon fibre chain plates and carbon rudderstock. A bulbed keel with stainless stock is intended to aid stiffness and stability.

Hull volume is adequate for comfortable interior space while conforming to IRC/ORCi optimisation and allowing three double cabins, an enclosed head and galley with stove/oven, as well as a dedicated navigation area.

Early results have been promising with the December 2011 launched *Walawala 2* of Steve Manning taking second place at the recent King's Cup in Thailand.
www.sydneyyachts.com

MODEL	Sydney GTS 43
LOA	13.1 m / 43 ft
LWL	–
BEAM	4.35 m
DRAFT	2.75 m
ENGINE	40HP Yanmar
SAIL AREA	Jib 47m², mainsail 60m², asymmetric 195m²
WATER CAPACITY	200 litres
FUEL CAPACITY	90 litres
DISPLACEMENT	6700 kg
PRICE	\$462,000 (base boat ex GST)

Ultra modern versatile cruiser with emphasis on comfort and function yet with plenty of style that epitomises the newer look Farr designed Bavarias

BAVARIA VISION 46

Debuted at January's Dusseldorf Boat Show the Vision 46, the first of a new Bavaria range, is a competitively priced cruiser with lots of options including Bavaria's new joystick docking system. With the emphasis firmly on easy handling and comfortable living the Vision comes with a cockpit sun lounger (with similar system in the saloon to extend the seating), high coamings to shelter the crew and below, a voluminous interior with 1.95m of headroom. The large saloon is sensibly partitioned with part of the galley and large windows along with hatches ensuring plenty of natural light (and views), while up forward the master looks to have ample office desk/vanity space alongside the queen bed. Stern accommodation comprises two doubles.

On the water the Vision promises excellent performance thanks to Farr Yacht Design and a 'sport' sail plan is offered. In this mode the 20m mast carries 103 m² of sail (into the wind) with a bowsprit for a cruising chute.
www.northsouthyachting.com.au

MODEL	Bavaria Vision 46
LOA	13.99 m
LWL	12.51 m
BEAM	3.76 m
DRAFT	2.14 m / 1.7 m
ENGINE	Volvo Penta Sail drive D2-55 / D2-75
SAIL AREA	100m²
WATER CAPACITY	600 litres
FUEL CAPACITY	210 litres
DISPLACEMENT	12,300 kg
PRICE	\$399,000 (intro offer/hull only)



PACE SETTERS
Left: The new Oceanis 48 features a 'centred' rig, hard bimini located mainsheet and optional Dock&Go
Right: Motorboat style saloon with plenty of space and airiness characterises the Sense range.



Voluminous cruiser with outstanding accommodation (five cabins) for the size with versatile use of space throughout and innovative controls

BENETEAU OCEANIS 48

Along with sister ship the Oceanis 45, the new Oceanis 48 launched in the European autumn and like the flagship 58, now comes with a fibreglass bimini for the mainsheet, giving plenty of height above the cockpit. The new Oceanis range, which now also includes a 41, has an interesting electric transom setup which uses both the gunwale and the transom as part of the swim platform. The sleek hull from the pen of regular collaborator Berret Racoupeau Yacht Design now comes with the fashionable hard chine while the rig is located towards the centre of the boat, something Beneteau did recently in their First range.

Both two and three cabin versions are available in a layout that exudes space and comfort in similar way to the deck saloon style of the Sense range. The five cabin 'Family' version can sleep 12 so a viable charter option perhaps. Other good features include moveable furniture such as tables and seating. Boat handling can be made easy with the option of Beneteau's 'Dock&Go' pod system which has joystick control of the revolving saildrive in conjunction with the bowthruster.

www.beneteau.com

MODEL	Beneteau Oceanis 48
LOA	14.60 m
LWL	–
BEAM	4.74 m
DRAFT	2.15 m
ENGINE	75HP or POD
SAIL AREA	mainsail 56m ² , Genoa 56m ² , asymmetric 130m ²
WATER CAPACITY	690 litres
FUEL CAPACITY	400 litres
DISPLACEMENT	13,300 kg
PRICE	\$266,000 (base boat ex GST) \$405,000 (sail away)

Luxurious deck saloon with the emphasis strongly on outdoor living while also having a manageable sail plan

BENETEAU SENSE 55

The French giant made a splash with the launch of their "Sense" deck saloon range last year, comprising the 43, 50 and now the all-new 55. Emphasising the airiness and freedom of a deck saloon while using large production volumes to lower costs, means that the Sense 55 is a lot of boat for the price. Docking a yacht of this size is no easy task so Beneteau's proven 'Dock&Go' system, using a computer controlled pod drive in conjunction with a bow thruster, is a sensible option.

Three or four cabin layouts are offered on the 55 – with stern crew quarters discretely away from the forward master cabin and adjoining two double guest cabins. Ablutions are amply taken care of with three bathrooms. Automation is everywhere on the Sense, including electric main hatch, electric winches, and even tables also click up and down, along with the moveable flatscreen television.

The sail plan incorporates a staysail, which is a good way of easing sail handling when short-handed. In the large cockpit two tables offer versatility (and sun lounger) while sail controls all run to the twin helms for ease of operation and minimal crew.

www.beneteau.com

MODEL	Beneteau Sense 55
LOA	17.20 m
LWL	15.93 m
BEAM	4.97 m
DRAFT	2.35 m / 1.90 m
ENGINE	75HP
SAIL AREA	32.90 sqm (mainsail), 26.60 sqm (genoa)
WATER CAPACITY	970 litres
FUEL CAPACITY	830 litres
DISPLACEMENT	18,560 kg
PRICE	\$400,000 (base boat ex GST) \$626,500 (sail away)



CRUISE CONTROL
Left: The raised saloon version of the Oyster 825 (deck saloon configuration also available). Right: The existing Swan 100S will be replaced this year with a new model launched in 2013.



Pocket superyacht with luxury features and quality to match, plus a useful optional shoal draft configuration

Bluewater cruiser that is equally at home on the racecourse, but with every imaginable comfort

OYSTER 825

The iconic British builder of high quality cruising yachts is tooling up this Rob Humphreys design as we go to press. Looking like a pocket superyacht, with teardrop cabin, sheltered large forward cockpit and featuring in vogue larger hullports and 'seascape' windows, the 825 is very much a contemporary design.

Accommodation comprises five cabins with the master ensuite at the stern including space for up to four professional crew. Available in Deck Saloon or the more voluminous Raised Saloon, below decks features American white oak with customised cabinetry and various layout options.

Big boat features include 24volt electrics, oversized powered Lewmar deck gear and hydraulics on key areas. For shoal waters and shallow harbours a hydraulic centreboard with twin rudders is also available. The rig is a keel stepped alloy semi-fractional sloop configuration (or carbon option) with slab reefing fully battened mainsail including lazy jacks, held up by discontinuous stainless steel rod rigging. The 79-foot hull is hand laid GRP combined with Kevlar and Carbon fibre laminates. Delivery of the first hull from the Southampton shipyard is expected in late 2013, advises Australian distributor Michael Bell.

www.oystermarine.com

MODEL	Oyster 825
LOA	(including bowsprit): 25.15 m
LWL	21.97 m
BEAM	6.31 m
DRAFT	3.42 m
ENGINE	Cummins QSB 5.9 305hp
SAIL AREA	371 m ²
WATER CAPACITY	2000 litres
FUEL CAPACITY	3000 litres
DISPLACEMENT	(standard keel, lightship): 56,000 kg
PRICE	TBA

SWAN 100S

Nautor Swan is replacing its 10-year old Swan 100 design with an all-new boat, with two yachts under construction despite not officially releasing details to the market. The Finnish luxury brand will undoubtedly continue its trademark build practice of supplying fully fitted out boats – that include everything from air conditioning, watermakers, navigation electronics and automated controls systems in one integrated package. Under construction is the 100S (semi-raised deck saloon model) which is aimed at cruising practicality and spaciousness of a classic blue water cruiser, combined with the sleek high end performance pedigree of the well-established Swanline. The first all-new Swan 100 will be launched and sailing during the summer of 2013. Enrico Chieffi, Managing Director of Nautor's Swan, commented "The build slots for 2012 are now almost fully booked which in today's market is a promising start for the New Year. The new Swan 100S is moving from plans and design to a reality now under construction with two orders has been an exciting process to lead. We are looking forward to dynamically promoting her around the world during 2012 and believe many of our existing and prospective owners will be drawn to some of the unique developments she will feature."

www.australia.nautorswan.com

MODEL	Swan 100S
LOA	30.21 m
LWL	26.46 m
BEAM	7.06 m
DRAFT	4.00 m
ENGINE	305HP Cummins
SAIL AREA	mainsail 240.0 m ² , Jib 237.7 m ² , Asymmetric 797.0 m ²
WATER CAPACITY	1500 litres
FUEL CAPACITY	2500 litres
DISPLACEMENT	78,200 kg
PRICE	TBA