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MOTOR BOAT & YACHTING

16

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Welcome...

How times change. Back in 2012 at the height of the last recession I remember traipsing through the halls at the Düsseldorf boat show desperately searching for new models to write about. Other than a Bavaria 39 Sport there wasn't a single major launch from any of the mainstream manufacturers. Fast forward to 2020 and every stand I stopped at

seemed to be unveiling a new model, or in some cases, two. We've managed to include 16 of them in this issue but even that meant leaving another half dozen for next month's magazine. That's an awful lot of enticing new boats to get excited about and yet none of them impressed me as much as the 44ft flybridge I went to view on the Thames last month.

I'd never even heard of a [FABRITEC F44](#) until then and the chances are you won't have either. That's because it was built from scratch by one man, its owner Jimmy Callow. He adapted the hull moulds, designed the layout, built the framework, installed the engines, wired up the electrics,

plumbed in the pipework, made the furniture, fabricated the steelwork, laid the decks – I could go on but you get the picture. It took him four years to finish but the end result is extraordinary, not because it's particularly unusual but because it looks every bit as smart, modern and well built as a production-built boat. You could put it on a stand at Düsseldorf and no one would bat an eyelid. In other words it's remarkable for being unremarkable. For a home-built boat that is surely the ultimate compliment. You can see how he did it and admire his handiwork on p72-79.

I think you'll be just as impressed as I was.

DON'T MISS IT

Deputy editor Jack Haines may have taken time out this month to attend the birth of his first child (welcome to the world Poppy) but it hasn't stopped him making an excellent video review of the [SUNSEEKER PREDATOR 60 EVO](#). I've also been scurrying around Düsseldorf with Go Pro in hand to bring you video tours of the [WINDY 37 SHAMAL](#), [BAVARIA SR41](#), [BENETEAU ANTARES 11](#) and more – take a look by visiting our Youtube channel at [www.youtube/ybwTV](#)



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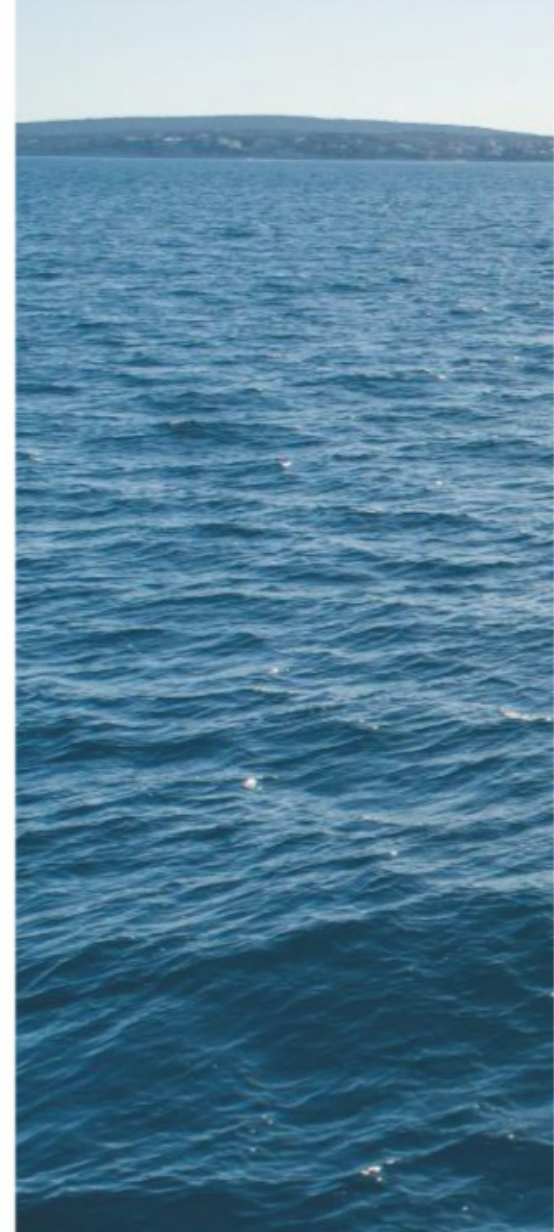
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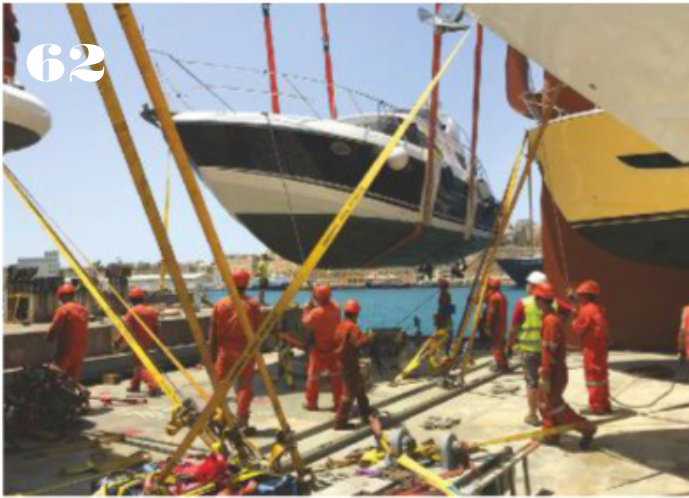


BRIG Eagle 8



Fairline F//Line 33







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31 STARS OF DÜSSELDORF

Pearl 62
Windy 37 Shamal
Fairline Targa 45GT
Beneteau Antares 11
Cranchi Settantotto
Nord Star 31+ Patrol
Galeon 400 Fly
Pershing 7X
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Sunseeker Manhattan 68
Nimbus T8
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BRABUS Shadow 900
Rodman 33 Offshore
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54 SUNSEEKER PREDATOR 60 EVO TESTED

First full sea trial of this new generation sportscruiser in testing UK conditions

62 MOVING TO MALTA

Fairline owner Clive Hook moves his boat to Malta and discovers that it might just be the Med's best kept secret

67 A SMALL BOAT AROUND BRITAIN PART 5

Our intrepid duo tackle tidal races and whirlpools en route from Cape Wrath to Bangor in Northern Ireland

72 THE ULTIMATE DIY BUILD

MBY reader Jimmy Callow couldn't find his ideal boat so he built himself a modern 44ft flybridge from scratch

80 GULF-CRAFT ORYX 379 TESTED

Triple 300hp outboards on a 38ft open boat sounds like fun - we take the helm

86 THE GRAND TOUR PART 3

Our Marlow owners wave farewell to Mallorca and head for Barcelona

92 BENETEAU FLYER 10 TESTED

A sportsboat for grown-ups or a cruiser for the young at heart? Whatever you want to call it it's a whole lot of fun

96 ELECTRIC SHOCK

We take a closer look at the British-built battery-powered RIB that's hoping to do for boats what Tesla did for cars

98 NEW GEAR

Slimline fenders, jet-ski docks, wet weather gear, quieter bow thrusters and the ultimate underwater drone

101 OUR BOATS

Our Fleming owners find their perfect berth in Greece while Sealine C330 owner Heidi Hasler trades up to an F380

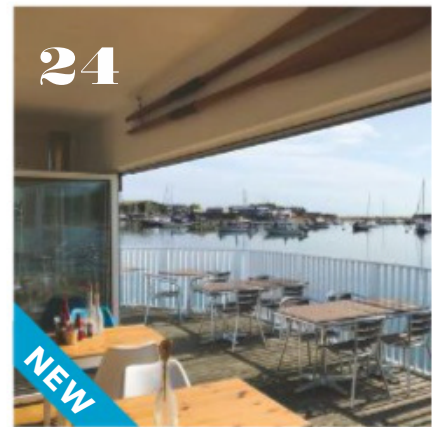
104 USED BOAT: BAVARIA SPORT 360

The modern sportscruiser/coupé that rarely betrays its great-value origins

110 FIND ME A: GREAT FIRST BOAT

Nick Burnham checks out four great value second-hand buys from just £25,995

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NEW

98



67



BIG PICTURE

SEE MORE
mby.com/pred60

RIPPLE EFFECT

SUNSEEKER'S PREDATOR 60 EVO SLICES THE WAVES

History doesn't relate what sent these ripples rolling out across a calm Floridian sea but Sunseeker's new Predator 60 Evo barely seems to register them as it tears towards the horizon. Powered by a pair of turbocharged 12.8-litre Volvo engines churning out a combined 1,800hp, it would take more than a few ripples to slow its progress. It's an image that serves equally well as an analogy for the company that built it. After a quiet few years, Sunseeker is on the charge again, revitalising its current range and developing a whole host of exciting new models from high performance Superhawks to high-volume superyachts. The first of these should hit the water later this year, in the meantime enjoy our test of the Predator 60 Evo on p54 and start saving!

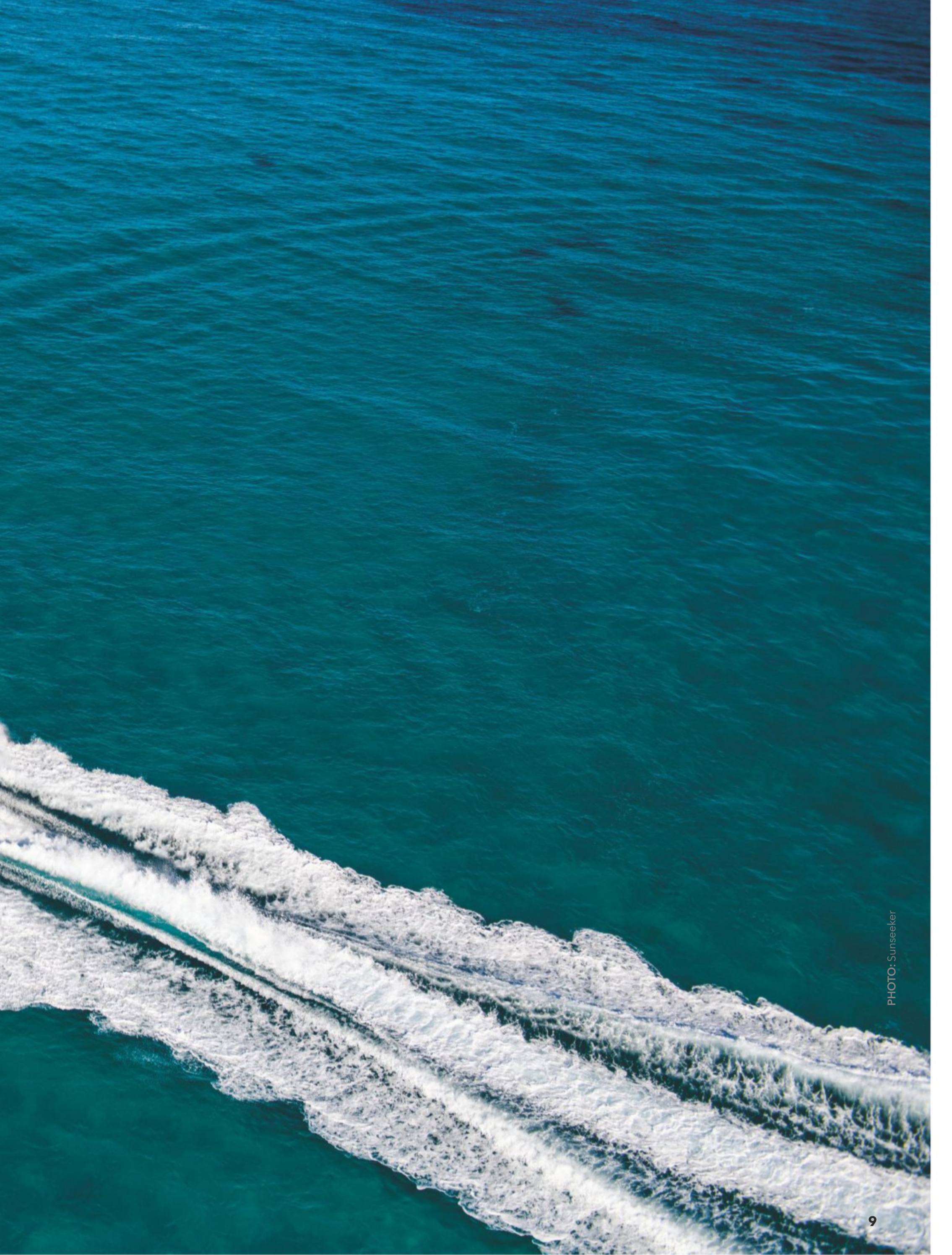


PHOTO: Sunseeker



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SAXDOR
YACHTS



1 PRESTIGE LAUNCHES CROSSOVER RANGE

Prestige is launching a brand new range of X-Line crossover yachts. Offering exceptional space in a wide-beam design, the new models will complement the French yard's existing range of flybridges and sportscruisers.

First to arrive will be the X70 at the Cannes boat show in September. Sharing its hull with the Prestige 680 but featuring a radically different deck and superstructure, it is being likened to having your own private floating island.

Central to this claim is an innovative layout that puts the sidedecks at flybridge level so that the cockpit, saloon and forward master cabin can occupy the full beam of the boat. The cockpit is also longer than usual giving a 50:50 split between inside and outside space rather than the usual 30:70 ratio.

A single-level main deck with minimal moulded-in furniture leaves customers free to arrange the yard's own offerings how they choose or to buy their own sofas, chairs and tables. As with most modern houses, the galley is the social hub of the boat, providing a link between the saloon and the raised bridge. Full height windows maximize views and natural light.

To minimize the inconvenience of getting to those lofty side decks, four staircases lead up to the flybridge – two from the cockpit and two from the foredeck. The flybridge space can also be configured in a number of different ways.

Pushing the windscreen so far forward means the foredeck is relatively short. It's also unusually tall in order to create enough headroom for the forward master cabin. The wide body design ensures this is more spacious than usual with a large walk-in wardrobe and a bathroom in the bow. Three further guest cabins, including a generous full beam VIP suite amidships, complete the layout.

Volvo IPS 1200 or 1350 pods provide the power with the focus on refined, fuel-efficient cruising rather than performance or ocean-crossing range. There is space behind the engines for a crew area and beach club.

Speaking exclusively to *MBY*, general manager of Prestige Yachts Erwin Bamps commented, "this is not an explorer yacht it's a multi-functional boat offering exceptional space, light and ease of use."

The price for the X70 has not yet been revealed but it will carry a premium over the 680. The X70 will be joined by both smaller and larger X-line yachts in due course.



THE EDITOR'S VIEW...



Wide body designs that push side decks up a level are not a new idea but so far it has been the preserve of superyachts with crew to deal with lines and fenders. It will be interesting to see how owners take to it.



FAR LEFT Free-standing furniture allows owners to arrange the spaces how they choose
LEFT The main deck has a 50:50 split between the inside and outside areas
BELOW The sidedecks are at flybridge level so the saloon and owner's cabin use the full beam





2 BENETEAU GOES LARGE ON EXPEDITION YACHTS

Prestige wasn't the only yard launching a new range at Düsseldorf, sister brand Beneteau also revealed plans for a new line of long-range expedition yachts. Currently known as Project E, it consists of two boats – a 62-footer and a 73-footer. The smaller of the two, labelled E1, picks up where the Swift Trawler range leaves off and shares some of its styling cues, while the larger E2 is a clean-sheet design with a raised pilothouse. Both will be manufactured at the Beneteau Group's factory in Monfalcone, Italy, where Monte Carlo Yachts are built.

Intriguingly both use new fast displacement hulls designed for maximum efficiency at 10-12 knots but with a top speed of 16-20 knots. Combined with large capacity fuel

tanks it gives them exceptional cruising ranges at 10 knots of 900nm and 1,400nm respectively. Both will have full stabilization.

Although the E1 looks similar to the ST range, it features an unusually wide beam of 16ft 6in (5.0m) and a flybridge that runs

all the way aft with a crane for launching and recovering tenders and toys. The cockpit has been configured to face aft so guests can enjoy the view through the glass transom. The central galley can be left open for owner operators or closed off when crew are on board. The owner's

suite is amidships with a larger than normal VIP suite in the bow and either one or two more guest cabins plus crew. It will be launched at next year's Düsseldorf show.

Fewer details have been revealed about the E2, which is not due until later next year, but it is claimed to have the same volume as most 85-footers. Like the Prestige X70 it features a master cabin forward that occupies the full beam of the boat, pushing the forward half of the sidedecks up to flybridge level. However, the aft sidedecks remain at deck level. Like the E1 it has three further guest cabins, more extensive crew accommodation, an aft facing cockpit and a full-length flybridge.

ABOVE The 73ft E2 has a raised pilothouse with full beam owner's cabin forward on the main deck

BELOW The 62ft E1 shares styling traits with the Swift Trawler range but has a displacement hull and a 900-mile range
LEFT The E1's beamy saloon and central galley



3 BEST EVER BRITISH MOTOR YACHT SHOW

The British Motor Yacht Show returns in May with *Motor Boat & Yachting* as one of its key sponsors. Based at Premier's Swanwick Marina at the top of the Hamble River, it will feature boats from a wide range of different manufacturers not just the three big British yards which helped found it.

Azimut, Axopar, Bavaria, Chris-Craft, Fleming, Hinckley, Hunt Yachts, Jeanneau, Nordhavn, Nord Star, Parker, Pearl, Prestige, Sealine and Williams are all expected to exhibit craft at this year's show, as well as comprehensive line-ups from Fairline, Princess and Sunseeker.

With sizes ranging from 18ft to 95ft and covering everything from sportsboats and wheelhouse craft to superyachts, this year's show will be the biggest and most diverse yet. Highlights will include Fairline's new Targa 45GT and F-Line 33 outboard, while Sunseeker's line-up includes the recently launched Manhattan 68 and Predator 60 EVO. Princess will be exhibiting its latest F50, V50 and S66 models among others.



The show has been extended to four days and will run from Thursday 14 to Sunday 17 May. It is free to enter and will also feature live music, an artisan gin bar and supercars.

Graham Bristowe, Swanwick Marina's General Manager said, "the show offers buyers the chance to see beautifully designed boats from global brands up close and personal".





4 SUNSEEKER 100 YACHT

Sunseeker has released the first renderings of its new 100 Yacht. As with the new 87 Yacht (now renamed the Ocean Club Ninety), it features a large beach club area with a BBQ, rain shower and built-in sunloungers. When not in use it doubles as a flooding tender garage for a Williams 395 Sportjet and a jet ski.

However the big news is a main deck master cabin with sliding glass doors to its own private foredeck terrace. Steps lead up from this secluded lower owner's terrace to a second, more elevated entertaining space for guests grouped around a large dinette and sunbathing pads. This can also be accessed from steps either side of the flybridge creating a seamless flow between the multiple deck spaces.

Other key features include a raised pilothouse with a glass aft bulkhead that allows guests an uninterrupted view forward from the flybridge and a 'penthouse style' saloon with floor to ceiling windows and an optional sliding door to starboard.

The four guest cabins on the lower deck are all ensuite while the crew have their own space in the bow with separate access to the

galley and three small ensuite cabins.

Due to launch in 2021 it will sneak in just below the 24m waterline length, ensuring it is classed as an RCD Category A leisure vessel rather than having to meet the more onerous regulations for a superyacht.

Andrea Frabetti, Sunseeker CEO, commented: "This model is packed with new features and entertainment options including what we believe to be the first open-plan bow-to-stern entertainment deck and an owner's suite with private access to its terrace at the bow."

BELOW The forward owner's cabin has glass doors opening onto its own private deck

BELOW The multi-level foredeck includes a private owner's terrace with steps up to the main entertaining spaces



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5 MARINE EXPORTS SOAR

British Marine, the trade association for the UK boat industry, has released a bullish report about the current state of the marine industry. It reveals that the marine sector's export growth

outperformed the national average last year, pulling in over £1.5 billion for 2018/19.

New and used boat sales account for 78% of the industry's exports, while exports to Europe alone account for 74% of the total and are worth more than £1bn. The data also reveals that the UK's 5,800 marine businesses directly contributed £1.4bn gross value added (GVA) to the country's economy, an increase of 17% from 2017/18. Total revenue climbed to nearly £4bn, an increase of 10% and boat and equipment manufacturing experienced the highest levels of growth at 15%.

However the report also highlights the challenging environment that some parts of the sector are facing due to current political uncertainty. The boating tourism sector in particular has experienced challenging conditions due to a dip in domestic consumer confidence caused in part, according to the report, "by greater political uncertainty, specifically Brexit".

LEFT The Southampton boat show is a great shop window for the British marine industry



6 VOLVO IPS GOES SEMI DISPLACEMENT

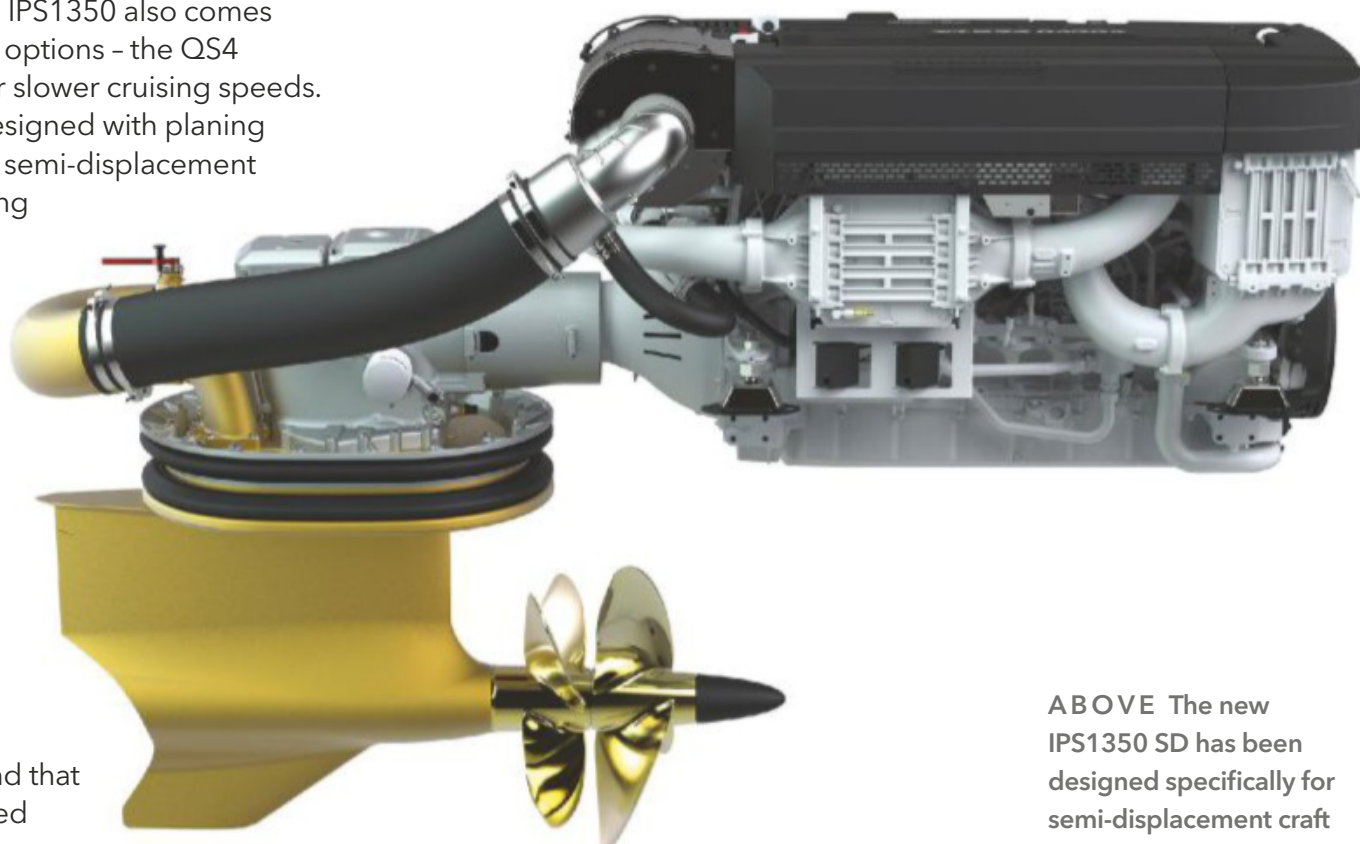
Volvo Penta has introduced its first IPS pod drive specifically for semi-displacement boats. Called the D13 IPS1350SD, it features an updated version of the existing D13 engine tuned to cope with higher thrust loads at lower speeds via a modified torque curve.

The new edition D13 IPS1350 also comes with two new propeller options - the QS4 and QS5 - designed for slower cruising speeds.

Previously IPS was designed with planing boats in mind, denying semi-displacement boaters the manoeuvring advantages of independently vectoring pods and joystick control.

"Recently, we have seen a trend of larger yachts going down in speed," explains Björn Rönnvall, Product Manager Volvo Penta. "We wanted to be able to bring the benefits of our IPS system to these larger slower semi-displacement yachts and that is what we have achieved

with this update." With everyone from Sunseeker to Beneteau developing new models with the emphasis on high volume and fuel-efficient cruising rather than performance, this looks like a smart move.



ABOVE The new IPS1350 SD has been designed specifically for semi-displacement craft

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LEFT Bavaria's Michael Müller shakes hands on the deal with Greenline's Vladimir Zinchenko
BELOW The electric-powered Domani E32 can reach speeds of up to 20 knots



7 BAVARIA BUYS GREENLINE NEO

Greenline has sold its Neo range of outboard engine boats to Bavaria Yachts. The German yard procured all rights to the range as well the moulds and tooling and will begin production at its Giebelstadt facility in September 2020.

Greenline has stated that the decision is a strategic one in light of its focus on hybrid propulsion. The NEO is the only model in its current range that is not available as a hybrid.

Michael Müller, CEO of Bavaria Yachts said "In recent years the market segment for day cruisers with outboards has grown strongly, particularly in the USA and Europe, and will continue to grow in the coming years. Due to acquisition of the Neo concept and its further development, we will be able to present a new model as early as this year".

9 DOMANI'S ELECTRIC SPORTS BOAT

Dutch-based Domani Yachts is introducing an all-electric 32ft weekender that it says will have a range of up to 100nm at 8 knots. The company premiered its E32 Open at Boot Düsseldorf but will also be launching an E32 Targa with a fixed bimini top and an E32 Gran Turismo with a closed hard top. Developed by Jaap de Jonge and Michael Goddaert, it has a completely new hull shape designed to make the most of its electric powertrain. It uses a 50kW motor for efficient cruising at 7-12 knots but with potential for speeds of up to 20kts. Lithium battery options of 37.5kW, 56kW and 75kW are available, plus two hybrid options.

10 HIRE CODE CONSULTATION

British Marine and the Association of Inland Navigation Authorities (AINA) have jointly launched a consultation on proposed changes to the Hire Boat Code.

The proposals being considered take into account the advances in boat design, regulation and operation which have occurred since the first Code was published in 2008.

The new code will include changes to the responsibilities for hire boat operators, hirers and hire boat licensing authorities of sailing boats over 6m LOA and powered boats of all lengths, as well as amendments to key technical standards. And whilst the existing Code is voluntary, the revised one is intended to be mandatory.



Windy's stunning new SLR60 has a range of 850 miles at 25 knots

8 WINDY SLR60

Windy has announced a new model it describes as 'the ultimate superyacht chaseboat for long distance excursions'.

Measuring 60ft long and designed in collaboration with Malcolm McKeon Yacht Design, it has an estimated range of 850 miles at 25 knots and a top speed of 44 knots. The first vessel has been commissioned by a

superyacht owner and has been designed to meet their stringent requirements. The SLR 60 features design accents that mirror those of her superyacht mothership, with an interior by the renowned Studio Liaigre design. Following delivery of this first SLR 60, Windy is putting the design into limited production, making it the largest model in its current range.



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THE BOATAHOLIC

Nick Burnham: “The drop bolster seat cossets you, the view down the foredeck arouses you, and under your right palm, three shifters and three throttles”

The format for the Cowes Torquay powerboat race is roughly the same every year. Me and my race boat mad friend Adrian wander down to the end of Haldon Pier to watch the boats in. One by one they appear, hurtling into the bay, racing across the line before throttling back, describing a lazy turn to starboard and rumbling throatily into Torquay Harbour. A stroll past the wet pit pontoon follows. About midday we adjourn to *Smuggler's Blues 2* and motor past the massed throng to admire the boats from water level before taking our place amongst the spectator boats inside Turn One so that we can enjoy the thunder of a gazillion unsilenced horsepower. It's brilliant!

In 2019, to Adrian's apoplectic fury, the race was run as a single leg and instead of stopping at Torquay they rounded the buoys offshore and headed straight back. Fortunately there was one important consolation.

Earlier in the year friends of mine Ian and Jacqui announced that they'd bought a Formula 419SR1 called *Top Gun*. I initially thought it was a wind up but no, they really had. For those that don't know what a Formula SR1 is, it's the stuff of (my) teenage dreams – a long, low, beautiful, all-American muscle boat. It's Concorde, Farrah Fawcett, a Lamborghini Countach and a Class One race boat all rolled into one. I still have an original brochure that I picked up at a boat show in 1989 detailing the entire range from 20ft to 36ft. The 41ft 419SR1 came out a year later. They



keep the boat at Portsmouth but brought it down to watch the race. And as we approached the turn buoy we planned to spectate from, we could see it drifting malevolently amongst the other spectator boats like a shark among minnows. Close up it looked even better, with an uncompromised purity of line. Half an hour later the first race boat howled around the buoy and after 30 minutes all of the serious racers were through. It was time to play with the Formula.

We dropped off *Smuggler's* and joined the crew of *Top Gun*. Whilst I'd lusted after Formula muscle boats for years, I'd never driven one, something that was about to change. Whenever any motoring journalist describes a supercar, the expression 'sense of occasion' creeps in. That's what it's like at the helm of an SR1. The drop bolster seat cossets you, the view down that foredeck arouses you, and under your right palm, three shifters and three throttles. The former drop into gear with a satisfyingly mechanical thunk and the latter ratchet forward, unleashing over 800hp from the three Nanni 6.300 TDI 275hp diesels under the sunpad. Top speed is circa 50mph, it's reckoned it would top 60mph with props tuned for outright speed instead of acceleration. I only wound it up to 35, it's not my boat.

But more impressive than the speed is the handling. The hull slices the water like a laser through silk and it corners like a motorbike, you could get your knee down if you wanted.

Then we let Adrian have a go and he grinned so much we worried his head would split in two.

ABOVE: Winning Formula: *Top Gun* feels the need. The need, for speed...

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BOAT CUISINE

In a new series, we abandon the galley to check out eateries for boaters ashore.

For starters, Phil Sampson gets his claws into Bembridge's smartest shellfish



THE BEST-DRESSED CRAB

BEMBRIDGE, ISLE OF WIGHT

If you, like me, are a shellfish lover, then make note to steer a course to the easternmost tip of the Isle of Wight sometime soon. For here, tucked away in a corner of Bembridge's picturesque harbour, is a restaurant serving shellfish as fresh and delicious as you will find anywhere. And that's no overstatement, for this particular eatery is located on a pontoon where the catch is delivered direct from the boat literally onto its doorstep and straight into the pan – shellfish devotees couldn't ask for more!

But, as proprietor Graham Henley explains, the irony is that The Best Dressed Crab was never intended to be a restaurant:

'My father Archie fished the waters around Bembridge for crab, lobster and prawns for 55 years, so I was born into fishing,' says Graham, who like his dad also served in the RNLI for many years. 'But eventually I wanted a change of career and decided to cook 'em rather than catch 'em, so I started up a processing works on the fisherman's marina pontoon instead. At our peak, we were supplying around 30 pubs and restaurants, and when people came up to me and asked if we could serve them lunch – as they often did – I would say go to one of those restaurants instead. But in the end I relented and opened up to the public, serving simply cooked, fresh shellfish.'

And that is a formula which serves Graham and fiancée Emma, who runs the front-of-house, well. The restaurant seats around 60, half in the bright and cheery

interior and half on the equally bright and cheery, if occasionally breezy, terrace. Inside and out, it's a popular destination – so booking is strongly recommended unless you don't mind a potentially lengthy wait.

While the small kitchen necessitates a limited menu – Coronation chicken is the only meat-based alternative to shellfish – the quality is nothing short of exceptional and proves that if the ingredients are right, simply cooked food is hard to beat.

During our visit, I opted for a half lobster while my partner chose the crab, both of which were served with salad and a hunk of bread. We spent a good proportion of our mealtime swapping forkfuls and comparing notes. Criticism was hard to come by. A limited wine menu – once again likely dictated by the compact size of the premises – was about it. Apart from that, we, and everyone around us as far as we could tell, were happy eaters.

GETTING THERE BY BOAT

Bembridge, which is accessed by a very narrow channel, has four marinas. Visitors are directed to the Duver, a lengthy combination of alongside pontoon and fingers dredged to a depth of 2m with 140 berths for visiting boats. It's a popular destination with many weekend events and rallies throughout the season. There's a local water taxi service, but the really important thing to note about Bembridge is that the harbour bar limits access for vessels drawing 1.5-metres to High Water plus or minus three-hours.



VERDICT A great choice anytime, and on a warm summer's day on the terrace, unbeatable.

MBYRATING ★★★★★

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COST Around £75 (Three course meal for two with a bottle of house wine)

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PHOTO OF THE MONTH Russell Stone took this photo last Easter during a visit to Blackpool Sands near Dartmouth, Devon in his Jeanneau Prestige 34 *Black Knight*. Let's hope the weather is equally kind for this year's Easter weekend

COUNTING THE COST

In response to Cormac Brady's letter about the costs of running a boat (March *MBY*), I can offer my experience. Just before we bought our 1998 Sealine F43 back in 2015, my wife also asked to know the running costs. As she was the one paying for it, she had a point. So I meticulously researched it, made up spreadsheets, costings, columns and rows, all of which just about put her off. In the end it was visiting boats for sale that hooked her and she hasn't really worried about the costs since.

Our F43 is a wonderful cruising boat with plenty of room for me, my wife, sons and/or guests, astonishing storage and amazing fit-out. In 2016, we planned a return trip from our home

on the Humber to Lulworth Cove and back in seven weeks. It is powered by Volvo Penta TAMD 63P engines and can carry 1,134 litres of fuel. All my research suggested that at 25 knots and just over 2000rpm we would get around 1mpg.

During the trip itself, I logged every fuel stop and made a note of average consumption in litres per mile. As John Boyle advises, consumption varied with sea conditions but on average we burnt 4.6 litres per mile - ie 1mpg.

Next year we're planning on retiring and circumnavigating the UK and Ireland, then crossing to the continent and exploring everything from the fjords of Norway to the Black Sea until we're too decrepit to run the boat. It was the trip to Lulworth that convinced us to do

this and it's my wife who is planning where we go and what we do.

You have to experience the joy of cruising, visiting new places and meeting new people and only then can you decide whether the cost is worth it.

Karl Cook

CRACKING READ

Please thank Karl Cook for his helpful response to my letter. I am now close to purchasing a 2003 Cranchi Zaffiro 34, having read Nick Burnham's very informative review of it from 2014. The only problem is that the sliding cabin door has cracked - when the local mechanic tried to remove it, it broke into two pieces. A new door from Cranchi is prohibitively expensive at almost €2,000. ►



NEXT ISSUE ON SALE 2 APRIL

PRINCESS F45

Exclusive test of the yard's latest entry-level flybridge and the first to feature IPS drives. Is it a game-changer in its segment?

LIVEABOARD LIFEBOAT

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The rare but memorable Simetra 12.2 - does anyone know if any are still afloat?

Have you ever come across a technique to glue or plastic-weld two large pieces of, what I think is, acrylic? There is space in the door to add a support panel to the inside if needed.

Cormac Brady

Our readers managed to help with your last query so let's see if they can sort you out again. Any suggestions to mby@ti-media.com please. **Hugo**

PREMIUM PRICING

You do a great job of reviewing all the sexy stuff and explaining emerging technologies but what about some of the boring but important stuff?

I have just renewed my boat insurance at considerable expense. I always try to buy on value not price because insurance is only any good if it delivers at the time of need. An acquaintance of mine had a serious problem with his Broom while in France. His insurance company wriggled and wriggled and it ended up costing him £15k to get it repatriated and repaired.

That said, premiums keep going up ahead of inflation - this year's increase was around 15%. I hear there have been big changes in the insurance market leading to reduced competition and ongoing losses - hence the big hike in prices - but is that really the case?

What about getting one of your sleuths to do a story on what is really happening in the market and uncovering some of the mysteries of the small print? Not sexy but an important part of owning and running a boat.

Keith Wheeler

Fair point, my premium went up quite a bit too last year. I love the idea that I have a team of sleuths on hand to do

my dirty work but I will either do it myself or find someone who can! **Hugo**

RARE BEASTS

As a regular reader of *Motor Boat & Yachting* I read with great interest the letters section (January 2020) about the Sterling Sabre 29. I too, worked on an unusual boat in the 70s, a Simetra 12.2m.

It was built on a trading estate in Dedworth, Windsor, and I am pretty sure the hull was designed by Don Shead of Sunseeker fame. It was powered by twin Ford Sabre diesels of around 250hp each and had a design speed of 30 knots but I can only remember her topping out at 27 knots despite frequent propeller changes.

We carried out extensive speed trials on the tidal Thames at Isleworth where there used to be a measured mile for precisely this purpose. There was also a muddy bank where we changed the props once the tide had gone out, then retired to the pub to wait for the incoming tide. I seem to remember this taking several days and many pints!

The attached picture shows an artist's impression of the Simetra. It was exhibited at various boat shows in England and we even took it across the Channel to a show in Cherbourg, France.

As far as I know only two boats were ever completed. If anybody knows whether either of them still exist I'd love to know their whereabouts.

Mark Coates

What a cool machine - it looks like the cockpit of an F1 powerboat has landed on the hull of Fairey Swordsman. I wonder if the designer also spent a few too many hours in the pub with you and your mates! **Hugo**

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PEARL 62

LOA 61ft 0in (18.61m) BEAM 17ft 4in (5.30m) DRAFT 3ft 3in (1.59m) DISPLACEMENT 32 tonnes (light) FUEL 2,750 litres ENGINES Twin 725-900hp Volvo IPS900-1200 TOP SPEED 32 knots PRICE FROM £1.29million ex VAT CONTACT www.pearlyachts.com



Bill Dixon exterior looks sporty and features a neatly integrated hard top



Large flybridge is split into three distinct zones

W

hen you're competing against the likes of Princess, Sunseeker and Fairline, you need something pretty special to catch the buyer's attention and that's exactly what Pearl has done with its new 62. None of its 60ft rivals can match its combination of four double cabins, separate access to the owner's suite, IPS drives and either a crew cabin or a jetski garage.

It's not just the clever packaging that marks it out, it looks good too with surprisingly sporty styling and a sophisticated interior. As with previous Pearls, it's the unlikely pairing of naval

architect Bill Dixon and interior designer Kelly Hoppen that has brought about this innovative take on a familiar flybridge recipe.

The key to the layout is those IPS drives which position the engines in the stern and free up space ahead of them for a full beam mid cabin. A private stairwell just inside the cockpit doors leads down to this, which thanks to a large hull window and lit display case becomes a feature in itself. Matt black fittings, grooved oak cabinetry and gentle curves distinguished the show boat but Kelly Hoppen offers four different design themes to suit most owner's tastes.

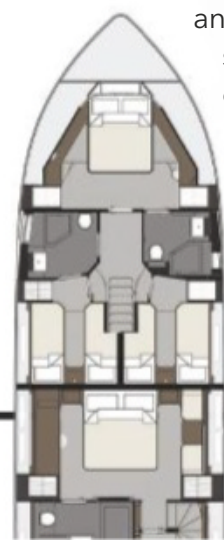
The rest of the sleeping accommodation is accessed via a companionway at the forward end of the saloon, leading to identical twin cabins on either side with a shared bathroom/ day heads and a generous VIP suite forward.

The main deck comprises an aft galley with a drop down window and bifold doors linking it to the cockpit and a rather small four person dinette opposite, although one of the two sofas in the raised forward part of the saloon can be swapped for a larger dinette if requested.

The deck spaces are another core feature of the Pearl 62 with a mini beach club vibe at the stern created by an aft facing bench, a large hydraulic bathing platform and a garage lid that hinges up to slide a jet ski in or out on recessed rails. The foredeck also boasts plenty of seating and sunloungers with a foldaway table and sun awning. But it's the flybridge that takes centre stage thanks to a neatly integrated hardtop with a vast sunroof and three separate entertaining zones at the helm, wet bar and stern. The latter features a glass balustrade overlooking the transom and two small coffee tables that double up as stools for the dinette.



Kelly Hoppen interior oozes sophistication



WINDY 37 SHAMAL

LOA 36ft 9in (11.25m) **BEAM** 10ft 9in (3.33m) **WEIGHT** 7.5 tonnes (light) **FUEL** 650 litres **ENGINES** Twin 440hp Volvo Penta D6
TOP SPEED 48 knots **PRICE FROM** £420,000 ex VAT **CONTACT** Berthon +44 (0)1590 647427; www.windyboats.com



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W

indy's focus on 25-40ft fast open sportsboats took another leap forwards with the launch of the new 37 Shamal at Düsseldorf. The first production

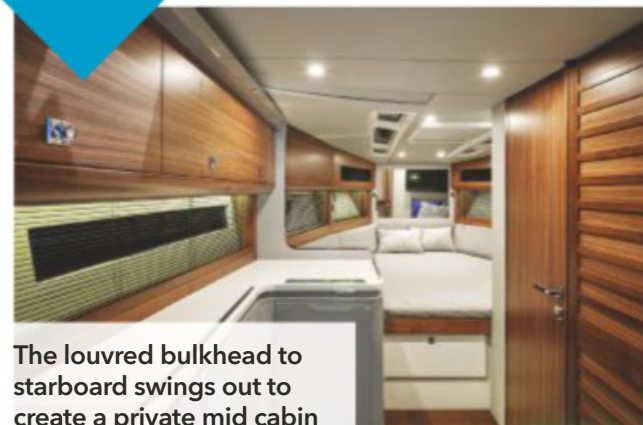
Windy to be styled by superyacht designer Espen Øino, it sets the tone for the next generation of models with a sharper, edgier look featuring a more upright, squared off bow, rectangular hull windows and a dark grey windscreen surround.

It's all part of Espen's goal to make it feel more like a bespoke superyacht tender than a mainstream production boat. These exterior

styling cues are complemented by similar touches in the cockpit. The seating features diamond-pattern stitching and multiple flip down armrests with built-in cupholders, while the traditional teak details have been replaced by glossy composites. Even the foredeck is devoid of the usual non-slip GRP cross-hatching to leave a smooth (and presumably slippery) gelcoat either side of the teak walkway.

It's a brave step that may grate with some older Windy customers but should appeal to a new generation of buyers brought up on Axopars but now looking for the next step up the ladder. They won't be disappointed. The

big, open cockpit is as stylish as it is versatile. A sliding headrest allows the aft sunpad to face forward or aft, while six or more guests can happily spread themselves around the seating. The table is on the small side for dining but the outdoor galley opposite does have a large flip-up work surface to act as an overflow. This is set back from the cockpit coamings to leave space for the bimini



The louvred bulkhead to starboard swings out to create a private mid cabin

supports that fold down behind it but lifts up to shade the whole of cockpit when needed.

The helm is a masterpiece of form and function with bolster seats, flawless ergonomics and a large touchscreen MFD supported by clearly labelled toggle switches for major controls. With the cockpit occupying the full beam of the boat and no sidedecks to speak of, steps next to the helm lead up to the foredeck.

Below decks the open-plan accommodation has a permanent double berth in the bow (rather than a convertible dinette) and a second double berth under the cockpit that can be separated off from the cabin with a clever double-hinged bulkhead.

As ever it's the driving experience that should differentiate Windy from the chasing pack and the slender hull has a deep 21.5° deadrise to help it slice through the waves and a pair of 440hp D6 sterndrives giving it an estimated top speed of 50 knots. We can't wait to sea trial it.



The stylish cockpit has the look and feel of a superyacht tender

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FAIRLINE TARGA 45 GT

LOA 46ft 6in **BEAM** 14ft 2in (4.32m) **DRAFT** 3ft 10in (1.17m) **FUEL** 438 litres **ENGINES** Twin 440hp Volvo Penta IPS600 - 650 **MAX SPEED** 33 knots **PRICE FROM** £564,000 ex VAT **CONTACT** www.fairline.com



W

e wouldn't normally get too excited about a new model variation but the GT version of the Targa 45 really seemed to capture people's imagination at Düsseldorf. The yard sold

over £13m worth of boats at the show, with the new 45 GT taking a good chunk of that.

Perhaps that's because not many of Fairline's rivals make a 45ft sports cruiser with a fully enclosed deck saloon, presumably because it's tricky to find the right balance between inside and outside space while still making it look half decent. Fairline seems to have nailed it, retaining the Open model's good looks but

adding the comfort and convenience of a deck saloon that you can slide shut without the hassle of canopies and covers. It even has the option of a third bunk cabin for families.

It all seems to work even better than expected with few of the compromises you might expect of a boat this size. There is still enough room for a tender garage under the cockpit (designed to house a Williams Minijet) while the cockpit itself has space for a good-sized dinette and a wet bar with grill opposite so that any barbecuing can be done outside. Sliding doors give access to the saloon on the starboard side matched by a lift-up window to port creating a single big opening that links

the inside and outside spaces. A large powered sunroof over the helm completes the transformation, giving an open feel under way.

Below decks it's business as usual with a small galley opposite a lower dinette or the bunk cabin. The other two cabins both have their own bathrooms, albeit with access to the forward VIP's heads from the saloon for day guests. Volvo IPS power provides plenty of shove with a top speed of 33 knots. In fact, it all works so well that unless you want a completely open cockpit the GT may well become the default choice.



Sliding doors and window link the indoor and outdoor spaces



Beautifully executed interior has enough gloss to justify its premium pricing

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BENETEAU ANTARES 11

LOA 36ft 4in (11.08m) **BEAM** 11ft 6in (3.51m) **DRAFT** 2ft 4in (0.71m) **WEIGHT** 5.7 tonnes **FUEL** 800 litres **ENGINES** Twin Suzuki DF250-300hp **TOP SPEED** 35 knots **PRICE FROM** €162,990 ex VAT **CONTACT** www.beneteau.com



T

he Antares 11 feels more than the sum of its parts and customers seem to agree – at least two boats were sold to the UK within days of the show opening. There is no one

feature that stands out as a game-changer, rather it's the way they all come together to create a versatile weekend cruiser/sportsfisher.

The first thing to note is the full-length hard top that extends all the way over the cockpit. This not only gives it a longer, sportier profile but provides a rigid structure from which to hang canopies that enclose the cockpit for use

in all weathers. Sit in the cockpit on a calm sunny day and you will also appreciate how the folding balcony on the starboard side increases your connection with the water as well as providing better access for swimming or fishing.

Then there are the patio doors which slide and stack on the starboard side to create a wide opening into the wheelhouse that allows the portside cockpit seating to run seamlessly into the saloon's to create one big indoor/outdoor socialising space. And thanks to the offset wheelhouse there is still room for a wide, safe starboard side deck with direct access from the cockpit, helm door and pontoon. This leads up

to a lovely sun lounging space on the foredeck with a folding bimini shade.

The wheelhouse itself feels light and airy thanks to the large side windows and four glass hatches overhead, two of which also open. The dinette not only converts to a double bed but also has a cantilevered backrest that allows the front section to face forward or back.

Below decks there are two separate cabins divided by a surprisingly large lobby area fitted with a second fridge to boost the galley's capacity. The forward master enjoys ensuite access to the shared bathroom while the mid cabin stretches across the full beam with hull windows on both sides and a small extra single berth at the foot of the double bed. Limited headroom means a crawl to reach this single berth and even the double is only inches off the floor, but it would work fine for a young couple with a child.

Assuming it performs as well at sea as it looks on the showroom floor, without too much slamming or creaking, it should make an excellent buy.



Seating runs through from the cockpit into the saloon



A folding balcony transforms the view from cockpit



CRANCHI SETTANTOTTO

LOA 82ft 6in (25.15m) **BEAM** 18ft 10in (5.76m) **DISPLACEMENT** 57 tonnes **FUEL** 5,920 litres
ENGINES Triple Volvo Penta IPS 1350 **TOP SPEED** 29 knots **PRICE FROM** €3.3million **CONTACT** www.cranchi.com



In the UK we tend to think of Cranchi as a builder of small to medium sportscruisers but its latest offering blows that mindset out of the water. The all-new Settantotto (Italian for 78) measures over 82ft from bathing platform to pulpit and proved to be one of the most daring new launches at the show. Viewed from ground-level it towered above onlookers with so much glass in its hull that it felt like you were staring up at a glass skyscraper rather than a boat. In fact from side-on you could see right through the heart of the boat and out the other

side thanks to full height windows on both sides, even on the more private lower deck.

To be fair there is much to admire on board including a spectacular beach club that doubles as a vast tender garage. It's large enough to house a 3.95m RIB as well as a jetski when closed but opens up to become a water-level lounge complete with overhead shower and free-standing furniture. There's another innovation at deck level, where the sliding patio doors extend round one side of the saloon. It doesn't really make the entrance any bigger, as the flybridge stairs block access from the sidedeck, but it does make

the saloon feel more like an inside/outside space. There's also a fantastic foredeck seating zone with its own drinks fridge, stereo and wireless charging dock for phones.

The flybridge is no less impressive, boasting a vast teak outdoor galley down one side, a wide array of seating and sunpads as well as a pull-out shower hidden inside a stainless steel pillar.

Three different interior designs are offered, named after Italian cities, and a variety of layouts with either open-plan or enclosed galleys. There's even the luxury of a deck-level day heads just behind the closed off helm area. Four double cabins, each with ensembles, and featuring their own designer furniture adds to the wow factor.

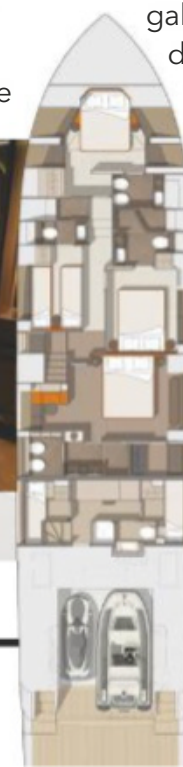
It all helps to give off a convincing superyacht vibe, although with triple IPS 1350s the Settantotto manages to combine near 30-knot performance with comparatively modest fuel consumption of 386lph at 24 knots for a range of more than 350nm. It's a compelling package but may still take a leap of faith for buyers to desert the usual prestige brands for this resurgent Italian yard.



Proliferation of glass gives the living space a spectacular sense of space



Top-notch interiors grace all four cabins



NORD STAR 31+ PATROL

LOA 32ft 9in (10.05m) **BEAM** 10ft 4in (3.15m) **DISPLACEMENT** 5.5 tonnes **FUEL** 520 litres **ENGINES** 2 x 300-380hp Volvo D4,D6 or petrol outboards
TOP SPEED 50 knots **PRICE FROM** €254,000 inc VAT **CONTACT** MCC Marine Tel + 44 (0)2380 4456116; www.nordstar.fi



Don't be fooled by the familiar looks and 31+ moniker, this is a brand new boat with an all-new hull and superstructure. It's also a very convincing one if you're into this type of rugged, all-weather Scandinavian cruiser.

The good news starts with a wide range of engines that includes both outboard and sterndrive power up to a pair of 380hp Volvo D6 diesels giving a claimed top speed of more than 50 knots! Combined with a robust walkaround hull featuring a tall, heavily flared bow and a fairly deep vee of 18.5°, it should make for one of the most unlikely performance boats around. Imagine the look on a RIB owner's face as you blast past, waving from the warmth of your fully enclosed wheelhouse.

It's also a supremely practical design with clever ideas like a big hatch in the bathing platform giving access to the sterndrives, gently sloping step-free sidedecks and solar panels on the roof to charge the batteries. Extra wide doors on both sides of the wheelhouse make it easy for the skipper to pop out and deal with

lines and fenders while cutaways in the bulwark and gates in the guardrails also give access to the pontoon. Combined with the aft patio door and the option of an opening sunroof, it makes for a pleasantly airy wheelhouse with room for a decent galley and an L-shaped dinette with a table that slides up a pole when not in use. Two forward-facing helm seats are supported by a third flip-up perch. The ergonomics are spot on, whether seated or standing, and triple wipers maintain good visibility in all weathers.

Nord Star's quirky layout has separate access to a large aft cabin with a small double and a single bed, while a second companionway forward leads to another compact double with a bifold door for privacy and a heads with lots of headroom but a strangely low door. It's all a bit busy with limited space to move around but it does mean you can sleep six people on board.

After playing second fiddle to the Botnia Targa range for so long, this looks like giving its Finnish rival a much harder run for its money.



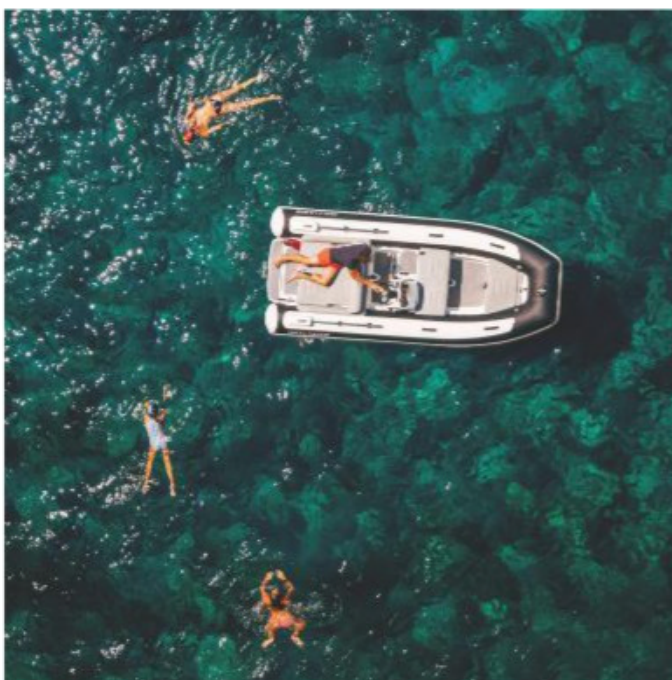
Outboard or diesel sterndrive power gives up to 50 knots



Cosy interior can sleep up to six people at a pinch

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GALEON 400 FLY

LOA 41ft 0in (12.5m) **BEAM** 13ft 1in (4.0m) **FUEL** 1,000 litres **ENGINES** 2 x 270-440hp Volvo D4 or D6 shaft, IPS or sterndrive
TOP SPEED Approx 32 knots **PRICE FROM** €349,300 ex VAT **CONTACT** Approved Boats +44 (0)2380 456544; www.galeon.pl



Another year, another blinder from Galeon - this time a 40ft flybridge with more tricks up its sleeve than a Magic Circle convention. The show kicks off the minute you step on board to be greeted by an enormous outdoor galley that stretches across the full width of the bathing platform complete with grill, sink, ice chest and more. There's even space beneath it



Folding balconies and big wetbar make it the party boat of choice

for a couple of wet lockers for ropes, fenders and snorkelling gear.

Step up to the cockpit and you'll find a pair of Galeon's signature folding terraces that almost double the size of the deck space and create a much closer connection with the water. To make the most of it, the starboard section of the cockpit seating has a hinged backrest that folds down to make a lovely bench facing out to sea. And once you've opened up the glass doors, the inside dinette can be configured to face aft and join the party.

Floor to ceiling windows stretch down behind the furniture to ensure the saloon and galley are awash with light while the entire forward section of glass next to the helm slides back on runners - who needs a helm door when you can slide open the whole bulkhead? They've



The entire glass side window next to the helm slides open

even found room for sunpads and a bench on the foredeck to supplement the already generous entertaining space on the full-length flybridge.

The final ace up its sleeve is a pair of cabins each with its own ensuite. The forward VIP features scissor-action berths that transform from two singles to a double, while the owner's suite is a proper full-beam affair with hull windows on both sides. Admittedly the bed is only 6in off the floor and it's sitting headroom only above the bed, but even Galeon can't bend the laws of physics. A wide choice of shaft, sterndrive or IPS engines completes one of the most comprehensive specs we've ever seen on this size of boat.





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PERSHING 7X

LOA 69ft 3in (21.11m) **BEAM** 17ft 7in (5.35m) **WEIGHT** 35 tonnes (light) **DRAFT** 5ft 0in (1.52m)
FUEL 3,600 litres **ENGINES** MAN V12 1800hp **TOP SPEED** 50 knots **PRICE FROM** €2,720,000 ex VAT
CONTACT Ventura Yachts +44 (0)20 7495 2330; www.pershing-yacht.com



Pershing's 'disappearing' aft bulkhead creates a seamless link to the cockpit

It is reassuring in these uncertain times to glance into the engineroom of the latest model from Pershing to find five tonnes of Bavarian muscle, bulging with potential energy.

Some things, thankfully, don't change.

Surface drives, too: the new 7X may be nearly 70ft long and displace 42 tonnes in full cruising trim, but it's still a no-nonsense speed machine that is reputedly capable of 50 knots.

Although similar in size and concept to 2014's Pershing 70, the new 7X is a significantly different beast, most notably in its construction, which uses a lot more lightweight carbon fibre,

along with lighter alloys, and even lighter materials in the fit-out. It retains the clever disappearing glass bulkhead that the shipyard pioneered, which slides down into the floor to turn the saloon and cockpit into one spacious area. It also features a new cockpit layout, with a rear-facing bench seat – there is, after all, no point in creating a huge rooster tail unless your guests can admire it in comfort.

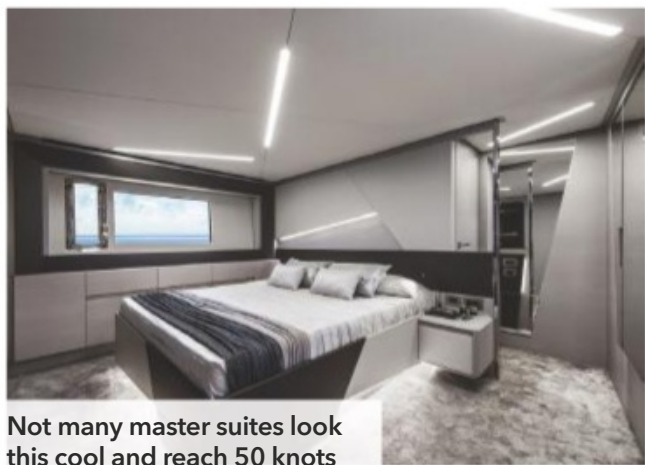
The saloon seating is now concentrated to port, leaving a clear walkway down the starboard side, and includes a sort of raised chaise longue across from the helm, to create headroom for the galley beneath. With its sensible steel rail it bears an unsettling resemblance to an A&E trolley.

In another change over the 70, the optional third cabin down below is now on the starboard side, and can be replaced if you prefer by a roomy seating area with folding table, conveniently situated opposite the galley. There is also a spacious full-beam master ensuite, and

a VIP double in the bows. The single crew cabin amidships is inevitably small, and accessed via that aft-facing cockpit seat. It comes as standard.

The most visible change over the earlier model is a redesigned deck moulding, with its curvaceous bulge beneath those swooping 'wings' – which were first unveiled on the Pershing 5X and initially intended as merely a styling signature, until it was discovered that they did a useful job of funnelling the airflow aft and keeping spray out of the cockpit under way.

But what about that claimed top speed? The 70 we tested was a couple of tonnes heavier than the new model, with 350hp less in the engineroom. It managed just over 46 knots. So it might be close, but 50 knots for the 7X sounds realistic.



Not many master suites look this cool and reach 50 knots

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RHEA 32 TIMONIER

LOA 32ft 2in (9.8m) **BEAM** 11ft 3in (3.45m) **DRAFT** 1ft 6in (0.45m) **WEIGHT** 4.8 tonnes **FUEL** 600 litres **ENGINES** 2 x 350hp Suzuki outboard
TOP SPEED 45-50 knots **PRICE FROM** approx €250,000 ex VAT **CONTACT** Marco Marine Tel: +44 (0)2380 453245; www.rhea-marine.fr



W

e're big fans of the French-built range of Rhea boats. They're as sturdy as they are charming with a style and character that sets them apart from mass produced rivals. Don't be

deceived by those traditional looks though, this all-new 32 is powered by state of the art 350hp outboard engines giving it a hilarious top speed of an estimated 45-50 knots. If it lives up to that claim, this could be the most unlikely performance boat of the year!

Even if you're not that fussed by its pace, there is still lots to like about the 32. With its

deep bulwarks, walkaround decks, teak grab rails and pontoon boarding gates this is an exceptionally safe and easy boat to move around. It's also ideally suited for cruising one-handed with sliding doors on both sides of the wheelhouse allowing the skipper to pop out and deal with lines and fenders. Other practical touches include masses of storage under the cockpit floor, cleats that fold flush to the cap rail when not in use and a flat roof for carrying paddleboards and kayaks.

Inside the wheelhouse, the dinette has a reversible backrest and slides right up to the helm to create more space around the table

when at anchor. The helm enjoys good vision all round compromised only by relatively thick mullions between the triple section windscreen.

The accommodation is all open plan with a big double bed forward enjoying lots of light and headroom thanks to eye-level windows and a skylight. The second double is more of a crawl in space under the wheelhouse with limited headroom but a good sized bed that doesn't feel too claustrophobic. Both share a wet room with a pull out shower head.

Beautifully built, richly detailed and oozing with Gallic charm it's an almost perfect blend of style, practicality and performance.



The main cabin is flooded with light thanks to eye-level windows and a skylight



Not the kind of interior you usually see on a 45-knot boat!

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BAVARIA SR41

LOA 43ft 7in (13.29m) **BEAM** 13ft 1in (3.99m) **DRAFT** 2ft 3in (0.70m) **WEIGHT** 9.0 tonnes **FUEL** 750 litres **ENGINES** Twin 300-380hp Volvo
TOP SPEED Approx 38 knots **PRICE FROM** €249,826 ex VAT **CONTACT** Clipper Marine Tel: +44 (0)1489 550583; www.bavariayachts.com



T

his is the first new Bavaria motorboat for over a year so it's good to see that it has used the time effectively. Although it shares its hull with the previous S40, everything from the deck

up is brand new including the hard top, cockpit and interior layout. Italian designer Marco Casali has been shipped in to add some Latin flair and the result is a remarkably spacious 43ft sports cruiser with or without aft doors that features a number of clever new ideas but still manages to undercut most of the opposition.

Foremost among these new is an aft-facing dinette at the stern with a drop-down table that



Innovations include a natty aft-facing dinette at the stern

converts to a large sunpad, meaning you can enjoy a drink while looking out to sea or keeping an eye on kids in the water.

The main backrest also slides fore and aft so that it can be used as part of the main cockpit dining area.

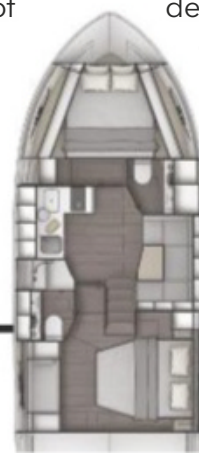
A rather tall chaise longue opposite the helm is there to create headroom in the cabin beneath but it does have a useful if small section of forward-facing seating too.

The helm features a quirky looking pod for the Garmin touchscreen display rather than a full width angled dashboard but it seems to work and we love the huge fabric sunroof overhead that makes it feel like you're driving an open boat. There's a lot of exposed GRP on show up here not helped by rather plain upholstery but you can't expect Sunseeker levels of detailing at Bavaria prices.

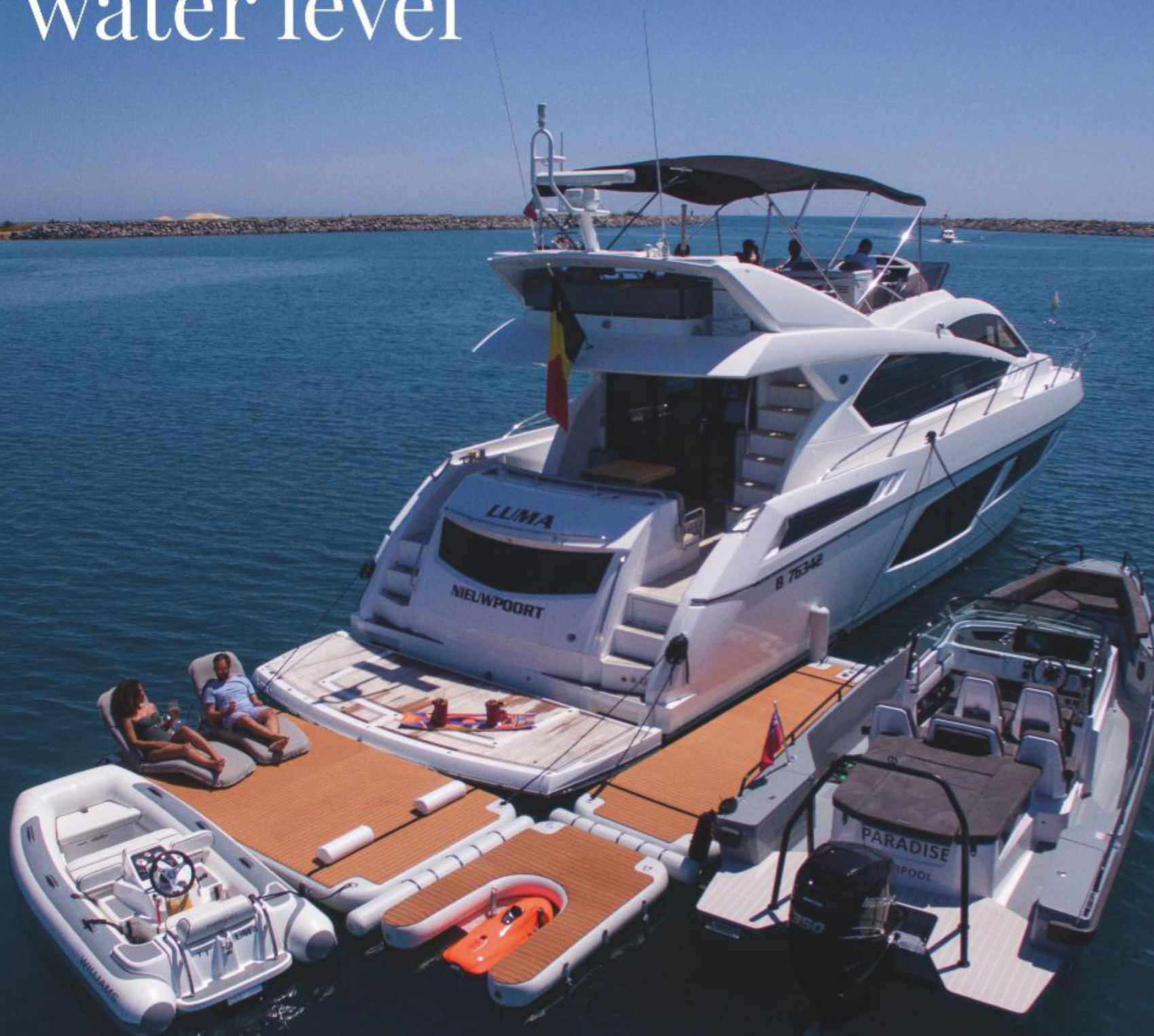
Exceptional headroom, two cabins and two heads below decks



Rather than cram in three cabins Bavaria has opted for a really spacious two-cabin, two-heads layout. Headroom is exceptional while the darker woodwork and plush carpets definitely look and feel more expensive than on previous models. Most impressive of all is the pricing which starts at a whisker under €230,000 albeit with petrol engines ex VAT. Even once you've added diesel power, tax and delivery it still looks like a lot of boat for the money.



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SUNSEEKER MANHATTAN 68

LOA 69ft 7in (21.21m) **BEAM** 17ft 3in (5.26m) **DRAFT** 5ft 4in (1.6m) **WEIGHT** 37.4 tonnes **FUEL** 4,000 litres **ENGINES** Twin 1,00hp-1200hp MAN or Volvo IPS1300 **TOP SPEED** 32 knots **PRICE FROM** £1.75m ex VAT **CONTACT** Sunseeker London +44 (0)207 3550980; www.sunseeker.com



B

eing cynical journalists we were a little disappointed that the Manhattan 68 was based on the previous 66 rather than a fresh-from-the-ground-up design but so much has

changed that it might as well be an all-new boat. You only have to check out the new beach club stern to see why some 66 owners have already traded up to the new 68; with purpose built racks for dive tanks, flippers and towels, a rain shower and a separate flooding locker for two Seabobs, it is the ultimate toy cupboard.

The main deck layout has also changed with a large aft galley on the starboard side, where there used to be access to the master cabin, opposite a separate dining area to port. That leaves the space ahead of it free for a lounging area and a new companionway down to the master cabin tucked behind a huge television.

As well as a grander entrance, the master cabin has been turned around so that the bed now faces forward with the ensuite bathroom in front of it. It loses the 66's walk-in wardrobe but it's still a very fine cabin with no intrusions to the floor or deckhead. The layout of the three guest

cabins down the forward companionway hasn't really changed but a higher level of finish and detailing lifts the feel of the whole interior.

The final big change is to the flybridge which has lost its built-in dinette in favour of an open area at the stern that can be fitted with a circular dining table, sunloungers or a number of other options. The choice of IPS or shaft-drive powertrains offering top speeds of up to 32 knots completes an impressive transformation.



Beach club stern includes a flooding locker for Seabobs



The new interior has been reimagined with separate dining and living spaces

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NIMBUS T8

LOA 26ft 9in (8.15m) **BEAM** 8ft 6in (2.60m) **WEIGHT** 2,300kg (ex engine) **FUEL** 240 litres **ENGINE** Single 200-300 Mercury Verado
TOP SPEED 46 knots **PRICE FROM** £87,142 inc VAT **CONTACT** Offshore Powerboats +44 (0)1590 677955; www.nimbus.se

W

e were rather smitten by this new baby of the Nimbus range. Measuring just under 27ft long and with prices starting from £87,142 inc VAT, it's a natural

competitor to the Axopar 28 T-top but whereas its rival is a performance-focused day boat with the option of a double berth at the stern, the T8 is a proper little overnighter with a good-sized forward cuddy cabin and a separate heads.

It's blessed with a really safe, well-protected cockpit featuring deep bulwarks, sturdy grab rails and an optional T-top with removable canopies. The helm is excellent with supportive bolster seats that swivel to face the table and a clean, ergonomic design. The aft bench also faces both ways and can be laid flat to make a sunpad. It even has a small fridge in its base.

The build quality appears excellent with smooth mouldings, oversized cleats, chunky hinges and top notch fittings, while the stepped hull is said to be good for 46 knots with the largest 300hp engine option. We can hardly wait to sea trial it.

Safe, versatile cockpit with an optional T-top and a hull said to be good for 46 knots



Cuddy is clean, bright and blessed with a separate heads



XO 260

LOA 26ft 7in (8.1m) **BEAM** 8ft 4in (2.55m) **WEIGHT** 2,200kg (ex engine) **FUEL** 315 litres **ENGINE** Single 225-400hp Mercury Verado
TOP SPEED 50 knots **PRICE FROM** £84,933 inc VAT **CONTACT** Ideal Boat +44 (0)1758 703013 ; www.xoboats.com

T

he first of XO's new range of aluminium-hulled boats, the 260 Cabin, has the same beam as the old 270 but in a shorter overall package. The result is a tough and very sporty little

all-weather cruiser. A sharp upright bow mated to a deep-vee hull with a deadrise angle of 23° at the transom should make for a soft ride, while engine options up to 400hp deliver a claimed top speed of up to 50 knots.

The small aft cockpit with flip-up side

benches is supplemented by a more sociable outdoor seating area in the bow but the main action happens inside the wheelhouse. A four-person dinette with a flip-over backrest enables the front section to double as a navigator's bench and converts to a double berth for occasional overnighting. A second side bench can be replaced by a basic galley if required.

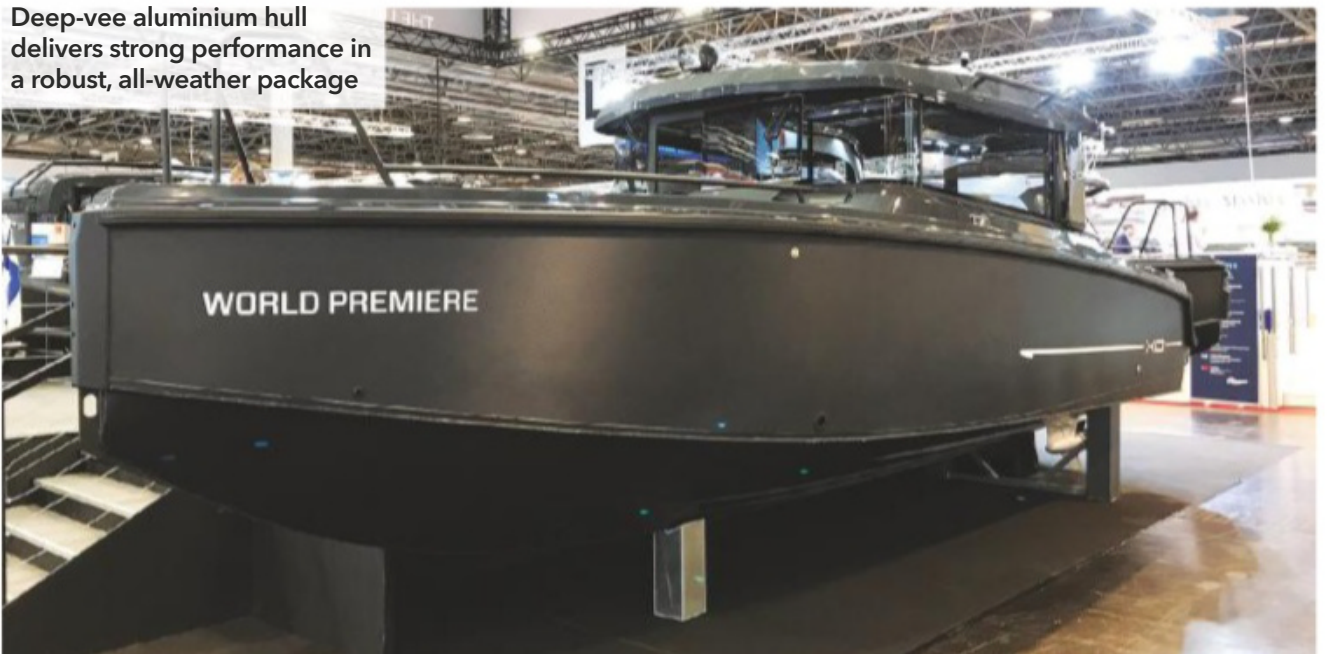
There's also a small heads compartment opposite the helm with a toilet but no sink.

The boat on display was a prototype and felt a little austere as a result but hopefully the production versions will match that tough exterior with a slightly softer, more refined finish that lives up to its billing as a fast, sophisticated, go-anywhere sportsboat.

Compact wheelhouse has a small heads next to the helm



Deep-vee aluminium hull delivers strong performance in a robust, all-weather package





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BRABUS SHADOW 900

LOA 38ft 5in (11.73m) **BEAM** 9ft 8in (3.35m) **Weight** 4 tonnes **FUEL** 730 litres **ENGINES** Twin 450hp Mercury Verado **TOP SPEED** 60+ knots
PRICE FROM €349,500 ex VAT **CONTACT** Sunseeker London (0)203 667 6783; www.brabusmarine.com

W

e enjoyed a brief run out on a prototype of the Shadow 900 last month and Jack Haines described it as the most effortless 60-knot boat he's driven. It's not hard to see why

when you clock those two 450hp supercharged Mercury V8s hanging off the transom then cast your eye down its slender twin-stepped hull.

It's based on the all-new Axopar 37 but by the time German tuning specialist BRABUS has given it the full work over it's a very different beast. Carbon fibre inserts, acres of butter-soft

Ultraleather, matt black fittings, red engine cowlings and BRABUS branding on everything, rams the message home that this is no regular Axopar. Gullwing doors either side of the cabin make a massive difference to the interior, improving access from the main deck and letting in light and fresh air. Like the Axopar 37,

there is the option to have a separate heads/shower room to add some privacy.

The only grumble is the fact that you can't have a cockpit wet bar and an aft sunpad on deck but in every other respect it's the ultimate usable super boat – a real BRABUS G-Wagon for the sea.

Gullwing doors and twin 450hp outboards deliver poise and performance



BRABUS red trim and carbon fibre details look superb

RODMAN 33 OFFSHORE

LOA 35ft 5in (10.7m) **BEAM** 9ft 8in (3.0m) **FUEL** 1000 litres **ENGINES** Twin 250-300hp outboards
TOP SPEED Up to 50 knots **PRICE FROM** £187,000 ex VAT **CONTACT** RBS Marine +44 (0)1243 512101; www.rodman.es

I

f you can't stretch to a Brabus 900 but still fancy something fast, fun and a bit leftfield then Rodman's 33 Offshore might just fit the bill. It uses the same proven hull as Rodman's 33ft

fast patrol boat but has been adapted for

leisure use as the ultimate fast fishing boat. As with all Rodman boats the mouldings feel impressively robust with a hand-laid hull and vacuum-moulded locker lids for a nice smooth finish. In true fishing boat style the cockpit had been left bare but fitted with flip-up benches to provide some seating when you're not hauling

in 300lb Marlin's. There is a more leisure-focused cockpit in the bow with a big sunpad and mini dinette for use at anchor. That leaves only two proper forward-facing seats tucked behind the helm. There is a small cuddy with a separate heads compartment deep in the hull but access is through a narrow opening in the side of the console down some very steep steps. With its 50-knot top speed and long wave-busting hull it should be a heap of fun to drive but choose your crew carefully if you want to enjoy its full potential.

The 33 Offshore's hull is shared with Rodman's high speed military patrol boat



Cockpit has folding benches so it's kept free for fishing



JEANNEAU CAP CAMARAT 12.5WA

LOA 39ft 2in (11.95m) **BEAM** 11ft 8in (3.58m) **WEIGHT** 7.1 tonnes **FUEL** 1,150 litres **ENGINES** Twin 450hp or triple 300hp Yamaha outboards **TOP SPEED** 50 knots **PRICE FROM** €243,360 inc VAT
CONTACT For dealers visit www.jeanneau.com



Who'd have thought five years ago that Jeanneau would one day be building a 39ft open sportsboat powered by triple petrol outboards? And yet here it is, the new flagship of the Cap Camarat range. With a beamy but purposeful looking hull designed by Michael Peters and either twin 450hp or triple 300hp Yamaha outboards it has the speed to keep pace with more focused sportsboats but also a more spacious cruising-oriented layout.

You can really feel that width in the cockpit,



Folding terrace makes the beamy cockpit feel even bigger

especially once you've lowered the port coaming to create an extra little terrace overlooking the sea. An L-shaped seating area around a big teak table makes the most of the view from here and backs onto a full width outdoor galley for an al fresco dining experience. A walkway leads along the port side to another social hub in the bow featuring three big sunpads and a second more intimate dinette. Separating the two spaces is a commanding three-person helm position under a very substantial T-top.

A companionway leads down from here to a lower saloon boasting its own indoor galley next to another big horse-shoe shaped dinette that converts into a double berth at night. There's also a full-beam master cabin amidships with a big double and small single bed but



Five berths, a galley and a proper shower boost its cruising credentials

limited headroom and a bathroom with a proper separate shower cubicle.

We're intrigued to see how well it drives compared to an Axopar 37, Fjord 40 or Pardo 38. It's unlikely to be quite as agile or soft riding as the Axopar and lacks the more modern styling of the other two but as a fast, comfortable cruising companion with lots of space and a sensible price it's got a lot to offer.

SUNSEEKER PREDATOR 60 EVO

*How do you follow the success of the award-winning Predator 57?
We put the replacement through its paces to find out*

Words Jack Haines **Photos** Sunseeker & Richard Langdon





You don't lop off that much weight and it go unnoticed from the helm, where the boat feels alert and eager to plane



Even with the carbon-fibre roof shut, its glass panels provide natural light

There is a theme developing within my tests of the Predator 60. Ten years ago I was testing a previous generation of the boat in a trial that took us from Sunseeker's Poole base to Yarmouth on the Isle of Wight and back again and the weather was thoroughly miserable. The rakish, warm weather sports cruiser was forced to endure conditions it would probably never go out in again in its lifetime but on that day the 60 proved that there is more to it than lounging around in an anchorage looking cool.

Fast forward to January of this year and I arrive at Sunseeker's West Quay Road facility before the sun rises with rain pouring off the shed roof.

Don't let the photos, which were shot by Sunseeker in Florida, fool you. It is the remnants of Storm Brendan, which had been forecast, but with such a tiny window to test the boat before it headed north to Helsinki we had to give it a go.

Poole Harbour is empty and its protection from the southwesterly wind gives no inkling as to what sea conditions might be like outside. As we ease on to the plane, our sights on Old Harry rocks, there is little to suggest that a howling storm was blowing across the bay just hours before aside from a light swell that picks up as we clear the lee of the Isle of Purbeck. The 60 EVO is a happy beast in these conditions, romping confidently across the undulating surface. We are running in

step with our 76 Yacht chase boat and, frankly, struggling to keep up. The stabilised 76 is not only longer and heavier than the 28-tonne Predator but it's faster at the top end too, because the boat we have on test has the smallest engines on offer, twin 900hp Volvo Penta D13s.

SVELTE ITERATION

The upgrade to the 1,000hp units on the same block is £50,000 and if you want IPS there is £80,000 to pay for the twin 725hp pod-drive version. The good news is that, unless you're going to order a very heavy spec, the standard engines feel more than up to the job of punting the boat through the water. True, we didn't have a tender in the garage, nor was there a gyro fitted, but during our two-way performance runs we got from 0-20 knots in 13.1 seconds and topped out at 33.5 knots.

Drop the doors and the cockpit and saloon merge together effortlessly





Electric side window provides natural ventilation even if the roof is closed



Considering it's not a canvas sunroof, the aperture, once open, is enormous

The hull is shared with the Predator 57 but in developing that boat into this new model Sunseeker implemented a strict weight-saving regime. The use of carbon fibre is extensive, most obviously in the beautiful (and enormous) sunroof – apparently so light two people could pick it up and carry it – but also in the transom and tender garage moulding where a whopping 400kg has been saved. You don't lop off that much weight and it goes unnoticed from behind the helm where the boat feels alert, poised and eager to plane. Sunseeker offers something called the Hydro Performance Pack, which for £10,254 includes Humphree's excellent auto trim Interceptors, a Seastar steering system with independent cylinders, Ackerman steering and flow aligned rudders for improved water flow, efficiency and refinement. All excellent kit, there's no question about that, but the manners of our standard boat and its traditional trim tabs

(which went unused throughout) didn't lead me to think the Hydro Pack is a compulsory tick on the option sheet.

The upgraded multi-function wheel is, however. This is the first time I have used one of these wheels with the buttons under my thumbs connected to the two MFDs. The functionality takes a little bit of getting used to but after a bit of practice they work very well. Simrad's lovely 16in MFDs touch screens are a bit of a stretch away from the helm seat so having hard buttons arranged around the steering wheel hub is very useful when you're bouncing around out at sea. A click of a button can change which display is active, swap between screens, zoom in and out of the chart and even mark and set headings for waypoints.

The layout and design of the helm is very good and an area of improvement over the 57. It's more digitally savvy too, with a



LEFT The optional multi-function wheel is a worthy addition MIDDLE The cutaway dash area leaves the galley open to the windscreen above RIGHT The galley is big and full of clever practical detailing

The designers have not cast aside function to benefit form nor have they dismissed the practicalities of boating



Performance is strong whether you opt for IPS pods or shafts

wireless charger for a smartphone incorporated into the cubby on the left hand side and a mount for an iPad with built-in charging dock subtly mounted just above it. Given how many people use an iPad as their secondary source of navigation data this seems a prudent move. It's not perfect, however; though the supportive helm seats have slide adjustment, they don't move close enough to the dash for my liking, which left me uncomfortably perched on the edge of the seat. And there's a small step up to the helm from the saloon that you will catch your toe on. A lot. Above this there is a drop-down teak step that when deployed allows you to pop your head through the sunroof, which is ideal for berthing. The view is actually very good given how steeply raked the windscreen is and even though the mullions are thick, the side windows extend a long way forward so you can check the blind spot. In hard turns to port, the glass roof proves itself useful for checking traffic when you lose sight through the port side-window.

FUNCTION AND FORM

There is a sense of not wishing to throw the baby out with the bath water on the 60 EVO. Sunseeker sold more than 100 of the boat it's replacing so has sensibly carried over the bits that worked, namely the spectacular roof and drop-down cockpit doors. They give the boat a two-in-one versatility that few rivals can compete with; in good weather open the roof and drop the cockpit doors into the deck and you're as exposed to the

elements as you could possibly hope to be on a hardtop sportcruiser, and in poor weather keep everything closed, pump up the Eberspächer and go winter boating in a T-shirt. And because the sunroof has eight glass panels, even when it's closed there is a great connection to the outside and huge ladles of natural light being served into the main deck.

The roof and large void that it retracts into make the boat appear rather tall – the black superstructure an attempt to lower the boat's visual height – and the overall design is a bit too fussy for my taste but the benefits on board are plain to see. The layout differs little from the 57 but the level of quality and attention to detail is superior to the previous model. It's small touches all over the interior that create an overall impression of a more finessed product. Be it the solid metal handles on drawers and doors or the stainless steel details embedded in the cabin doors. The intelligent use of backlighting and dimmable spotlights that can be controlled either via hard switches or Sunseeker's excellent CM8 central control system. The designers have not cast aside function to benefit form nor have they dismissed the important practicalities of boating. The galley is a fine example of this with its ample stowage, cupboard doors that lock shut with handsome metal catches, tall fiddles along drawer edges and bespoke storage for crockery including, rather charmingly, a tea set.

Opposite there is a lower dinette that some may see as surplus to requirements but others will view as a cosy spot to retire to in poor weather or have a morning coffee away from prying eyes on



Details like the polished steel door inserts look very classy



The lower dinette can be swapped for an extended galley



The spacious master cabin is beautifully finished and a breeze to move around

The ensuite features a separate shower cubicle

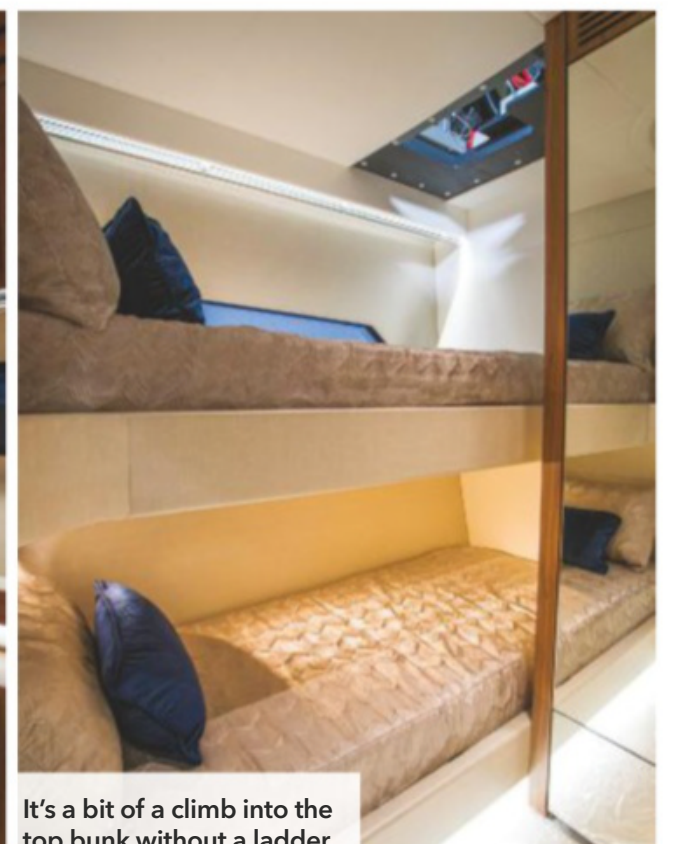


the main deck. Alternatively this area can be made into an extension of the galley with more counter space, a wine cooler, washing machine and extra fridge. Even without this galley extension, the catering facilities compares favourably with most rivals especially when it comes to cooling space; the under-counter fridge in the galley is supported by a drawer fridge in the deck saloon and another small unit in the cockpit wetbar. An icemaker and BBQ grill are cost options in the cockpit that are worth having given the distance between the cockpit and galley.

The three-cabin layout isn't up for change but you can have scissor berths in the VIP cabin rather than the fixed double if you need a bit more versatility. This cabin is ensuite to the day heads, though it is shared with the bunk bed third cabin across the landing. The full-beam master ensuite stands out for its spaciousness and ►



As an option the VIP cabin is offered with scissor berths



It's a bit of a climb into the top bunk without a ladder

Sunseeker sold more than 100 of the boat the 60 replaces so has sensibly carried over the bits that worked



lack of obstructions overhead or under foot. With more than 6ft 1in of headroom and a flat floor it is very easy to move around the island berth, though with just one hanging wardrobe and a small chest to port it feels a little down on storage space compared to some rivals.

IMPROVED FORMULA

Whether the boat has shafts or IPS, the engines are in the same spot just aft of the master cabin bulkhead. On the pod option, jackshafts connect the engines to the pod drives, though this means the pods are tucked away beneath the crew cabin, potentially making involved maintenance work quite tricky. The engineroom itself fares better and is accessed via a hatch in the cockpit deck. Inside there is enough space to stand with a stooped head and good access around the blocks to make daily service checks. There is some intrusion from the tender garage moulding but it's not bad and the amount of insulation down here explains why the boat is so very quiet at cruising speed. The crew cabin isn't a space I would want to spend much time in but, with good access via a door in the transom, it makes a great

area to store bulky items without having to lift the tender garage door.

It's tempting to dismiss the 60 EVO as a Predator 57 with tweaked styling and a new colour scheme but spend some time on board and you realise that Sunseeker has put the work in to improve what was already a successful design. If you have an award-winning blueprint it doesn't make much sense to abandon it and the subtle changes that have been made to the interior lift the boat to a higher echelon without spoiling what worked so well on the previous model. Like the Predator 60 I tested ten years ago, this latest version demonstrates the sort of practicality and versatility that make it such a talented and stylish year-round cruising machine. **CONTACT** Sunseeker London + 44 (0)20 7355 0980; www.sunseeker.com



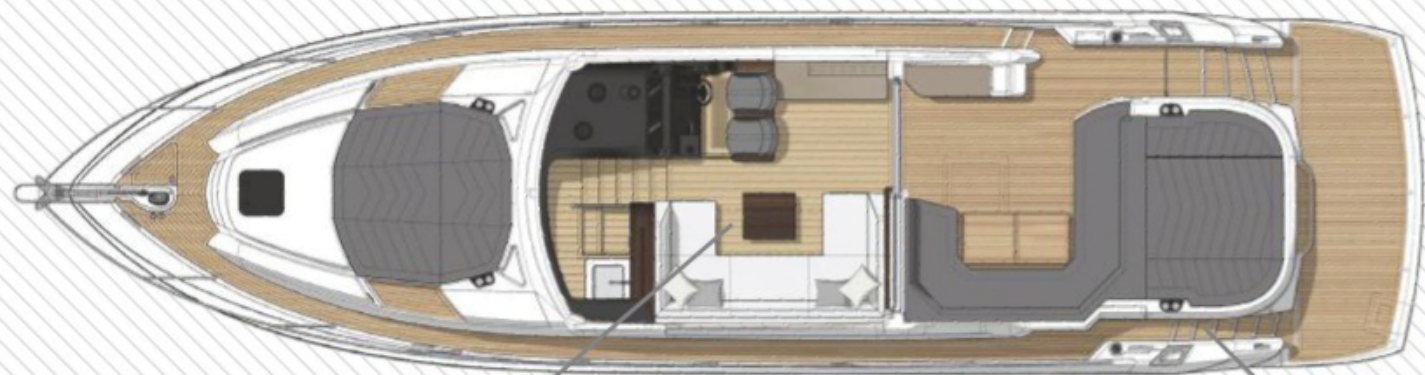
There's enough space in the garage for a Williams MiniJet tender



STAY CONNECTED
A slot for an iPad and wireless phone charger are useful additions

TRIM CONTROLS
These buttons look smart but an indicator would be a useful addition

ON THE BUTTON
The MFDs are a stretch but you can control them from the buttons on the wheel



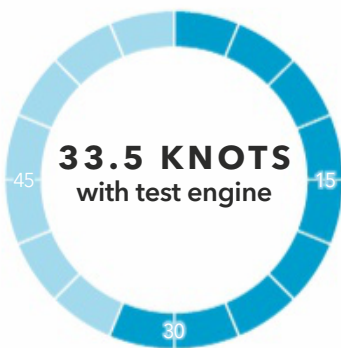
DINETTE TABLE
The table can be converted from coffee to dining table

DAY HEADS
The VIP ensuite has dual access so it can be used as a day heads

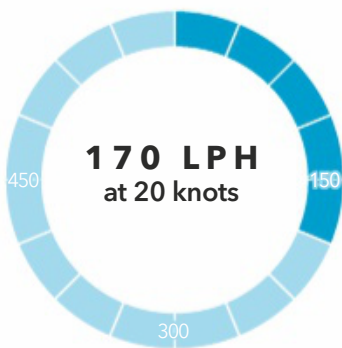
CREW SPACE
The crew cabin is cramped but good for storage if nothing else

WALKWAY
There is enough space to access the port side deck from the platform

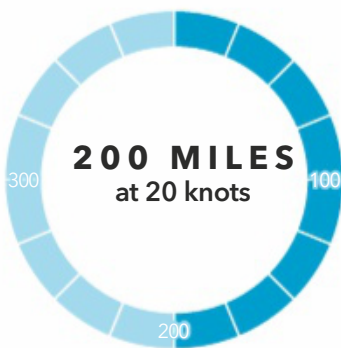
TOP SPEED



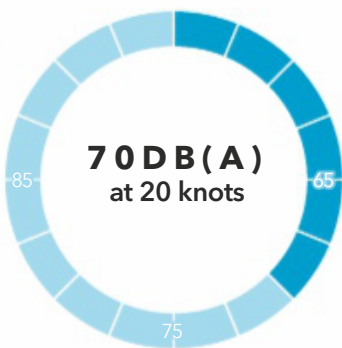
CONSUMPTION



RANGE



NOISE



PRICE



SPECIFICATION

LOA 59ft 10in (18.24m)
Beam 15ft 5in (4.7m)
Draught 4ft 3in (1.3m)
Displacement tonnes 27.5 tonnes (light)
Fuel capacity 2,200 litres
Water capacity 600 litres
RCD B for 12 people
Designer Sunseeker International

COSTS & OPTIONS

Price from £1.14m ex VAT

Med pack £115,260
Air-con, 13.5kW generator, passerelle, icemaker, cockpit BBQ, stern winches, tender launch system, cockpit canopy and more
Bow & stern thrusters £11,447
Eberspächer diesel heating £14,335
Black American walnut satin interior wood £12,740
Navigation upgrade pack £2,712
Camera monitoring & docking system £3,448

PERFORMANCE

Test engines win Volvo Penta D13 900. Twin 900hp @ 2,300rpm. 12.8-litre, 6-cylinder diesel

	ECO					FAST		MAX
RPM	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,350
SPEED	9.3	10.5	12.8	16.5	21.6	26.3	30.7	33.5
LPH	42	71	106	145	187	230	277	335
LPM	4.52	6.76	8.28	8.79	8.66	8.75	9.02	10.0
RANGE	390	260	213	200	203	201	195	176
NOISE	63	65	67	68	71	74	78	78

Calculated figures based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices exclude VAT. 32% fuel, 30% water, 6 crew + safety stores. 7° air temperature, F2 and moderate seas for trial.



MOVING TO MALTA

*In a move written in the stars, Clive Hook and partner Anna
haul anchor and set sail for sunnier climes*



Words and pictures Clive Hook

I was introduced to the boating world 40 years ago when I was 11-years-old. My parents bought a Fletcher Zingaro 28 which they kept at Brighton marina. Not long afterwards they moved up to a Princess 38, which they bought at the Boat Show and named *Campbell's Lady*.

They soon got frustrated with the UK climate and cruised her down to the South of France. The local *gardiennage* company, which looked after our boat, was run by an Englishman who offered me a job in the school holidays. I took it, loved it and never looked back. I now run my own boat maintenance business. Perhaps it's hardly surprising given that my surname is Hook and my first name begins with C.

It took a while before I could afford my own boat but as soon as I could I bought a Buckingham 20 and kept it on the River Medway near where I lived. Since then I have owned a number of boats: a Birchwood 22, a Fairline Weekend 21, a Fairline Carerra 24, a Jaguar 24 sailing boat, a SeaRay 22, and a Fairline Targa 33 Mk2. I kept the Targa for 14 years, crossing the Channel multiple times to Brittany, Normandy and the Channel Islands.

It was around this time that I met my partner Anna, who was born in the UK but had family and roots in Malta. I also ►



ABOVE Both Clive and Anna had connections with Malta so it was a natural place to consider moving their boat to. BELOW Their Fairline 43AC *Utopia* gets lifted off the transport ship





LEFT TO RIGHT Clive's rare Fairline Phantom 43AC needed quite a bit of work to bring the interior up to scratch but the end result is a smart and spacious home from home in Malta

shared a love of Malta having delivered a couple of big Princesses there for a client, taking the opportunity to thoroughly explore the island.

MOVING ON UP

I sold the Targa 33 and rather unexpectedly bought a Trader 41+2 that needed a bit of TLC. Thanks to my own business and various other marine connections I could do this relatively easily and affordably. The original idea was to do her up then sell her on but we both loved the space and grace the Trader offered, so we hung on to her and revelled in her traditional looks and big boat feel. Cruising at 10 knots was a big change for us but it was so relaxing and we soon realised that there's little point in speeding to your destination if you don't need to – far better to sit back and enjoy the views.

The Trader served us well and we cruised most weekends, weather permitting, around the Solent, Weymouth, Dartmouth and Torquay. After three years we sold the Trader to buy a Fairline Targa 43. Again we cruised most weekends, taking her across the Channel to explore the Normandy coast but by now our thoughts started turning towards other cruising destinations in the Med. Malta was the obvious choice to serve as our base, considering our family connections and the fantastic harbours and bays around the island, some of which can only be reached by boat.

We sold the Targa and started looking for a Fairline Phantom 43AC that could act as both a floating holiday home as well as a boat. We looked at various flybridge options but the Phantom 43 AC not only has more accommodation than most, thanks to its aft cabin layout, but also a raised aft deck with a sociable cockpit and outside helm protected from the wind.

The hunt was on! We found one but it wasn't suitable, then through contacts we sourced another. This one was mechanically sound and the gel coat was in good condition but the interior let it down; the lining was starting to sag, the carpets were tired and the upholstery was dated.

CHASING PHANTOMS

I managed to strike a deal with the owner that would allow us to refurbish the interior and become the owner of a rare Phantom 43AC. Fairline launched the 43AC to replace the popular 36 Turbo but not only was it a much grander craft, the production costs were also much higher, so Fairline dropped it after a short production run. I have never managed to pin down the exact number built but most estimates put the number somewhere between 14 and 20.

Like a lot of aft cabin boats they aren't as easy to board as conventional flybridge designs but the way I look at it, if you struggle to board it, are you really safe to be on it?

We lifted her out of the water at Port Solent Marina and set to work. Our first task was to strip out the interior, always a messy job as the backing foam disintegrates into powder. While the saloon was empty I brought in the Clean Diesel Company to purge the tanks, polish the fuel and get rid of any latent diesel bug or

residue. This is well worth doing on any older boat as a fuel blockage can stop your engines dead. I also asked South Coast Marine Engineering to inspect the engines, carry out a full service and replace a few parts that were in need of attention.

While this was going on MasterCovers replaced the interior linings, fitted new carpets and reupholstered the sofas. The cockpit canopy had also seen better days so they replaced that as well, along with a new sunpad for the bow and a sun screen for the front window. I found their workmanship very good considering the tight time scale I gave them.

To ensure the exterior looked as good as the interior I also employed BG Install graphics to vinyl wrap the back of the raised aft cockpit where the original gelcoat had started to fade. I took care of all the other little jobs such as installing new electric heads, redoing the plumbing, replacing the chartplotters, adding



The raised aft cockpit makes for a very sociable layout



Enjoying the sun on Utopia's new home berth in Grand Harbour Marina, Malta



Coppercoat long-term antifouling to the hull and giving the whole boat a good buff and polish. The total cost of the refurb came to about £20,000 but what a transformation!

At last it was time to relaunch our 43AC, now named *Utopia*. Everything went like clockwork and on her first trip out we wound her up to 29 knots – an impressive speed for her old Volvo Penta 63s. We enjoyed a few sorties around the Solent before deciding it was time to move her to a new home in Malta.

Finding a permanent berth on the island can be tricky as there are more boats than berths, although the recent addition of two new marinas has eased the problem a little. We have always liked Grand Harbour Marina with its stunning backdrop and protected location but knew we would be lucky to find a berth there. We rang more in hope than expectation, only to be told that one berth had just become available for exactly our size of craft. Talk of serendipity! The annual cost of the berth was slightly less than in the UK so we leapt at the chance.

SHIP TO SHORE

Our next job was to work out the best way of getting *Utopia* to her new home. The first option was to cruise her there ourselves but we soon concluded that the costs of fuel, visitors' berths and wear and tear combined with the limitations of time and weather constraints were prohibitive. Trucking her there overland was too complex, so the only other option was to ship her down as cargo.

We crunched the numbers and gave the job to Peters & May.

The date for loading was mid June 2019 but as with all charter shipping, the dates remained fluid until the eleventh hour.

The loading finally took place towards the end of June in Southampton docks. My son Jakke and I watched *Utopia* being hoisted out of the water. It was a nerve-racking moment but the deck crew were so professional and put our minds at rest as she was lowered onto the ship and strapped down for the trip.

I downloaded a ship-tracking app on my phone and watched with mounting excitement as I followed its progress down to the Med. We flew to Malta in the first week of July to be there in time for her arrival and watched the large cargo ship manoeuvre into harbour with our boat sitting on deck totally unscathed from its 2,500 mile journey.

We clambered on deck in the hi-vis jackets and hard hats we'd be given while the guys removed all the tie-down straps and ropes. The crane was then positioned overhead and *Utopia* was airborne once again before being carefully lowered halfway down the ship's side while we clambered down the ladder onto our waiting boat. Once aboard we were lowered down the final few metres into the warm waters of the Med. I turned on the battery master switches, fired up both engines, checked the water was coming out of the exhausts and then we were off, waving goodbye to the crew.

We didn't have to travel far to our new marina as it's in another corner of the same Grand Harbour. The marina staff were very helpful, showing us to our berth, taking our lines and sorting out shore power and water. We spent the next day washing off all the Saharan dust and black soot from the ship's exhaust stacks, and unwrapping the soft furnishings, covers and various other loose objects we'd duck-taped down. Eventually she looked like a new boat again, gleaming in the 35 degree



At anchor in one of Malta's many idyllic anchorages before a sunset cruise home

Malta's thriving boating scene is being catered for by a growing number of marinas



After spending the summer in Malta, we're certain we've made the right decision

heat! At last we were ready to explore our new Maltese cruising ground with its numerous beaches, bays and harbours not to mention the two other islands within an hour of Malta, Comino and Gozo.

I've explained one of the reasons we chose Malta as our base but there are other reasons why we like the island too. Obviously, the boating season is much longer than the UK's with guaranteed sunshine much of the time and, unlike some parts of the Med, Malta seems to have something going on all year round such as regional feasts, firework displays, concerts and carnivals. Even the restaurants stay open during the winter months. If you feel you've exhausted all those options, Sicily is only 55nm away and for the more adventurous there's the South of Italy and the Greek Islands beyond that.

MALTA MAGIC

After spending last summer on board in Malta, Anna and I are certain we have made the right decision; those crystal clear waters, the big yellow circle in the sky, the fascinating coastline, the amazing architecture, the friendly people (who all speak English) and the simple way of life suits us down to the ground. We anticipate many more happy years exploring the area at our leisure and have even started up a boat charter company so we can spend more time there and hopefully offset some of our boating costs, so don't hesitate to contact us if you fancy dipping your toes in Maltese water for a change!

FUEL

Diesel costs around €1.28 per litre. There aren't any fuel berths as such, you just ask the marina to call up a bowser lorry which pulls up alongside the quay and lowers an extremely long hose to your boat.

INSURANCE

About the same cost as the UK. I've used my original UK boat insurance and extended it to cover Malta.

LICENCE

To operate a boat with an engine over 30hp in Maltese waters the skipper needs a local boating licence or an ICC.

BERTHING

Annual berthing costs for a 13m boat are approximately €7,000.

FLIGHTS

Flights from London Gatwick operate all year round. We tend to book for the whole year and each return flight is approximately £60 – about the same as a train ticket from Portsmouth to London!

OTHER COSTS

Having your boat abroad can be a worry when you're not there to keep an eye on it, so choose a safe, protected marina and consider employing a good *guardiennage* company to look after it. One other thing that people forget is the damage the sun can do to your boat's gel coat. I recommend a good coat of premium wax once a month throughout the season. I carry this out on my own boat and have picked up a few clients' boats in Malta who have asked me to do the same for them. It isn't expensive and saves a bigger expense in the long run.

CONTACTS

C HOOK MARINE SERVICES

Email: info@chookmarineservices.com

SOUTH COAST MARINE ENGINEERING

www.southcoastmarineengineering.co.uk

CLEAN DIESEL COMPANY

www.cleandieselcompany.com

MASTERCOVERS

www.mastercoversltd.co.uk

PART **A** FIVE

SMALL BOAT ROUND BRITAIN

Having successfully negotiated the north coast of Scotland, Philip and Nigel continue their circumnavigation of the Great British coastline

WORDS Philip Davis PHOTOS Nigel Boutwood





ur mission to circumnavigate the UK in my 27ft Rhea 850 is on track and much to my personal relief we have made it round the feared north coast of Scotland to the relatively safe haven of Kinlochbervie. The weather rarely stays settled for long this far north and sure enough it looks like we won't be leaving Kinlochbervie any time soon. The forecast is pretty

grim for the next few days but we're both grateful we didn't get trapped in Loch Eriboll, the only bolthole for a boat between Scrabster and Cape Wrath. Here at least we have the bare essentials of western civilisation – electricity, water, a shop and most importantly of all, a pub.

The other good news is that the harbour office has a special BOGOF offer (buy one get one free). I book for two nights just in case with the next two nights gratis, but it gets even better – the free nights are transferable to the next stop down the track, Lochinver, which unsurprisingly is in Loch Inver. The Highlands Council owns pontoons in various locations along the coast and

offers this deal to encourage visitors to stay a few days and make the most of the local facilities.

On our third and last night in Kinlochbervie, we eat on board but are told by the bar staff to come up to the pub anyway as The Trooters are playing. The Trooters are a Scottish cèilidh band consisting of a fiddle player, pianist and guitarist and as promised they are brilliant. Their name derives from their love of trout fishing or 'troots' as they call them up here. If their casting is as good as their playing, the poor fish don't stand a chance.

The following morning we fill up with diesel (the cheapest yet) at high tide to avoid another long climb up a rusty quayside ladder similar to the one in Scrabster. The chandlery staff are very friendly and manage to dispense the fuel through the huge hose designed for North Sea trawlers without swamping the decks with diesel.

KINLOCHBERVIE TO LOCHINVER

We set off with a moderate wind on the nose and a slight sea state to cover the 25 miles to Lochinver. As it's only a short distance we motor along at a slow displacement speed of 8/9 knots safe in the knowledge it will take us no more than three hours.

Everything goes to plan and other than another lively discussion on how much clearance we should allow round another significant Scottish headland we arrive in Lochinver and take possession of a northern-facing finger pontoon as instructed by the harbour master. After our enforced three-night stay in Kinlochbervie, we have the luxury of several different restaurants and pubs to choose from, not to mention a much-needed fresh outlook.

As with most ports this far north its main industry is fishing but we can't help but notice that all the large articulated lorries waiting for the trawlers to land their catches are from Spain and France. We are told that at least 80% of the catch is destined for



OPPOSITE
The Skye bridge
RIGHT Tobermory's
colourful waterfront
BELOW Mallaig's
resident seal



these two countries alone. Our next planned port of call is the Kyle of Loch Alsh, on the south side of the bridge linking the mainland to the Isle of Skye. There are seasonal pontoons here and a place to eat. It is also

a good place to pause and plan our passage through Kyle Rhea, a spectacularly picturesque but tricky 'S' bend a few miles long and only half-a-mile wide with fast tides running through it. We don't want to be trying to thread our way through this in a wind-against-tide situation. Going through Rhea, however, means avoiding a much longer more exposed route around the west side of Skye with the potential for even more unpleasant sea conditions.

LOCHINVER TO MALLAIG

It's a 65-mile run from Lochinver to Loch Alsh and the first 35 miles are into the wind but the sea state is mostly slight other than a couple of lumpier stretches around the headlands. After 35 miles we turn to port past Gairloch, where a neighbouring boat in Lochinver told us that the sea state would reduce noticeably as we came into the shelter of the Isle of Skye. His prediction is correct and we raise our speed to 20 knots as we cruise down the east side of Rona for the last 20 miles to Loch Alsh.

Nigel phones ahead to let them know of our imminent arrival. The berthing master answers our call but not from his office. He's in his car en route to Stirling. Not only is he not around to welcome us in but nor are the pontoons! The weather has been so bad until now (mid-June) that they haven't had a chance to put them out yet. We'll either have to pick up one of the three visitors' mooring buoys, if available, find a

Striking statue of fisherman and child in Mallaig harbour



berth in Kyleakin (unlikely) or anchor somewhere. He wishes us good luck and signs off. Inevitably, the mooring buoys are occupied and when we try to raft up alongside a sailing boat in Kyleakin, the owner emerges from below decks to let us know we can't stay there as the local fishing boats have priority.

We head back out into Loch Alsh while checking the tide times to see if it is safe to go through Kyle Rhea and onto Mallaig some 15 miles distant, a proper town with a proper marina.

It is half tide(ish) with a light wind in the right direction, so off we go. Like the Pentland Firth, there is much written about this short stretch of sea. With the potential for 8-knot tides and katabatic winds, the sailing brigade might find themselves going backwards or round and round in circles in the whirlpools!

We enter the beautiful Rhea and see nothing to worry about; the sea is flat with just a few ripples showing where the tide race is meant to be. *Start Me Up* does lose 5 knots of speed over ground where the tide is at its peak but after a few minutes we are through it and on our way to Mallaig.

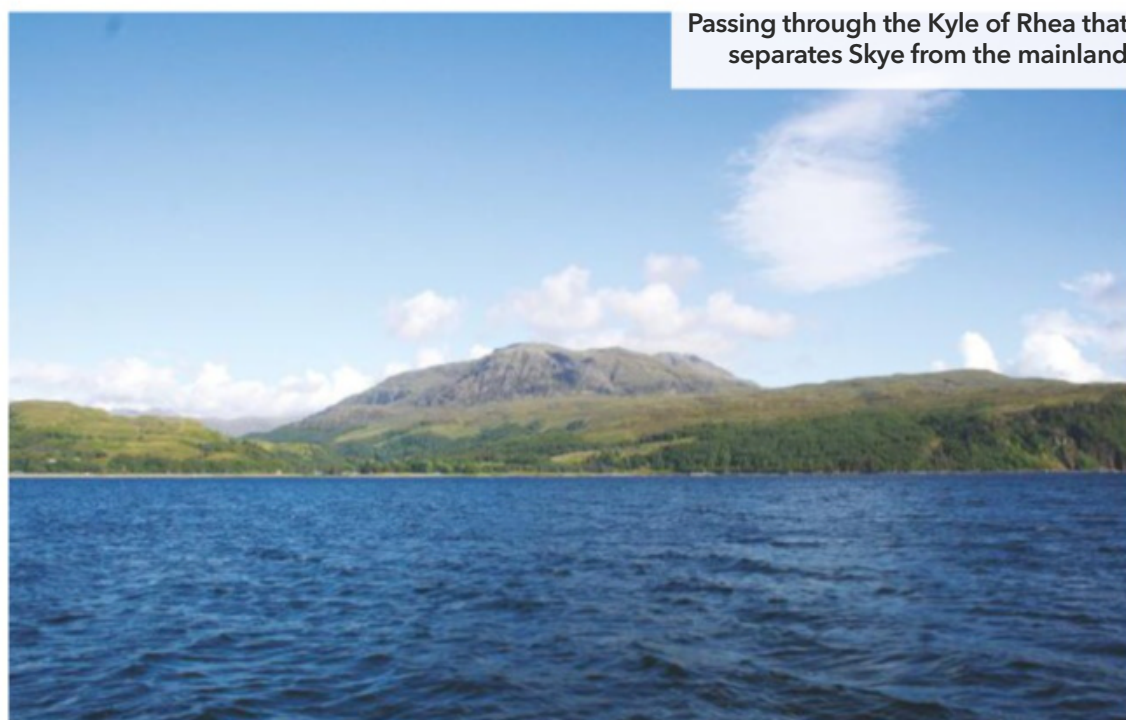
Forty-five minutes later we are entering Mallaig harbour where a young lady points us in the direction of our very fine berth for the night. Mallaig town is 300 yards away with several pubs and restaurants to choose from and the marina has excellent facilities for yachties and motorboaters alike.

We celebrate our good luck with a couple of cold beers followed by a hearty bowl of Cullen Skink, a delicious local soup of smoked haddock and potato.

MALLAIG TO TOBERMORY

We had used just over half a tank (300 litres) since filling up at Kinlochbervie, helped by much of our passage-making being at frugal displacement speed. The fuelling facilities at Mallaig are not very appealing (another long ladder against a rough stone wall) whereas our next stop of Tobermory is meant to have a proper fuel pontoon. I judge that there is more than enough in the tank to get us to Tobermory, around 40 miles down the track, even at our 18-knot cruising speed. So off we go again on what turns out to be a lovely cruise. Down past the island of Eigg ►

Passing through the Kyle of Rhea that separates Skye from the mainland



(it looks a bit like Cape Town's Table Mountain), round Ardnamurchan Point and into the Sound of Mull where we join a Jeanneau NC9 on the Tobermory fuel berth while we await the attendant to grace us with his presence.

Tobermory is very pretty with much-photographed coloured houses lining its harbour. It's a justifiably popular tourist destination and even at this time of year there's a cruise liner anchored off the harbour with a dozen coaches full of tourists parked next to the marina. Four hundred litres of fuel later (550-litre tank), at the highest price yet paid since leaving Gosport, we head through the beautiful Sound of Mull to Oban

TOBERMORY TO OBAN

On arrival we are instructed to take any vacant berth in the cutely named Transit Marina on the North Pier. Unlike the harbours further north, this one is full of leisure boats, largely sailing yachts from every country north and east of Scotland. Its other marina is on the island of Kerrara, about a mile away, which shelters the town from almost every direction. The harbour is teeming with ferries, small cruise liners, trawlers, fishing boats and the most leisure boats we have seen since leaving the Solent. It is the principal boating hub for this section of the West Coast of Scotland.

OBAN TO PORT ELLEN

Our cruise to Port Ellen on the island of Islay, some 64 miles away, is mostly in sheltered waters and the forecast is good. Having left the Sound of Kerrara we continue to enjoy shelter from the southern end of Mull, then Colonsay until we enter the narrow Sound separating Jura from the island of Islay. We spot one distillery after another. Islay has a population of just 3,500 people but no less than 11 distilleries – a ratio I thoroughly approve of. It even has its own gin called The Botanist.

Once we leave the Sound of Jura we motor round the rocky bottom of Islay into Port Ellen, where we claim one of the few free visitors' berths in the small council-run marina. There are only 30 berths available and they can't be booked in advance, so it's first come first served. The marina manager tells us to register in the office and put the berthing fee in the honesty box.

There are two restaurants and one pub. We arrive at the pub on our electric scooters. A couple of youths cast envious eyes over our magnificent transport as we saunter in. It's a proper pub – no food and a dozen or so locals. We get talking to a distinguished-looking older guy who turns out to be the owner of the local Spar, where you can also pay your marina fee by card if you don't have cash for the box.

Start Me Up enjoys a fine view of Tobermory from her visitors' berth



We start talking malts and are soon introduced to the pub's consensus view of the best, a 17-year-old Bunnahabhain served neat at room temperature. It slips down as smoothly as syrup and is utterly delicious. Our new friend advises us to add a splash of water to the next one. There is an impressive brass tap in the middle of the bar for exactly this purpose. As promised it changes the character and complexity of the malt, releasing a different taste and a whole new appreciation of this liquid gold.

Time to take our leave while we still can but not before letting the local lads have a spin on our scooters. 'Sick' is their verdict, apparently a Gaelic term for 'very good indeed'.

After an excellent meal in the Islay Hotel, we make our way back to the tiny marina where Nigel notices a Jeanneau Sun Odyssey 35, the same sailing boat as his own but a few feet longer. He stops for a chat with the owners. They are from Essex and are also circumnavigating Britain. Nigel invites them back to our boat with the promise of a sing song accompanied by my Pig Nose travel guitar, a battery-powered electric guitar with a tiny built-in amp that, after a few whiskies, sounds a bit like Jimi Hendrix. Another neighbouring boater brings his guitar and before we know it *Start Me Up* is hosting her first rock and roll party with other crews joining in the dancing on the pontoons. 'Whisky in the Jar' by Thin Lizzy is easily the most popular tune of the evening. Being sensible boating folk and with due respect to our neighbours, the party ends before midnight and the Pig Nose is returned to its special locker where it lurks in the darkness awaiting its next guitar hero moment.

PORT ELLEN TO BANGOR

There is diesel in Port Ellen but only in cans so yet again I am grateful for the size of *Start Me Up*'s tanks. It is 65 miles to Bangor Marina in Northern Ireland and we have just over half a tank left. The crossing itself is only 20 miles across the Irish Sea and the high cliffs east of Ballycastle and beyond Rathlin Island are soon visible on the horizon. We enjoy a quiet and incident-free passage and four hours later we pull alongside the fuel pontoon in Bangor. The marina is sizeable with excellent security and all the facilities a passage-making motorboat could wish for. It is also very near to the town centre restaurants, shops and pubs and a railway station.

The weather looks like it is taking a turn for the worse over the next few days so we decide to take a second break from our circumnavigation. We are approximately two-thirds of the way around Britain and the next series of legs will bring us to the final significant turn left, around Land's End itself and along the south coast of England. With that in mind we secure the boat, catch the train to Belfast and arrange our passage home to Lewes in Sussex. Belfast is unrecognisable from the last time I visited 25 years ago and it feels good to be heading home in a positive frame of mind. When we return, it'll be the start of the long home straight and the completion of our challenge. We can hardly wait...

NEXT MONTH: Back to mainland Britain and the journey home

BELOW
Port Ellen buoy
BOTTOM
The lighthouse
on Islay





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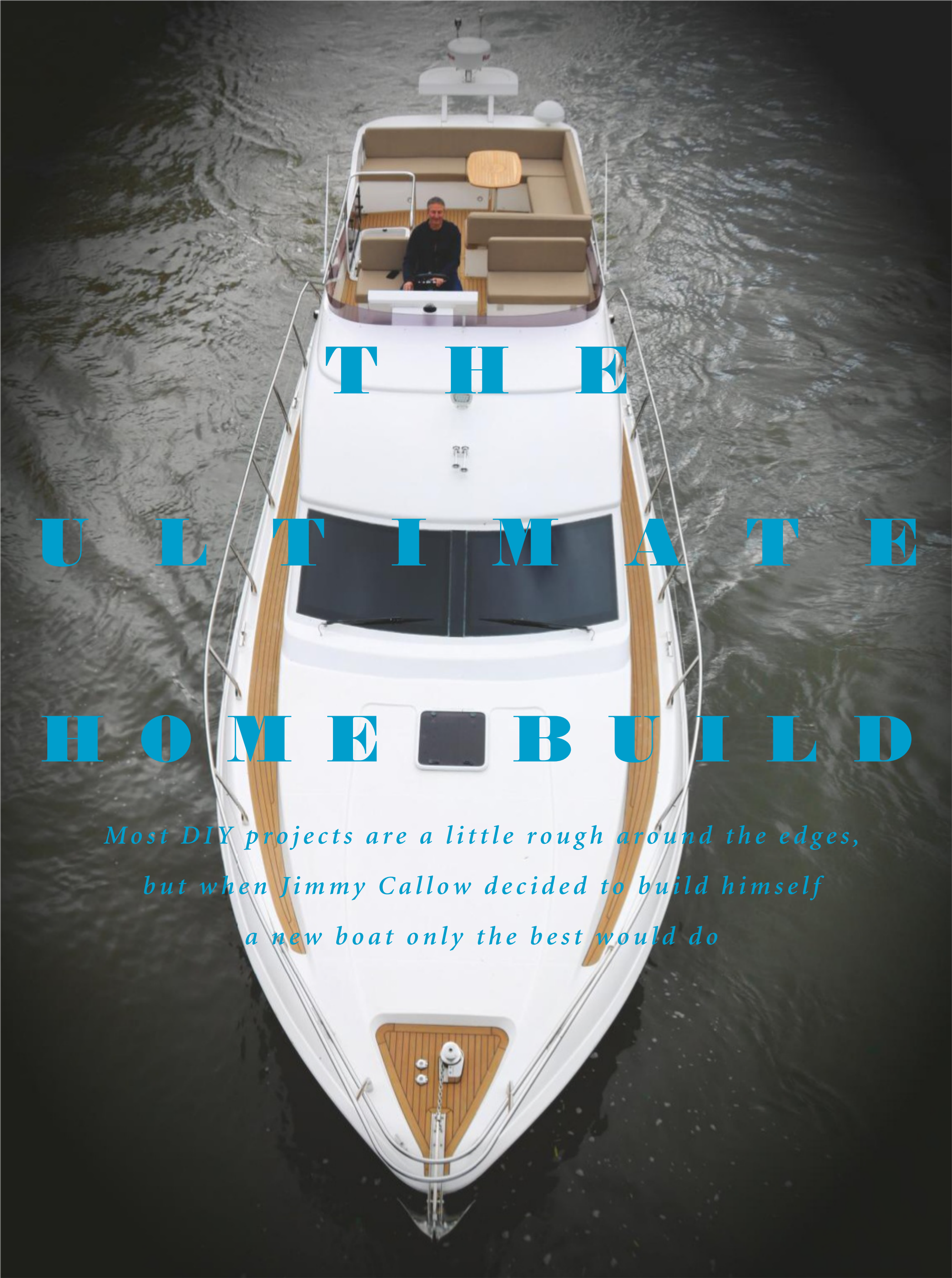
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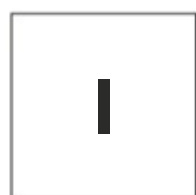


THE ULTIMATE HOMEBUILD

*Most DIY projects are a little rough around the edges,
but when Jimmy Callow decided to build himself
a new boat only the best would do*



ABOVE Jimmy Callow shows off the result of his epic 4-year homebuild project, the Fabritec F44
OPPOSITE Anna Mae on the Thames near their home berth of Bray



I've seen a few home-built boats in my time and while I'm in awe of anyone who manages to complete any project of this complexity, if you look closely the end result is often a little

rough around the edges. That's hardly surprising when you look at what goes into building a boat. It requires so many different skills from designing to plumbing, to woodworking, to electrical and mechanical engineering, that it's almost impossible for one person to do it all. Even if by some miracle you have the correct skills, you still only get one chance to do it rather than honing your skills over time on a production line.

So when I heard that a chap called Jimmy Callow had built himself a 44ft flybridge boat from scratch, I envisaged some floating caravan with a basic interior knocked up in his back garden. Until I saw the photographs. It not only

looked the part with a classy, contemporary exterior but it was powered by a pair of Volvo D6 engines and seemed to have an interior that could have come straight out of a Fairline or Princess. This needed further investigation.

SMALL BEGINNINGS

Fast forward a couple of weeks and I'm sitting with Jimmy on his boat in Bray marina near Windsor. The camera wasn't lying. In the flesh it really does look like a modern production boat complete with LED lighting, bespoke touch-screen controls and top quality designer fittings. It even has its own branding with the make and model name proudly emblazoned along the superstructure - Fabritec F44. If it were on display at a boat show you would quite naturally assume it had just rolled off a production line - and not a high-volume, low-price one either. It genuinely is that good. So how did he do it?

The story starts back in 1988 when Jimmy was 19. He and his father took an old rain-filled 18ft cuddy cruiser in part exchange for a kitchen they'd fitted. It was an inauspicious start but it gave Jimmy the boating bug as he potted around the rivers and waterways of North Kent.

Before long he started yearning for something bigger that he could stay aboard but money was tight and buying even a good secondhand 30-footer was out of reach. Then in 1994 he stumbled across an unfinished Colvic Sunquest 34 flybridge that had been repossessed by the bank. The engines, steering and electrics had already been fitted but not the interior, and crucially the bank was keen to get shot of it. Sensing an opportunity, Jimmy snapped it up. He had always been good with his hands and running a furniture manufacturing business meant he had access to most of the tools and materials he'd need to design and build his own interior for it. ►



TOP TO BOTTOM: Zenon Yachts adopted most of Jimmy's design changes and took care of moulding the bare hull, deck and fly-bridge ready for transport to Jimmy's furniture factory

BELOW: From that point on Jimmy took care of the entire fit out, including stainless steel work, glazing, engine installation, plumbing, electrics and fabricating the whole interior



ORIGINAL SUNQUEST 44

It took him the best part of two years to complete but the end result was a comfortable family boat that allowed Jimmy, his wife Karen and two young daughters to enjoy as a family. Initially they kept it in Gillingham marina using it as a base from which to explore the Medway and Thames before deciding to move it permanently up river to Bray Marina.

"On the coast we often had to change our plans due to bad weather but on the river we could enjoy a longer season and even if it was too windy to take it out of the marina we could still stay on board and use it as a weekend cottage," explains Jimmy.

They kept the boat for 19 years but in 2014, with their daughters now in their late teens, the time came to upgrade once again.

"Space was tight and the Colvic was getting harder to maintain, if we were going to carry on boating as a family we needed something bigger. It was now or never."

Buying a brand new 40-footer wasn't an option but Jimmy was determined to find a replacement with at least two good-sized cabins and all the mod cons they'd need to keep them safe and comfortable for the next 20 years.

As before he searched the secondhand market for something suitable but soon came to the conclusion that nothing quite fitted the bill for his budget. Most of the flybridges he looked at were designed for sunny climes whereas he wanted something that was just as cosy on a cold winter's day on the Thames. That meant

powerful heating and air-conditioning systems, a high output generator so that they wouldn't be reliant on shore power, a domestic sized galley with plenty of storage and a practical but stylish interior that would feel like a true home from home.

Once again he came to the conclusion that building his own boat might be the only viable solution to the problem.

MOVING ON UP

"I hunted around for a suitable starting point and came across a company called Zenon Yachts building Colvic Sunquest 44 hulls for the Norwegian market. I knew the model had a good reputation for seakeeping as the hull was designed by John Bennett but certain aspects of the styling looked quite dated. I worked out how it could be modernised and discussed my ideas with Zenon Yachts. We agreed to work together to update the design with new portholes, windows and windscreen as well as a new flybridge and folding radar arch. We approached Trend Marine to make the windows, who agreed but only if we bought at least three sets of them. Luckily, Zenon Yachts managed to get two orders for the redesigned boat from Norway and I agreed to buy the third. We templated the existing moulds and made new plugs and tools to fit the revised windows."

Zenon set to work moulding the new hulls and in 2011 the bare hull and superstructure was delivered to Jimmy's factory, FabriTec Furniture Ltd, on the back of a lorry where he'd already built a rolling cradle to wheel it inside the workshop. He paid £60,000 for the mouldings but unlike his previous project, the rest of it was completely bare: no engines, no electrics, no sterngear, no plumbing, no interior - just an empty fibreglass shell. ►

**Even up close, it really does look like
a modern production boat**



NEW FABRITEC F44

FAR LEFT: An original Colvic Sunquest 44 with its dated angular windows, four piece windscreen oval portholes and clunky, fixed radar mast

LEFT: The FabriTec F44 uses the same John Bennet hull but clever mould plugs, modern flush-fitting glazing and a new flybridge design with a folding radar arch have transformed its appearance



The structural reinforcements for the hull and lower deck start to take shape



Jimmy built a latticework of frames to support every panel and retain a layer of insulation



The saloon seating was designed to conceal the heating and air con units



The first of the two big Volvo D6s gets slid along a track and lowered into the engine room



LEFT The dinette seating and helm position take shape inside the saloon

BELOW Jimmy's finished FabriTec F44 uses many of the same colours, fabrics and fittings as a modern Fairline or Princess



The galley surround is edged in a special soft-touch coating used on some Fairline models

SEE MORE
mby.com/fabf



The master cabin in the bows features hidden LED lighting



The larger of the two double guest cabins below decks

**If someone else can do it, so can you.
I grew up with that philosophy so
learning a new skill doesn't faze me**

"There were always things that weren't quite right with our previous boat so I said that if I ever did it again I would build the whole boat from scratch. This was my chance."

His first challenge was to design and fit a set of stainless guardrails and canopy frames but rather than outsource it to a metal fabricator, he bought some steel-bending equipment and taught himself how to shape the tubes to fit his new designs.

"Dad always taught me that if someone else can do it so can you - I've grown up with that philosophy so learning a new skill doesn't faze me."

He did bring in a specialist welder to ensure the joins were neat and strong but that aside, he drew, shaped, assembled and installed a complete set of hand rails for his new boat.

With the stainless steel work complete, Jimmy turned his hand to fitting the Trend Marine windows and portholes. Unlike the aluminium-framed windows of the original Colvic Sunquest 44, these were flush-fitting frameless designs that required Jimmy to learn yet another skill in order to fit and seal them correctly.

BARE NECESSITIES

Next on the list were the engines and sterngear. Jimmy was keen to fit Volvos because of the worldwide network of servicing agents and initially looked at fitting a pair of 370hp D6s before settling on the more powerful 435hp variants, which he purchased from Coastal Rides in Dover. He wanted the simplicity of shafts rather than IPS or sterndrives even though that meant designing and building his own engine bearers and mounts that would precisely align with the shafts and P-brackets. Thankfully his knowledge of CAD (Computer-Aided Design) enabled him to design and triple check all his measurement before committing to anything. During the course of the build Jimmy reckons he made over 2,500 CAD drawings and spent over 2,500 hours on research and design alone. This, he insists, is the key to both the accuracy and quality of the finished boat, and ultimately saved many more hours and expense than relying on trial and error to get things right.

Sure enough, the engines and shafts slotted neatly into place, allowing Jimmy to move on to the interior fit out. In many ways this was the hardest part to crack not just because it's the part of the build that it is permanently on show but also because it involved sourcing all the right fittings and materials to ensure it looked the part and stood the test of time. Before starting work on it, he and Karen went to every

boat show they could looking for inspiration and ideas to draw on for their new boat, pulling up carpets, opening drawers and checking for suppliers' names. At times Karen would stand guard by the cockpit while Jimmy rootled away inside, on other occasions they'd simply explain what they were doing and even ask for advice if the designer or builders were on hand.

CABIN FEVER

With no internal bulkheads fitted, their first job was to design a layout that suited their needs but also created a strong internal framework to support the hull and superstructure - GRP hulls are inherently flexible without one.

The original 44s had a galley-down layout with two double cabins but Jimmy and Karen decided to bring the galley up into the saloon and use the space below for a third bunk cabin. With the layout agreed, Jimmy designed and built an entire structural framework of supports, deck beams, bulkheads and paneling with additional insulation to keep it warm in winter.

"It's probably a bit overkill," admits Jimmy. "But I wanted to be certain it was safe."

Structure completed, he set to work planning and installing the electrical systems needed to power the boat. The building blocks of this were designed and supplied by Energy Solutions using a 10KVA Fischer Panda generator with six domestic batteries and two for the engine starter motors. Once again, Jimmy himself installed all the cabling and switchboards as well as the LED lighting, bow and stern thrusters.

Next on the list was the galley and saloon.

"Karen wanted a four-ring induction hob and ▶



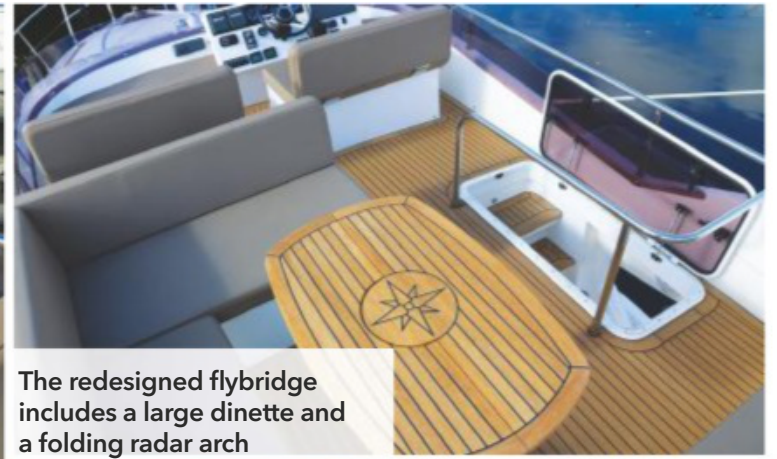
TOP The galley features top quality domestic spec Bosch appliances
MIDDLE The dinette looks the part but also has valuable extra storage
BOTTOM Many of the fittings are shared with top-end production yachts

BELOW Jimmy's DIY F44 cuts quite a dash on the Thames





Contemporary colours and fabrics were chosen by Jimmy's wife Karen



The redesigned flybridge includes a large dinette and a folding radar arch



Jimmy demonstrates the size of the job list needed to complete the build of his F44



There were moments when I wanted to chuck it in but the end result has delivered tenfold what we put in

Plans include cruises to the Baltic and the Med where its 30-knot speed will come in handy

an oven as well as a full-sized domestic fridge. They are all made by Bosch and fitted by me."

However, it isn't just the equipment that looks the part, the work surfaces are all Corian while the half-height bulwarks that act as both the entrance to the galley and handholds for guests moving forward are topped with rectangular section grab rails covered with a matt effect soft-touch coating.

"I stole that idea from a Fairline Squadron 42," admits Jimmy. "I manufactured the railings out of plywood then found the guys who supplied the coating to Fairline and sprayed them with the same stuff."

The saloon seating, meanwhile, was designed around the Eberspächer air-conditioning system so as to keep it out of view but still easily accessible for maintenance. Hinged bases in the side returns create extra storage and the whole lot was mocked up in cardboard then manufactured in the FabriTec factory before being installed on the boat. Although it uses real wood veneers, they have been overlaid with a melamine finish that won't fade or wear.

FLYING START

The two helm stations were even more complex to make, involving countless hours of design and templating to ensure the Raymarine navigation equipment all fitted as planned and the ergonomics were correct. There's even a customised touchscreen boat management system complete with FabriTec branding and a virtual profile of the F44 to control the lighting, tanks, power and diagnostics just like you'd find on a modern Princess.

Karen took care of all the colours schemes, carpets and upholstery choices, which were one of the few things outsourced to Quayside & Leisure in Cannock, Staffordshire. Many of these were inspired by what she'd seen at boat shows and the end result looks just as refined.

If this sounds like a lot of work, it was. It took Jimmy four years and as estimated 5,000 man hours of work to complete the build. Every day as soon as the furniture factory closed for the night, Jimmy would stay on to work on his boat late into the evening.

"It nearly cost us our marriage," admits Jimmy only half jokingly. "There were moments when I wanted to chuck it all in and get back to normal life but we stuck with it and it has delivered tenfold what we put into it."

Nor was it a cheap undertaking. All in it cost them £220,000 to build even without accounting for the thousands of hours of labour that Jimmy put into it. It's hard to say what it may



be worth now but Jimmy did have it formally valued for insurance purposes back in 2015 at £450,000. More importantly from his point of view is that trying to find a new boat with three cabins and all the spec he wanted would have cost him more like £650,000.

Finally, in 2015 the moment came to launch their new boat. As before they chose Gillingham Marina and waited anxiously for the moment it was lowered into the water and christened *Anna Mae* after their daughters Ellie Mae and Alix Anna. After a quick check to ensure there were no leaks and two weeks of final commissioning, Jimmy arranged for an approved Volvo agent to accompany him on the formal sea trials needed to validate the engines' warranty.

"After plugging in their computers and asking me to increase the rpm by 500 revs at a time, the boat began to pick up speed. I kept telling them that I needed to slow down as there was a sailing boat close by, but he just told me 'no keep going, keep going!' We reached 30 knots flat out and then had to do it all again opening the throttles fully from a standing start to measure the acceleration. We hit 30 knots in 20 seconds. She passed with flying colours."

HAPPY EVER AFTER

Since that baptism of fire back in 2015, Jimmy and Karen have moved *Anna Mae* back to the Thames. They spend every other weekend on her over the summer months cruising up to Abingdon or down to the Thames estuary with occasional longer forays along the coast to clear the engines' throats. The longer term goal is to wind down their work commitments gradually and use the time to cruise further afield to Paris, the Baltic and eventually the warmer climes of the Mediterranean.

"There is no way we could have afforded a boat like this if we hadn't built it ourselves," says Jimmy wistfully. "I still have to pinch myself that it actually belongs to us."

After four years, 5,000 hours and £220,000, I think they've earned the right to call it theirs!

COSTS & SUPPLIERS

Hull and superstructure mouldings

Zenon Yachts £50,000

Seating, helm and radar arch

DIY £6,000

Hand rails DIY £3,800

Window & patio door

Trend Marine £7,000

Electrical system & generator

Energy Solutions £36,000

Webasto heating & aircon

Keto Ltd £12,500

Raymarine nav gear

PSI Marine £12,500

2 x 435hp Volvo D6

Coastalrides £60,000 inc installation

Seating upholstery

Quayside & Leisure £8,000

Other materials & fittings

Various £25,000

Total cost £220,800

LABOUR HOURS

Research, design & CAD drawing 2,500

Handrails 120

Windows 40

Bulkheads & superstructure 480

Plumbing & heating 160

Wiring 800

Furniture & fittings 500

Radar arch & seating 250

Engine & sterngear 150

Total 5,000 man hours



Words Jack Haines Photos Richard Langdon & Gulf-Craft

GULF-CRAFT ORYX 379

*With triple 300hp outboards and a starting price of £300,000
is the Oryx 379 the steal of the decade already?*



Y

ou can tell there is change in the air when the likes of Botnia, Windy, Sealine and Fairline are attaching outboard motors to their boats. Outboards are no longer laughed off as clunky and crude with a patchy attitude towards reliability, modern ones are smooth, fiercely powerful and the software that supports them gets more impressive with every generation.

That's why it doesn't seem strange to see Gulf-Craft's 38ft Oryx sitting in a berth in Swanwick Marina with not two but three 300hp V8 Mercury outboards poised menacingly on its transom. You can have the boat with inboard engines if you really want but the yard keep that detail rather quiet, preferring instead to utilise the space where the inboards would be as a deep storage void for water toys and other cruising kit. No, this is a boat where you quickly learn to embrace the fact that you have 900hp of Mercury's finest on the back.

Hit the starter buttons and the motors bark into life with a throaty burst before settling down to an agitated idle, one that suggests they want you to get a move on. Though you have three engines and three analogue rev counters in the middle of the dash there are only two of Mercury's substantial yet softly damped throttles to juggle. The port engine is connected to the port stick and the middle and starboard motor to the right. With that middle prop churning away it isn't as easy to pivot as it would be with a twin installation and the shallow hull and tall topsides mean the boat can start to skim sideways quite quickly in a breeze, but the optional bow thruster helps get things back into line. The steering is



The main deck is great for lazy days in the sun but could do with an extra sun shade



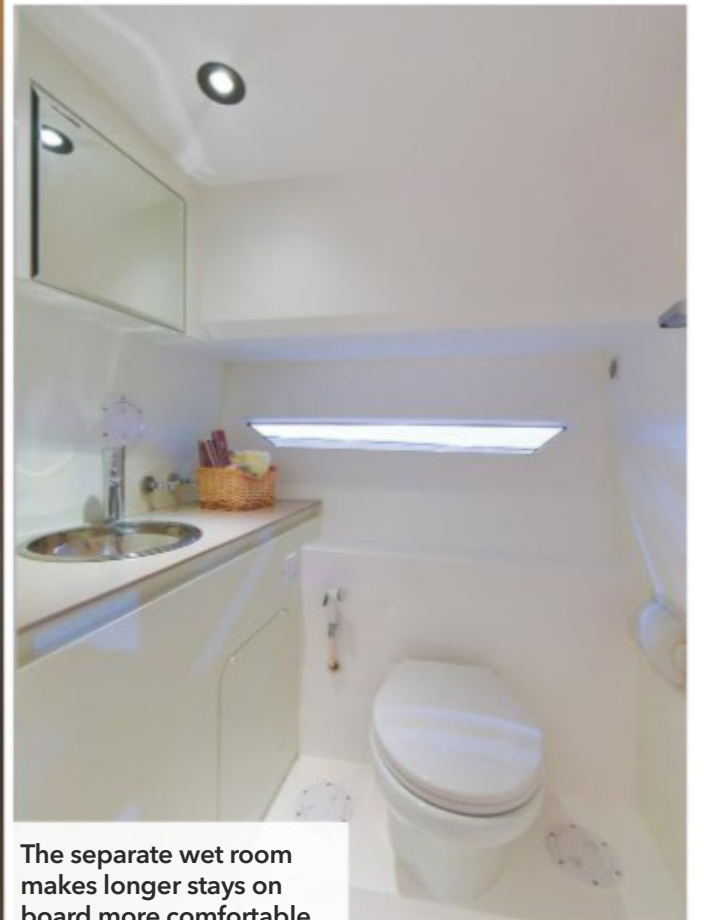
As an option, you can add a bulkhead forward to create a more private owner's cabin

weighted and meaty so it takes some muscle to get the three motors swinging across the transom at slow speed but the upshot is she tracks beautifully straight during the long drag down the Hamble to the unrestricted playground of the Solent.

The driving position just feels right, aided by the wonderful standard fit Shockwave S5 helm seats, which are supportive, fully adjustable and will both swivel around to face the dinette. The skipper is separated from the navigator by a thick moulding that hovers between the two seats with the throttles mounted in the perfect position on top; it feels like you're the driver and co-pilot of a real racing machine. A feeling enhanced by having one of the two standard fit Garmin MFDs mounted directly in front of the navigator with a hefty handhold to starboard.

SOLID PERFORMER

Free of the Hamble the impatient Merc Pro XS triplets get their way and are fed the revs they so crave. The Oryx feels quite a big boat from behind the helm but weighs only 7 tonnes (light) so it rockets out of the hole like a greyhound from the traps. A characteristic of these engines is that, though they sound raucous at idle, once up to speed they melt into the background so they're not a nuisance when you're at cruise, even though cruising speed on this boat can be as high as 40 knots and 5,500rpm where the engines are glugging a combined 240 litres per hour. When this boat was launched there was talk of it being a 55-knot machine but even with the change in prop pitch that the UK dealer plans you're not going to find another 9 knots on top of the 46-knot top speed we managed during the sea trial. The



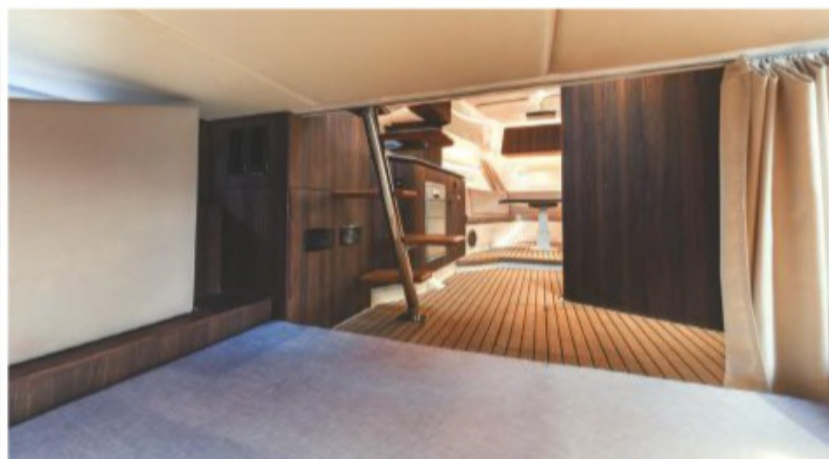
The separate wet room makes longer stays on board more comfortable

numbers you see in our data panel are taken from Gulf-Craft, hence the 44-knot top speed, the engines no doubt muted a touch by the air temperature in Dubai. Forty-six knots will keep most people happy anyway, and there's a very wide cruising band if you consider that the boat will happily chug along at 22 knots sipping 87 litres per hour if there's no rush.

The heavier steering is welcome at these higher speeds because it limits the need to make small adjustments to the wheel when you're on a straight course. It takes more effort to move the boat around than an Axopar or Greenline NEO but it's still a rewarding boat to chuck about if the mood takes you. The 379 is nearly 2ft wider than the Axopar 37, which does wonders for its accommodation but means it makes heavier work of getting through the chop than the blade-like Finn. It's not

uncomfortable though and the ride is actually very good, it's just a bit more battering ram than scythe. It feels solid, too. It's usually the hard tops that let the side down on boats like this but given its size and weight the T-top didn't creak or wobble as we romped through rollers off the Needles and having three legs and three props connected to the water means there is mountains of grip on offer. When the lumps arrive the seats really come into play and cushion landings beautifully. It feels natural to drive a fast boat standing up but you soon learn that allowing the seats to take the strain is the most comfortable way to travel.

Heading back towards Southampton Water the heavens open and expose a few issues. Firstly, there is no windscreen wiper so as soon as there is water on the screen I am guided only by radar and two of the crew keeping a lookout down the side decks.



LEFT The Oryx's full bow means the internal accommodation is far more generous than you might imagine
RIGHT The amidships double berth is tucked beneath the cockpit and has a curtain for privacy



The standard suspension seats take the edge off when travelling fast in rough seas



The big T-top features glass panels and feels reassuringly solid on the move



You can picture the Oryx nudging up to a sandbar in Formentera - it has a party boat vibe about it

Secondly, there isn't anywhere near enough deck drainage on this thing and we soon have rainwater slopping around our feet. In fairness, boats designed in the desert probably aren't built to account for rain, which isn't an issue for the domestic market, but it's not like downpours are unheard of in the Med or southern United States, two markets at which the Oryx is squarely aimed. Thankfully, both of these issues should be relatively easy for Gulf-Craft to overcome, as should some of the corner cutting employed to keep the starting price so competitive. It's things like cheap plastic catches and hinges on the lockers, the lack of catches on cupboard doors in the galley and some scruffy finishing underneath locker lids and in dark corners. The boat we tested had the aforementioned storage space beneath the aft sun pad but it had no decking or rails to hold items in place and could do with a ladder to improve access. In fairness, Gulf-Craft has since rectified this issue and there are plans to improve quality of the locker and cupboard mechanisms.

It is a lot of boat for the money though and nowhere is that more obvious than on the lower deck where you find hugely spacious accommodation. Our test boat was open plan with a convertible vee-berth forward and fixed double amidships but you can put a bulkhead in to create a private double cabin in the bow. This layout also includes a small dinette opposite the galley so you have somewhere to retire to in bad weather if there's a chill in the air of an evening. It's an open, deck-biased boat but the accommodation is more than comfortable enough for longer stays on board and this is where the Oryx pulls ahead of its more slender rivals. The full bow sections make harder work of the waves but you reap the benefits if you want something that is more than just a big, fast day boat

that you might actually want to live on for a week.

You can picture the Oryx charging down Florida's Intercoastal Waterway with its underwater lights ablaze or nudging up to a sand bar in Formentera. It has a party boat air about it and you probably won't regret adding one of the few optional extras in the shape of the upgraded platinum audio package comprising a JL Audio system with 10in subwoofer, 800W amp and eight speakers. The deck is a comfortable place to relax with seating around a big table for long lunches and a good slab of sunbathing space aft and on the foredeck. It's exposed, though, and in the heat of the midday sun an extending sunshade incorporated into the T-top would be a welcome addition.

VERDICT

The Oryx doesn't have this market to itself and there are more boats of this ilk being launched every month it seems. Its mainstream rivals don't have the uphill battle of wearing an unfamiliar – on these shores at least – badge on their topsides, either. There's no question that this is a compelling package backed by a big, successful shipyard and reputable UK dealer in the shape of Bray Marine International but it will take time for Gulf-Craft to break away from the fringes in Europe. The Oryx is, without question, here at the right time and, for the money, is an awful lot of boat and performance for a very sensible price.

CONTACT Oryx Yachts: www.oryx.gulfcraftinc.com

DRIVING POSITION

The seats, throttle position and clear layout make for a brilliant driving experience

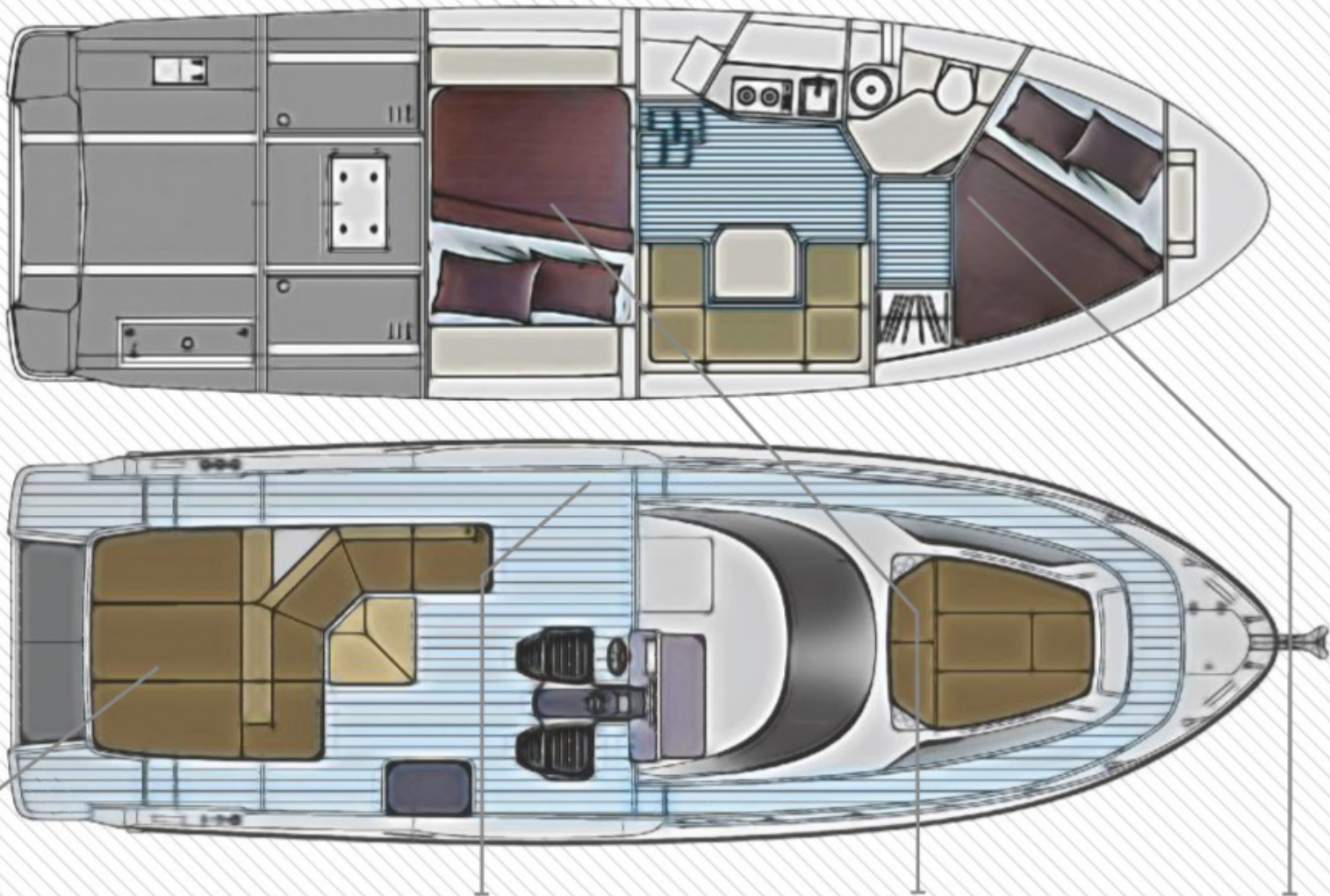


SCREEN TIME

The windscreen is set a long way forward and could do with a wiper

HOLD TIGHT

The navigator is well catered for thanks to the sprung seat and well placed grab rail

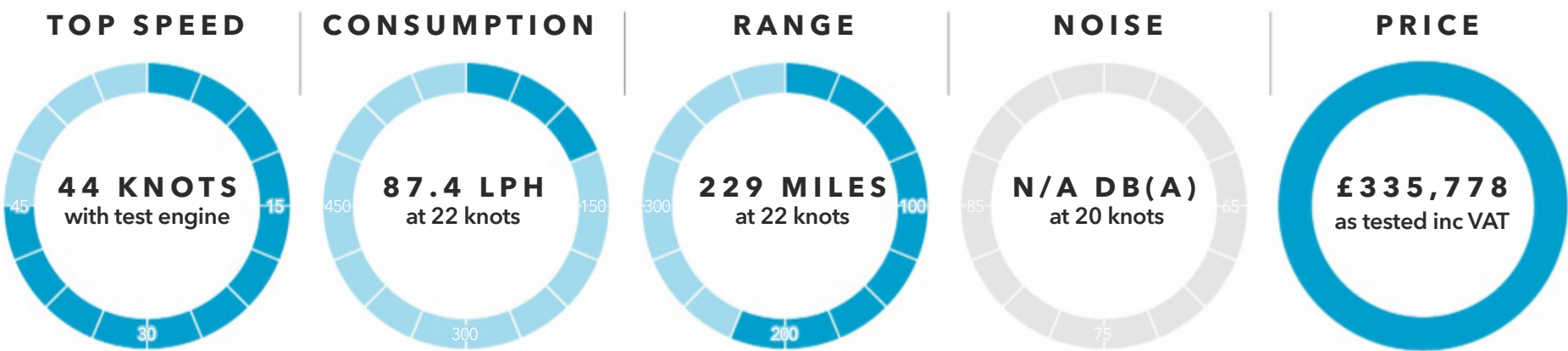


OPEN WIDE
The aft cushion lifts to reveal a gigantic storage void if you don't have the inboard version

DECK SPACE
The open walkaround decks make the Oryx an easy boat to move around on

BED SPREAD
Headroom is tight but the double berth is wide and comfortable

CABIN FEVER
This layout shows the separate forward cabin with dinette option



SPECIFICATION
LOA 37ft 9in (11.52m)
Beam 12ft 0in (3.65m)
Draught 2ft 3in (0.7m)
Displacement 7 tonnes (light)
Fuel capacity 1,136 litres
Water capacity 227 litres
RCD B for 12 people
Designer Hussein Alshaali

COSTS & OPTIONS
Price from £298,070 inc VAT
Interior media pack £2,962
Platinum audio pack £4,849
VHF radio £980
Autopilot £5,629
Strip lighting throughout £2,209
Suspension seats £1,934
Zipwake trim system £5,856
Bow thruster (4.5hp) £5,932
Water heater £1,273
Cockpit fridge £1,237

PERFORMANCE								
Test engines Mercury Pro XS 300. Triple 300hp @ 6,200rpm. 8-cylinder, 4.6-litre petrol.								
	ECO					FAST		MAX
RPM	2,000	3,000	3,500	4,000	4,500	5,000	5,500	6,000
SPEED	9	15	22	27	31	36	40	44
LPH	36.0	63.2	87.4	115	140	186	241	258
RANGE	227	216	229	213	201	176	151	155

Calculated figures based on manufacturer readings, yours may vary considerably.
All prices include VAT. 50% fuel, 100% water. 35° air temperature.



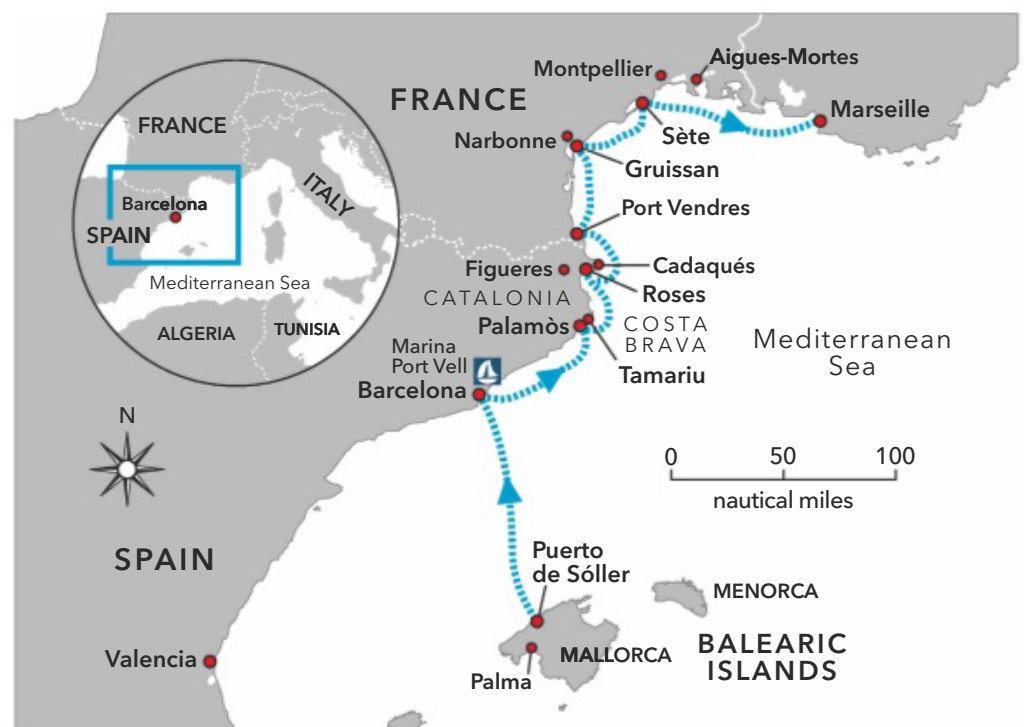
CRUISING

GRAND TOUR

PART 3

A ten-hour passage across the Balearic Sea leads Azura and crew to mainland Europe, first stop Barcelona...

WORDS: Thomas Kittel



he time has finally come: the 100-nautical mile (10 hour) crossing from Mallorca to Barcelona. Mercifully, the weather gods are kind to us and we cruise non-stop on a straight 345° course across a calm Balearic Sea, the monotony interrupted only by passing pods of dolphins and a German sailor who contacts us on the VHF to make sure we are still awake and don't inadvertently collide with him!

For a short time we even have a mobile phone connection – in the middle of the Med 60nm from Barcelona and 40nm from Mallorca.

Usually, we lose reception at 20nm, if not earlier, and it remains unclear why things are different today. We take the chance to send a few texts and emails but when I try to make a call, the connection fails and doesn't return until five hours later, 10 nm from Barcelona. We had a similar experience when crossing from Menorca to Mallorca, receiving clear AIS signals from ships in Tarragona – 107 nm away!

Cities always look different when approached from the sea rather than the land and Barcelona is no exception. At first, the outlines of the mountains emerge, which gradually change from light to dark grey. A little later white spots give the first indication of buildings, then the large container cranes and

oil tanks marking the industrial port start to take shape before the city-scape become identifiable.

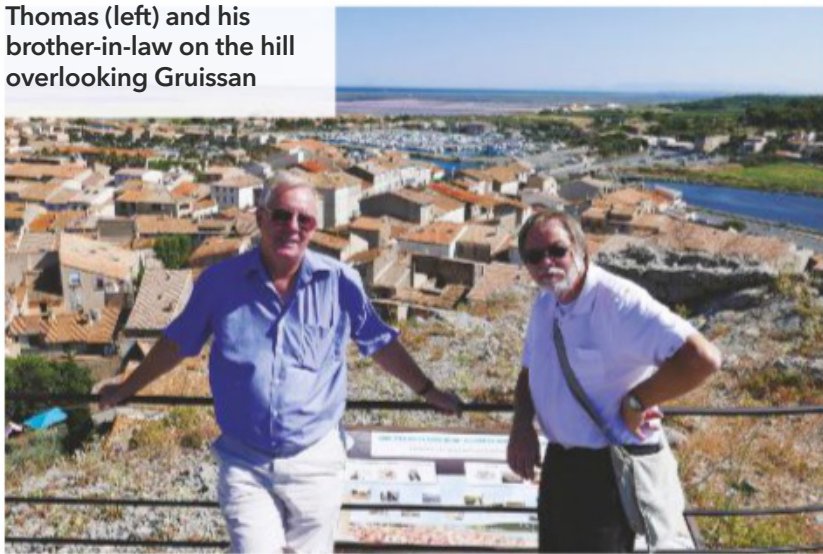
Our destination is Marina Port Vell, located right in the centre of Barcelona and best reached via the northern entrance, which is also used by commercial shipping. This involves passing through several harbour basins, a distance

of more than 3nm, before arriving at the marina.

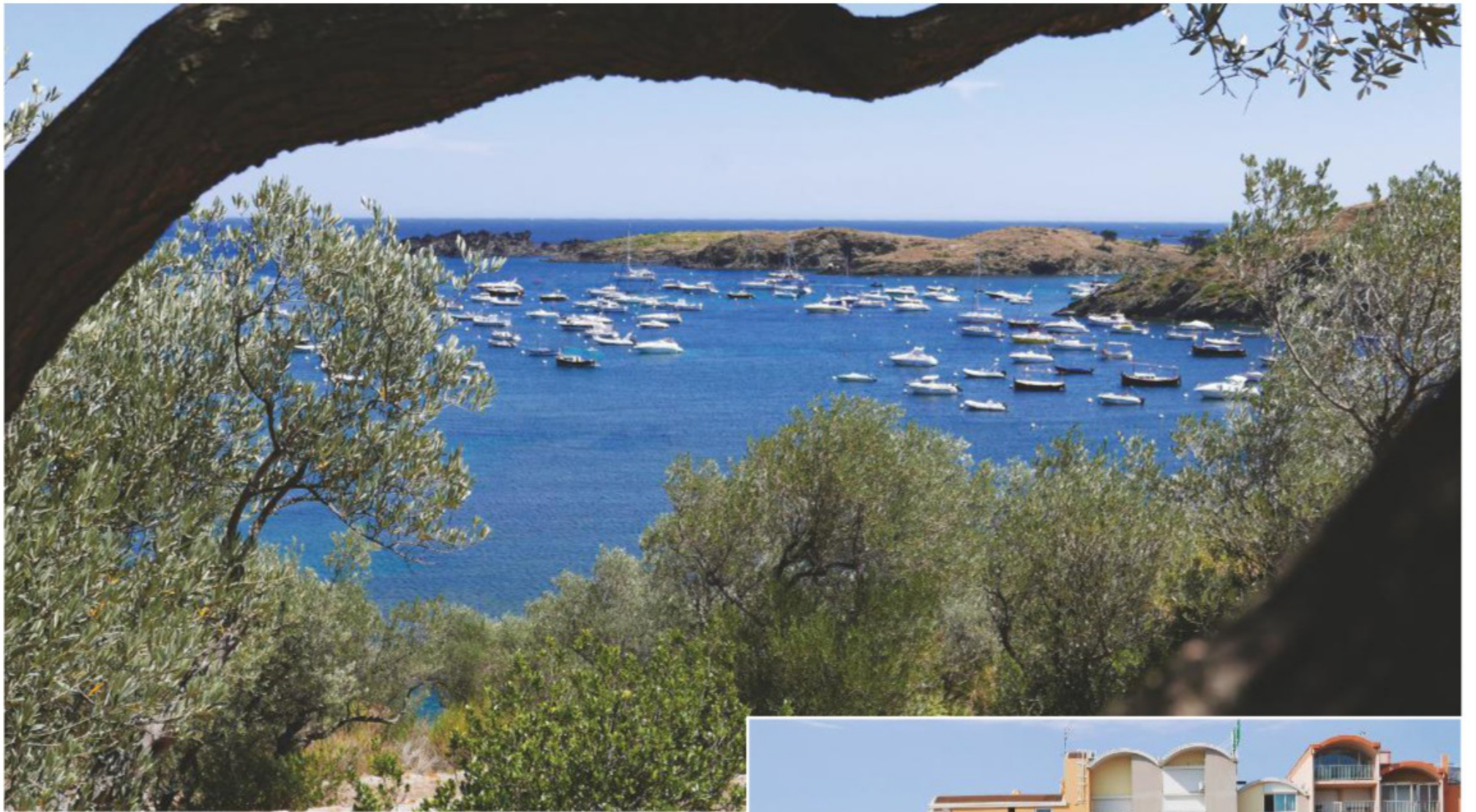
We reserved and paid for the berth months in advance, as we want to leave our boat here and fly home for a couple of weeks. The professionalism of the email service is not quite so efficient in practice: the Marinero on duty does not have us on his arrival list. Thankfully, the port is large and not overcrowded, so after a brief wait we are assigned a berth. However, it is so narrow that we cannot get in without touching fenders with both our neighbours. But that's what fenders are for and once in situ we are held snugly in place.

Our extendable passerelle has been playing up since our final day in Mallorca and although it still comes out far enough to reach the quay, the rope that serves as a handrail won't spring into place. Getting on and off the boat is now a balancing act that requires a good head for heights. With heavy suitcases in tow, it almost feels like a tightrope walk. Our American friends,

Thomas (left) and his brother-in-law on the hill overlooking Gruissan



After crossing the border from Spain the Kittels arrive at their first French harbour of Port Vendres



who have flown in to stay on board with us have not yet found their sea legs and decide to book a hotel instead and meet us in the city.

UNFINISHED SYMPHONY

Barcelona is the capital of Catalonia and the second largest city in Spain. It is also one of the three most visited cities in Europe with over 7 million tourists descending on it each year. And this is exactly how it appears to us, even before we discover the bare stats. It's an attractive lively city, which offers everything from historic buildings to cutting edge architecture, beaches to mountains and dreamy tranquility to bubbling diversity.

Its most famous attraction is the Sagrada Família basilica, a building of such complexity that even now, 138 years after work began on Antonio Gaudí's masterpiece, it remains unfinished. Plans are now afoot to complete the construction on the 100th anniversary of Gaudí's death in 2026 but even in its current state, with only a few of the 18 towers missing, the basilica still has an enormous impact on visitors. The structure of the nave is based on nature and

ABOVE The view from the garden of the Dali museum in Portligat
RIGHT Azura alongside the modern waterfront in Gruissan



completely unique – we have never seen anything like it in our travels. And then there are the stained glass windows projecting shards of coloured light into the interior – it must have taken a brilliant mind to imagine what it would look like, let alone create it. We are in awe of Gaudí's genius as well as the people that built it, dedicating their lives to a project they knew they would never be around to see finished. Who in our current time could claim such selfless devotion?

After a flying visit home to Germany, which happens to be as hot as the Med, we continue from the pulsating Barcelona along the rocky Costa Brava coast together with my sister, brother-in-law and cousin. The first leg to Palamòs surprises us with a short, restless sea despite glorious sunshine and hardly any wind. From the relatively basic harbour, you can walk over a small hill to a lively town centre shaped by tourism. Compared to the many beautiful old towns we have seen thus far, Palamòs is a bit of a let down so we decide to pay a visit to the small coastal town of Tamariu instead. We came here over 45 years ago in an old Ford Transit while touring with a band and stayed in the small Hotel



LEFT The picturesque marketplace of Aigues-Mortes MIDDLE The extraordinary unfinished interior of the Sagrada Família in Barcelona RIGHT Saint Pierre cathedral in Montpellier

Cities always look different when approached from sea rather than land - Barcelona is no exception



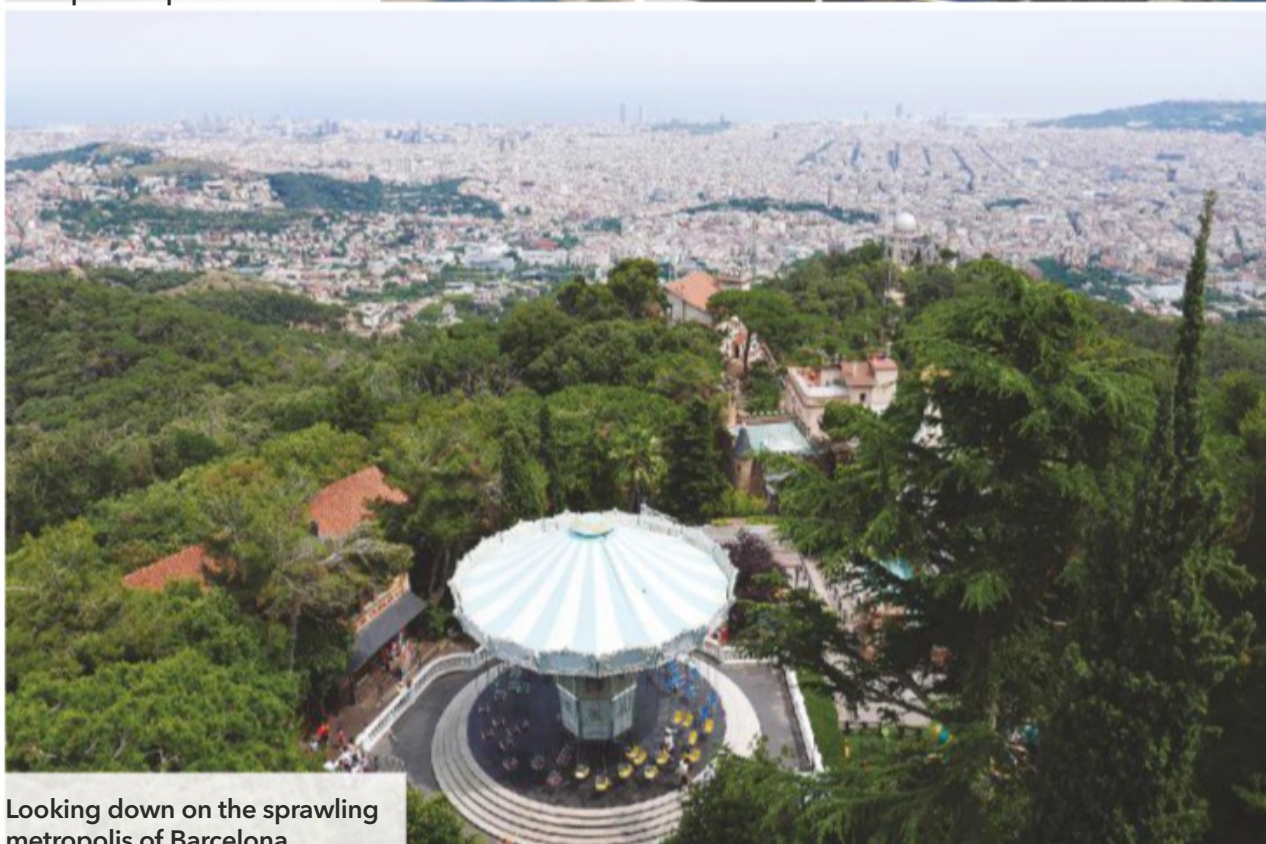
View from the sightseeing cable-car running across Barcelona's vast harbour



Cadaques, the self-styled St Tropez of Spain



Modern superyacht contrasts with Port Vendres' historic quay



Looking down on the sprawling metropolis of Barcelona



Walking through the narrow streets of Gruissan's old town

Tamariu right on the beach. The hotel is still there and it's still an attractive little town – how nice that the steamroller of mass tourism hasn't yet flattened everything in its path!

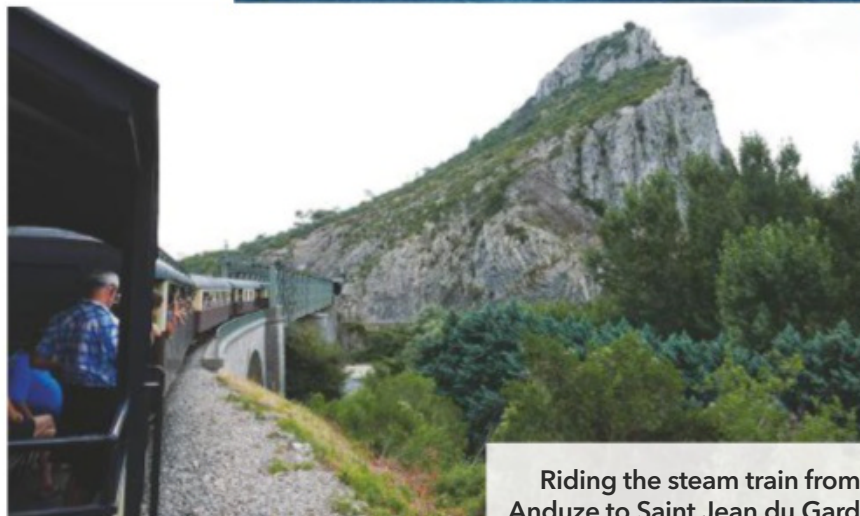
RAMBLING ROSES

Our next and last Spanish port, Roses, will be our home for the next three nights, due to an angry Mistral blowing through Southern France. We use it as a base to explore the surrounding area. When we drive to the Dalí Museum in Figueres, huge storm clouds pile up discharging lightning, thunder and torrential rain. The queuing visitors are caught completely unprepared and get soaked to the skin. We also take a trip to Malaga to visit Pablo Picasso's house and museum and get a little closer to this great Spanish artist. His bizarre character may not be to everyone's taste but we discover another side to him as a brilliant jewellery designer and a resourceful master of optical illusions. Dalí spent a lot of time in Portligat on the coast, where his wealthy parents owned a summer house – now also a Dalí museum. The rocky landscape around here can be found in many of his early paintings. Nearby Cadaqués is also worth a visit; it's not called the St Tropez of Spain for nothing.

The wind has died down completely by the time we finally leave Spain bound for Port Vendres, our first French port of call. Port Vendres is a well-protected natural harbour that offers the full range of maritime activity and not just the usual fleets of leisure craft. You can dock right in the heart of the city and immerse yourself in another culture.

Port Vendres is followed by Gruissan, which serves up a contrasting set of treats. Around the historic village, a new artificial world of docks, apartments and restaurants has sprung up. The old waterway to the wealthy textile city of Narbonne used to be controlled from here.

A tall ship cruises past Azura on its way into Sète



Riding the steam train from Anduze to Saint Jean du Gard

Today, from the ruins of the old castle tower, you can still enjoy a fantastic view of the town, the sea and the salt works where sea salt is still harvested in considerable quantities.

Here we also get to the bottom of the strange pink colour of these salt crystals. It is created by *Halobacterium Salinarum*. This microbe grows particularly well in saline solutions and contains a small amount of red colouring. This dye accumulates in the food chain: small salt crabs eat the microbes, flamingos feed on the crabs and that's how they get their striking pink plumage.

Our next port of call is Sète, which we reach in wonderful weather. Since the marina has only one free berth, which has no electricity or water left, we opt to try and find a quayside space on the canal leading into the town centre. As in so many ports, the former commercial quay has been developed into a luxurious urban basin. Palm

trees, manicured paths, shorepower, water, lighting – you couldn't ask for a more comfortable city berth. Sète itself doesn't immediately live up to the good impression which the berth has given us but in the course of time – the Mistral holds us here for three nights – we gain a better understanding of its charms.

We use the enforced break to explore the surrounding area in a rental car. Our first goal is Montpellier – a fast growing city of almost 300,000 inhabitants, 60,000 of whom are students. Not surprisingly the city centre is lively, musical and young – it reminds us of my alma mater Aachen. The oppressive heat does its best to dull our spirit but even that can't dent the fun we are having.

We are particularly impressed by the Saint-Pierre cathedral with its huge entrance portal. Unfortunately, it is closed at lunchtime so we listen through the doors to the sound of organ music played by an unknown master, using the lunch break to hone his skills.

FRENCH CONNECTIONS

The next day we have set aside for our other big passion as railway enthusiasts. We drive to the historic Anduze to Saint-Jean-du-Gard line, a wonderful route that winds into the mountains with tunnels, viaducts and miles of huge retaining walls. It is always an eye-opener to see how much effort went into connecting these small, remote locations to the main rail network.

On the way back we make a detour to the Domaine Royal de Jarras, where we can say with complete conviction that we buy the best rosé wine of our whole tour. At the end of the day we visit Aigues-Mortes, just a stone's throw away – a medieval town set inside perfectly preserved city walls. Originally built as a port, Aigues-Mortes is now several kilometres inland due to heavy silting over many years and can therefore only be reached via canals – including the highly frequented Canal du Rhone à Sète with its numerous inland barges and a remarkable railway swing bridge. It has been a fascinating and enjoyable detour but we're ready to move on now. With any luck the Mistral will blow itself out and let us press on to Marseille and beyond, where we know more cruising treasures await.



Leaving the splendour of Marina Port Vell in Barcelona



BENETEAU FLYER 10

Is it a day boat? Is it a cruiser? Is it even a Flyer at all? Alex Smith heads to Barcelona to test the intriguing new Beneteau Flyer 10

WORDS Alex Smith





ABOVE The large asymmetric dinette converts to a sunpad
BELOW LEFT Walkway to the bow BELOW RIGHT Outdoor galley



Sportsboat aesthetics combine with spacious weekending ability to create a brilliant all-rounder

It might sound perverse but, with four-berth accommodation, an LOA of almost 33ft and 700hp on the transom, Beneteau's new Flyer flagship is unlike anything the modern Flyer fleet has seen before. The fact that it also comes with a three-man bow lounge, a four-man helm and a separate heads and shower compartment makes it all the more singular.

In the absence of a conventional Flyer-style suffix like SUNdeck or SPACEdeck to signpost its purpose and salve the mind, Beneteau is choosing to define the Flyer 10 as "a liveaboard boat behind a dayboat concept" but whatever it is, this newly crowned European Powerboat of the Year is a boat that demands your attention.

VERSATILE LIVING

The cockpit on the Flyer 10 is outstanding. Entering at the starboard side, the diagonal walkway takes you past a six-man dining station that is easily converted into a vast sunpad. If you drop the backrest on the aft bench, you can extend that sunpad to 2.5m (more than eight feet) in length, while also creating a handy aft-facing perch for watersports fans to prep for a tow.

The starboard galley features a two-ring gas hob, a sink and a fridge and while it has no worktop to speak of, its position opposite the dining station means you can simply step across to the table for food preparation. As a sunny weather plaything, as well as a family cruising machine, it makes good sense that the cooking should be done out here in the open air, in close proximity to the diners and the forward lounging spaces.

The four-seat helm configuration is also great for a sociable family drive and wind protection here is first-rate. It's so good in

WINDSCREEN
Tall screen provides good protection from wind and spray



HELM POSITION
A small plinth brings the throttles nice and close to the helm seat and wheel

fact that even the two central seats on the aft bench are afforded decent protection from the elements. In terms of performance, you can expect 20 knots in nine seconds and 30 knots in 16 alongside a top end of around 42 knots. With five passengers and well over half a metric tonne of fuel and water on board, it would be a stretch to describe this weighty four-berth boat as an outright driving machine, but with game heel and healthy

throttle response, it's a comfy and competent driver's boat which fully warrants its top-of-the-line twin 350s.

Beyond the helm, the walkway leads up three steps through the portside of the screen and on to the squared off forepeak, enabling the creation of another huge sunbathing section. This forward lounging pad spans the entire space from the walkway to the starboard rail and, while the test boat had some fairly featureless cushion panels, it's well worth upgrading those for three individual lounge seats, complete with sculpted backrests and fold-down armrests.

BELOW DECKS

The key question of course is whether the hardworking bow arrangement causes any critical compromises down below and, for the most part, it doesn't. There's plenty of headroom to seat six adults around the slightly offset forward dinette;

and there's an expansive changing area that integrates with the open-plan atrium to provide ample space for the day-to-day necessities of a user-friendly cruise. There's no provision for a galley down here but what you do get is a fridge and a microwave tucked neatly into the port cupboards to supplement the facilities of the cockpit galley. The separate mid-cabin comes with a large transverse double berth and a changing area with



ABOVE LEFT The mid-cabin has a large double berth with a changing area next to the door
ABOVE RIGHT Lots of natural light and generous headroom in the heads and shower cubicle



superb natural light, courtesy of large tinted windows built into the co-pilot's console. And while a six-footer has to mind his head on the doorframe, the starboard heads is just as impressive. It delivers headroom of 1.9m, even in the separate shower cubicle, as well as great ease of movement and pleasant natural light from the combination of a long hull window and a full-length mirror on the back of the door.

THE VERDICT

The new Flyer flagship has the looks and performance of a sportsboat, the seating and sunbathing space of a 35ft day boat and the weekending ability of a mid-range sports cruiser.

Admittedly, it's not quite as fast or as much fun to drive as an Axopar 37 nor is it as classy or good looking as a Fairline F//Line 33, but it does deliver a lot of similar traits in a more spacious, family-oriented package at a comparatively affordable price point. The closely related Gran Turismo 32 even gives you the option of inboard diesel power and a hard top if you are intent on longer distance cruising.

However, with 42-knot refined outboard performance, a fabulous multi-zoned cockpit, the option of a T-Top and serviceable four-person sleeping accommodation, this clever 'Liveaboard Dayboat' delivers an exceptionally versatile and thoroughly rewarding family boating experience.

SPECIFICATION

LOA 32ft 9in (9.98m)

Beam 10ft 11in (3.32m)

Engine options

Twin 300hp outboards

Top speed on test 42 knots

Fuel consumption

@ 20 knots 92.4 l/h

Displacement

5.38 tonnes (light)

Fuel capacity 800 litres

Price from £172,114 inc VAT

Price as tested from £184,114

Contact For UK dealers see

www.beneteau.com

PERFORMANCE

TEST ENGINES Twin Suzuki DF350 outboards

	ECO	2,000	2,500	3,000	3,500	4,000	FAST	4,500	5,000	5,500	6,000	MAX	6,150
RPM	2,000	2,500	3,000	3,500	4,000	4,500	4,500	5,000	5,500	6,000	6,150		
Speed	7.5	8.2	9.5	16.1	24.5	29.0	29.0	33.4	37.3	39.9	42.0		
L/H	24.4	41.0	61.7	90.0	97.5	120.0	120.0	155.0	175.0	207.0	229.0		
L/Nm	3.25	5.00	6.49	5.59	3.98	4.14	4.14	4.64	4.69	5.19	5.45		
Range	196.7	128.0	98.5	114.5	160.8	154.7	154.7	137.9	136.4	123.3	117.4		

* Five passengers on board, 600 litres of fuel (75%), 112 litres of water (70%)
in overcast conditions with wind 3-4, sea state 2 and temperature 21°C



ELECTRIC SHOCK

British sailing boat manufacturer RS plans to revolutionise the RIB market with its battery-powered Pulse

T

he race to build the first mass market all-electric sportsboat is hotting up with brands like RAND, X-Shore, Frauscher, Nimbus, DutchCraft and Avon all competing for the

potentially lucrative prize. However, a radical new entry from British dinghy manufacturer RS Sailing could yet pip them all to the post.

The Pulse 58 is a pure electric RIB that uses proven automotive components matched to a revolutionary new drive system in a lightweight recyclable hull to steal a march on its competitors in terms of efficiency, sustainability and, crucially, price. Whereas most of its rivals cost upwards of €200,000, the all-new RS Pulse 58 costs less than half that at €99,950.

As the name suggests the Pulse 58 is a 5.8 metre (19ft) RIB that at first glance looks much like any other but one peak at the stern tells a very different story. Where you'd expect to find a substantial petrol outboard is an empty transom topped by a small lip just a few inches above the surprisingly high deck. The mystery

deepens when you peer under the hull to be confronted by a circular hoop with four pink blades jutting inwards. This is the revolutionary RAD drive that is key to the Pulse's range and efficiency. RS claims it has a range of at least 35nm at 20 knots or considerably further at

slower speeds. Although RS admits this isn't as far or as fast as an equivalent petrol powered craft, it also points out that research indicates very few 6m RIB owners regularly exceed this range in daily use and most spend around 70% of their time at displacement speed.



ABOVE The hull is made from a mix of flax and basalt fibres

LEFT RAD's hubless rim drive is safer and more efficient giving a claimed 35nm range at 20 knots

The idea for the Pulse 58 began to take shape in 2017 when Alex Newton-Southon, CEO of Design and Technologies at RS Sailing, started to look at new ways of growing the business. RS is already the world's largest manufacturer of small sailing boats and dinghies, building over 3,000 craft a year at four different sites across the UK so diversifying into the burgeoning power boat market seemed like the natural step but only if it fitted the company's sustainable boating ethos. An all-electric RIB built using a blend of natural fibres and recycled materials suited the profile perfectly.

NATURAL FIBRES

The Pulse 58 is the result of two years' research and development to find a hull form, drivetrain and build process that met these targets. It features a cathedral-style hull with an unusually long, slim central section to minimise drag, and tunnels either side to provide stability. The deep central section also houses the battery pack to keep the centre of gravity as low as possible. All three sections flatten off at the stern to promote fast, efficient planing. Hypalon tubes complete the package while a modular self-draining deck adapts to fit a range of different helm and seating layouts. The hull is moulded using a

combination of 40% basalt rock, 30% natural flax and 30% glass fibres infused with a 26% bio epoxy around a PET core made from recycled plastic bottles. It's a tried and tested process developed by RS for its sailing boats and said to be just as strong as conventional GRP but more easily recyclable at its end of life.

The drivetrain is built around the same 57Kwh lithium ion battery pack used in the Nissan Leaf electric car but marinised and sealed inside a waterproof box with its own integral fire extinguisher. Water passing the hull keeps it cool and it's charged overnight using a standard 240-volt mains or shorepower plug. A faster two-hour charger is optional where 3-phase power is available. The batteries are warranted for two years and 2,000 cycles but should last for five years - many Nissan Leafs have clocked

up more than 150,000 miles in that time.

The RAD drive is perhaps the least proven element of the Pulse but also its most exciting. Its hubless rim drive is claimed to be more efficient than a conventional propeller at speeds up to 25 knots due to reduced tip losses and more effective transmission of the electric motor's high torque characteristics. It's also safer and less likely to get fouled by ropes or sails than an exposed propeller, an important feature when used as a club or safety support boat. The whole rim swivels to steer and pivots up behind the transom for trimming, beaching and trailing. Two small electric motors deliver power to the rim (providing a degree of built-in redundancy should one fail) via a belt drive. If you do accidentally ground it or hit something hard, a sheer pin allows the whole unit to pivot up rather than snap off.

BRIGHT FUTURE

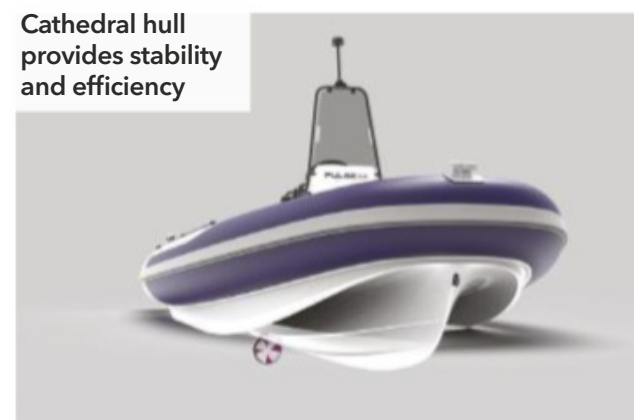
The Pulse 58 is a brave new entry to an increasingly contested market but RS says it has been overwhelmed by the positive reception at the Düsseldorf show with enquiries from sailing clubs, marinas, superyacht owners and leisure boat users. It hopes to build 50 boats this year with deliveries starting in October and 100 boats in 2021. The 58 will be followed by both a 4.2-metre Pulse tender and an as yet unnamed larger model. If it hits those numbers RS could yet become the first builder of a truly successful mainstream electric sportsboat.

CONTACT www.rselectricboats.com



LEFT The battery pack is from a Nissan Leaf
BELOW Fully integrated helm gives detailed info on remaining charge and real-time range

Cathedral hull provides stability and efficiency

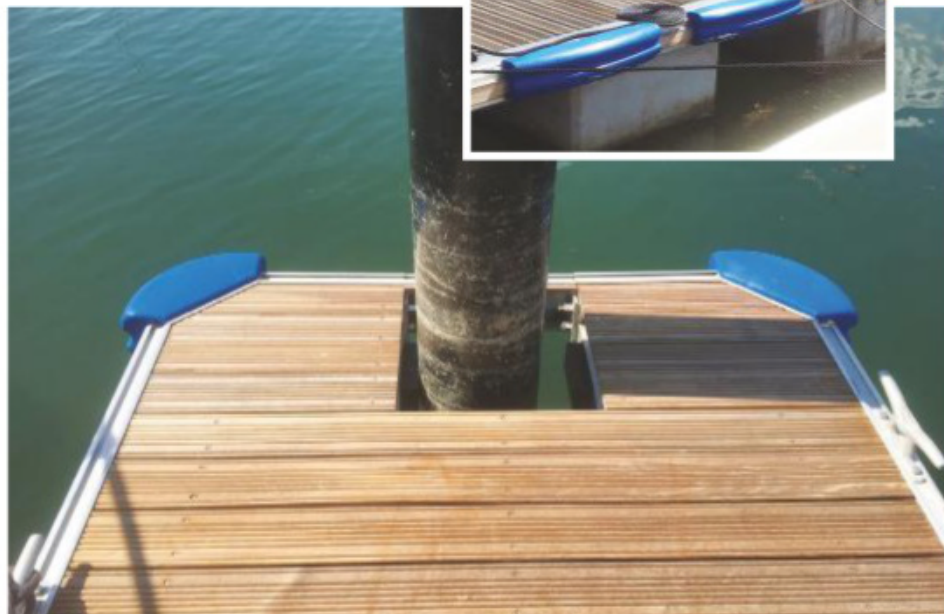




JON BUOY GLO LITE

Ocean Safety has launched a new highly reflective version of its Jon Buoy man overboard recovery system. A Jon Buoy works a little like a one person life raft. In the event of someone going overboard, the Job Buoy can be released with the tug of a single lever from its hard shell case, whereupon it drops into the water and self inflates, giving the casualty more buoyancy and allowing him or her to be clear of the water as well as easier to spot (it features an inflatable mast). The difference with this latest version is its innovative retro-reflective technology that significantly enhances the visibility of the hi-vis fabric, making it highly reflective and increasing visibility in gloomy conditions.

PRICE from £125.50 **CONTACT** www.oceansafety.com



WALCON MARINE FENDERS

Hampshire based marina design and construction company Walcon Marine has developed new pontoon mounted fendering systems designed to be permanently fixed to a marina berth rather than having to deploy on board fenders. Designed for a new generation of larger, taller boats, and made from rotary moulded plastic, these new corner fenders wrap across the top surface of the pontoon for greater protection, and both of the available sizes are larger than current standard versions. Walcon has also introduced a new, one metre long, lateral fender for its widely used System 2000 pontoons. These are intended for use primarily as stern or bow fenders and are easy to fit using the existing slot built into all System 2000 units. Despite enquiries, the price, however, appears to be a closely guarded secret.

PRICE from POA **CONTACT** www.walconmarine.com

ZHIK OFFSHORE CLOTHING

Australian apparel brand Zhik has launched a new range of clothing designed to keep you warm and dry in arduous offshore conditions (or returning to shore in the tender in typical British summer conditions). It's a range of jackets, shorts and 'long pants' (trousers, in English), made from a highly breathable, two-layer, waterproof fabric with a DWR (durable water repellent) coating and taped seams.

The APEX jacket is an all-round coastal/offshore jacket with an adjustable hood, high offshore collar and tapered faceshield that tucks into a stowaway pocket. It has two large utility pockets, a chest pocket and fleece-lined hand warmers. A lightweight soft mesh lining increases airflow and adds comfort, and adjustable inner PU cuffs offer double waterproof protection. A reinforced rear panel protects against wear while Reflexite shoulder and wrist reflectors ensure you show up in the dark.

The fully waterproof trousers and shorts have a fitted, tapered cut and raised waist with silicone waist grips to stop them slipping down when you are seated on deck or astride a jockey seat. **PRICE** from £115 **CONTACT** www.zhik.com



IMPACT FENDERS

Impact Fenders is a new company set up by a couple of keen water skiers and boat owners who felt there must be a better way to protect your boat than bulky inflatable fenders. Made from a closed-cell recycled foam interior wrapped with a PVC-coated polyester shell, the pliable interior moulds to any hull design. The idea is that they're less likely to roll clear in extreme conditions, provide more protective surface area and absorption (rather than compressing and rebounding) and they're flatter and easier to store on the boat as well as being lightweight. Nor will they puncture and deflate. They are available in nine colours and two sizes, the medium size is suitable for boats between 14-25ft and the large for 25-40ft vessels.

PRICE from £68.84 **CONTACT** www.impactfenders.com





HYDROPORT EPIC

It's one of those ideas that, the very first time you see it, you think 'that will never work'. But however unlikely it looks, the reality is that floating docks for jet skis do work brilliantly, protecting the hull and delicate internals from fouling, holding them secure even in bad weather, and being far easier to slide the ski on

and off of than a basic understanding of physics would suggest. They've been around for a while now, most marinas have a raft of them, and so Hydrohoist, one of the first in the market, has decided that it is time for an update.

The big difference is a wider walkway with a non-slip surface, ensuring the dock is easier and safer to access, and making essential maintenance, from cleaning and flushing the ski to fitting a cover, far simpler. It's also equipped with enhanced drainage, making it quicker to remove debris and water from the platform. It's available in different colours, has six sets of UV protected wheels, supports up to 900kg and has a redesigned rear entry that allows for a smoother loading and launching process. Keeping current customers in mind, this PWC platform can connect with the existing HydroPort Extreme model so that individuals and marinas can continue to grow their HydroPort fleet. **PRICE** from £1,514.25 **CONTACT** www.boatlift.com



VETUS BOW PRO BOWB180 AND BOWB210

Vetus has widened its Bow Pro bow thruster range with a new 'boosted' series, offering larger versions suitable for bigger boats. BOW PRO thrusters are fitted with induction technology. This system makes the use of carbon brushes obsolete. As a result, the bow thruster is very quiet and has a longer run-time, meaning that a boat can be held for short periods against a pontoon or dock just by running the thruster. The big change is a third connection on the motor leading the current to an internal charger, stepping up the voltage from 12 volt to 24 volt or 48 volt. This allows a 12V or 24V charging source, such as the propulsion engine alternator, to charge a more powerful 24V or 48V battery bank. The thruster battery bank will be charged any time the thruster is not being used.

PRICE from €4,999

CONTACT www.vetus.com



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CREWSAVER FUSION 3D

Crewsaver has introduced three new lifejackets to its Fusion 3D range. Fusion 3D refers to technology that moulds the lifejacket to the shape of your body and sits off the neck giving the user total freedom of movement – Crewsaver claim it's so comfortable you will forget you are wearing it.

Crewfit 165N Sport is the entry level to the Fusion 3D range. It's Crewsaver's most compact adult lifejacket yet and one of the lightest available. It is ISO 12402-3 (150N) approved but with superior buoyancy (165N) to float higher in the water and features a Peninsular Chin support, to keep your airway clear of the surface.

Crewfit+ 180N Pro offers additional buoyancy but is still a compact, lightweight lifejacket that's ideal for coastal cruising. It features a higher-volume shaped bladder and the same peninsular chin support as well as a light, high-vis spray hood.

Crewfit 150N Junior shares the same fundamentals but is designed specifically for children, 'helping to ensure your little ones remain as safe as possible when out on the water'.

PRICE from £77

CONTACT www.crewsaver.com



TESTED BY MBY

SAMSONITE PARADIVER LIGHT DUFFLE

This case from luggage giants Samsonite is an all-things-to-all-men bit of kit. It's a soft bag arranged around a rigid frame but has wheels and a telescopic handle so it's easy to drag around the smooth floor of an airport. It also has a smattering of handles so it's easy to pick up and a detachable strap so you can sling it over your shoulder.

What I like most about it are the two large pockets on the exterior which mean, if you're using it as your sole travel bag, you can quickly stow travel documents, a newspaper or tablet. The soft

material also makes it easier to squeeze into lockers and cubby spaces.

The 28cm x 67cm x 42cm one I have doesn't have a huge main compartment (there are bigger and smaller versions) but it strikes a balance between capacity and portability.

I was surprised that on a pricey case like this, one of the zips jammed quite early on and I wouldn't opt for the "Jeans Blue" colour in retrospect but gripes aside it's a solid performer.

www.samsonite.co.uk

PRICE £175

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TOY OF THE MONTH GENEINNO T1 UNDERWATER DRONE

Sub aqua for the budget conscious

Last month we featured the DeepSeaker DS1 four-person personal submarine. However if your toy budget won't stretch to €1 million for a proper submarine and substantially more for a superyacht big enough to park it on, there are more economical ways to explore the depths without getting wet. The Geneinno T1 is, according to its manufacturer, the deepest-diving consumer drone fitted with a 4K camera, and the first with a robotic arm. Fitted with six powerful thrusters, the T1 can run for up to four hours and travel at speeds up to 6.6ft per second and depths of 150m. It can even angle itself up to 60 degrees up or down, allowing you to look up at your boat or down at the sea bed. A robotic arm enables you to 'extend your hand to touch the physical ocean world', or more likely, recover your dropped boat keys. **PRICE** from: \$2,799 **CONTACT:** www.geneinno.us



Can't afford your own submarine?
The Geneinno T1 is the next best thing



Venture II on her new home berth in Preveza marina, Greece

The Ionian islands are a short cruise away



Peter and Phyllis will travel alone this year



NEW BEGINNINGS

A new berth in Preveza sets up Venture II and her owners for a summer of exploration in Greece

A

fter four incredible years cruising around Croatia with a skipper, my husband Peter and I are excited about continuing this coming season motoring around the Ionian in north-

western Greece managing *Venture II* on our own. Following extensive research, we identified Corfu as our preferred mooring place, mainly due to ease of travel to and from the UK. I proceeded to contact every marina I could find in the vicinity of Corfu, but was repeatedly told no annual berths existed for our 65 foot Fleming, so we started setting our sights further south for availability. We finally settled on a marina and paid a deposit. All of that was to change when we discovered the little known town of Preveza, our second destination after arriving in Greece. Preveza did not get much of a write up in our old version of Rod Heikell's *Greek Waters Pilot*, but we decided it was a good stopping point along the way to our new annual berth. However, after finding Preveza we felt that our inability to obtain a berth in Corfu had been a blessing in disguise.

Upon arriving in Preveza we discovered a brand new 300-berth marina that officially opened in March of 2019, which had plenty of space for *Venture II*. The town itself has an authentic feel that focuses on locals, is full of native Greek tourists and is steeped in history. Visitors to the town are spoiled for choice by a

myriad of restaurants with fantastic local seafood specialties within walking distance of the marina, some offering complimentary Ouzo and appetizers, plus decent wine by the litre.

Greek hospitality is in abundance here with the restaurant owners bestowing generosity and courtesy on us as if we were long lost friends. We were so taken by Preveza that we decided to rent a car to check out the local area and visit sites such as the ancient city of Nicopolis built in 31 B.C. as well as to recce the other marina that we had already pre-booked.

It turned out that town where we had booked an annual berth was extremely touristy and not to our taste, plus we learned that there was a time-consuming swing bridge that had to be manoeuvred every time you left or entered the marina to the north. As a result, we swiftly cancelled our booking and switched our annual berth to Preveza, at about half the price we were

paying in Croatia. It's only a 15-minute drive from the local airport, which is serviced by multiple airlines with regular flights to and from the UK in season. Parts of Preveza may be slightly lacking in the charm that some of the smaller islands possess, but we feel it more than makes up for that in the authenticity of the old town, friendly locals, stunning beaches and antiquity. It is a true hidden gem and a brilliant base for exploring western Greece.

We are very much looking forward to exploring the north and south Ionian islands in the coming months, which will include trips to the islands of Corfu, Parga, Paxos, Lefkas, Ithaca, Meganissi and Kefalonia to name a few, all bursting with charm from what we have seen so far and all within easy cruising reach of Preveza. Every destination has spectacular anchorages, our preferred method of staying the night, as we find it more private than marina berths.

During the winter months, when there are no direct flights into the Greek Islands, we plan on flying into Athens and driving the four hours to Preveza to prepare *Venture II* for the season. Cleopatra Marina, a nearby sister marina, offers servicing facilities where we will organise a lift out and the necessary maintenance work. Peter's dream is to cruise through the Corinth Canal into the Aegean, but I say let's take one step at a time and enjoy where we are for a while as it is a paradise with so much on offer.

Phyllis Rock

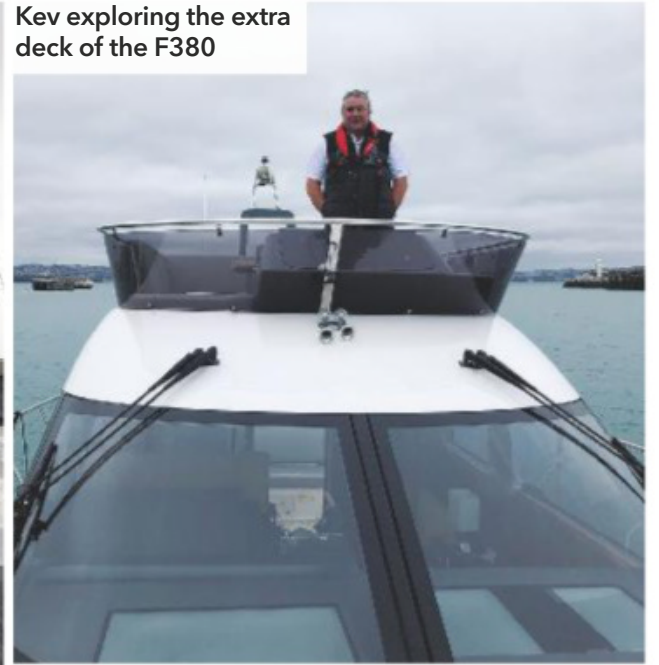
Ancient ruins at Nicopolis are a nearby attraction





Heidi aboard her new pride and joy in Devon

Kev exploring the extra deck of the F380



The new Chilaxin catches the evening sun



TRADING UP

With a new adventure on the horizon, Heidi Hasler seeks out a more spacious version of her beloved Chilaxin

W

hen we bought our C330 *Chilaxin* we were fortunate to be able to buy her new, from the Sealine dealer at Southampton Boat Show in 2016. She arrived in April 2017.

Chilaxin is a lovely boat and has had some great adventures – local boating along the Devon coastline, across to Guernsey, and our longer trip in 2018 from Brixham to Torrevieja, Spain. However, for our next adventure, we require a little more room.

Back in January 2019, we flew out to the Düsseldorf Boat Show and looked at dozens of boats. Kev insisted that now was the time for a flybridge. This would give us that extra bit of space for entertaining and two heads for when guests are on board.

After five days walking the halls and looking at many boats, nothing really grabbed us so we decided to look at used boats as well. Ideally, we wanted to stick with a Sealine as we really do like the brand and build quality.

After looking at lots of deck plans we felt that either the F42 or F380 would be the ideal boat. The F380 was the first boat built by Hanse after the takeover and so had the same heritage as



Chilaxin of Exeter provided years of fun

our C330 and many of the same features. The F42 was older, and just before the takeover, but still a lovely boat.

Hanse only ever made 31 F380s, which meant we would be lucky to get the model we wanted with the right engines. There were a few F42s for sale, so we hit the road to take a closer look.

The first trip was to Bowness-on-Windermere. As lovely as this F42 was, she had a few too many issues and would be extremely costly to fix. We explained to the broker exactly what

we were looking for and asked him to give us a call if anything popped up.

We travelled to Surrey to view another F42. Unfortunately, similar issues to the one on the lakes so another non-starter for us.

Back at Brixham, just down from *Chilaxin*, was an F380! She had just arrived in the marina. Exactly what we wanted. The right colour scheme, engines...OMG! Time to speak to the owner to see if he wanted to sell. We met Andy, a lovely chap. However, he had just bought her and was definitely not ready to sell her. Then an F380 came up for sale in Alicante, so I grabbed my passport and took a quick flight out...

She had most of what we wanted but we would still need plenty of changes, and the asking price, in our opinion, was too much.

We noticed another F380 in Brighton. We met with the owner – who obviously loved his boat, it just wasn't right for his new family. The only downside were the engines – not the ones we wanted. Could we chip them to increase the power? Not advisable according to everyone we spoke to.

It was now the beginning of the boating season so we decided to wait and see if anything came up at the end of the year.

The old C330 on her Spanish adventure



We've been on board every weekend since October and even spent Christmas on the water

During the August Bank Holiday, whilst working, we got a call from the broker in Bowness-on-Windermere to say that an F380 had come onto their books an hour ago. We downed tools and headed north straight away.

WORTH THE WAIT

We got to the broker as they opened their doors and had a look around. We knew the layout but just needed to see what condition she was in. Ironically she hadn't been used regularly enough so was in need of some TLC as well as VHF, radar and software updates. The mildew in the cabins and the heads would also need treatment. The plus side was that she was only four years old, had spent her life on the lake and only had 39 hours on the engines.

We put in a cheeky offer, once we had priced everything up we'd need to spend. This was rejected but our second offer was accepted. It was at this point that we found out she had never been serviced so we did manage to get the owner to drop the price enough to cover the cost of servicing the engines and generator.

It had taken two weeks to get to this point and now we had the Southampton Boat Show coming up. We spent several days at the show checking items for the new boat and pricing up. We spoke to the mortgage company who

started the paperwork, and contacted surveyors to keep everything moving along.

Jonathan, the surveyor, met Kev in Bowness and got the F380 lifted. They spent a long day going all over her and found a few issues but nothing that couldn't be resolved. The mortgage was in place, the survey done and the lorry booked to bring her to Devon. We just needed to transfer the funds.

A few weeks later we were back in the Lakes prepping the boat for the journey to her new home. We lowered the radar arch, washed her down and cleaned the interior the best we could. We headed to Maiden Marine to pay for the lift out and contacted Andy, the lorry driver, who would be bringing her south to Dartmouth.

Two days later on the Tuesday morning we got another text to say he was heading into Exeter. She was finally in Devon!

So the new *Chilaxin* of Brixham has been serviced, polished, repaired and generally feeling the love. We have been on board every weekend since October and even spent Christmas on the water now that we have more room. She is berthed next to *Chilaxin* of Exeter (yes, we now have two - "his and her" boats if you like!) But the C330 is under offer and may well be doing the Europe trip again. It took eight weeks from first seeing the F380 to the sale going through and being transported down. About the same as a house sale!

We are planning to go round Britain this year, down to the Isles of Scilly, across to Ireland, through the Caledonian Canal and into the Dutch waterways before heading back home. I think it should be a decent test for *Chilaxin*. We need to ensure she's fighting fit because eventually we'd like to take her on The American Great Loop - now that really will be an adventure!



The F380 en route to Devon from the Lakes

OUR BOATS SOON TO BE FEATURED...



PRESTIGE 680,
Artemisia, Salerno, Italy.
Mark Weiss updates us
on the ups and downs of
running a boat in Italy



FINNMASTER T8,
Snowball, Portchester UK.
Ed Elliot explains what goes
into planning a relaxing and
enjoyable trailer boat holiday



KARNIC 2250,
Bohemian Girl, Poole, UK.
Hugo discovers unexplained
hull damage on his boat and
tries to find out what caused
it to see if his insurers will
cover the cost of repairs

BUYING A USED...

BAVARIA SPORT 360

IN BUILD 2014 onwards

PRICE RANGE £140,000 - £190,000

A

t first glance, the Bavaria Sport 360 looked like no more than a 'stripes and cushions' tart-up of the outgoing Bavaria Sport 35 when it launched in 2014. However, closer inspection revealed that the revamp was far more detailed than a few cosmetic changes, and one of them was almost invisible right up until the moment you spotted it, at which point it became glaringly obvious - all of the internal woodwork had been rotated 90 degrees. The grain, which had been vertical, was now horizontal. The reasoning

was that vertical grain is more associated with cheaper sailing boats - expensive motor boats have a horizontal grain. And that level of attention to detail echoes through the entire boat - it's as though Bavaria asked its Sport 35 owners for a list of required improvements and then implemented them.

So the general arrangement of the lower deck remains unchanged - two cabins, one each end, separated by the saloon and galley, but useful improvements include a centreline double berth in the forward cabin in place of the vee berths of the 35 and an extended aft cabin settee

that not only gives more relaxing space, it's also big enough for the cushions to double as infills, converting the two single berths into a double.

All of the spaces are well proportioned. The mid cabin is particularly impressive with a high-ceilinged lobby that runs all the way aft giving plenty of space for getting dressed (and plenty of storage for clothes, there's a chest of drawers in here as well as the expected hanging locker). The headroom only drops over the beds, but even here it's pretty good. The same is true throughout the boat, headroom is plentiful, as is floorspace, the heads is a ▶

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Hard top version came with either a big fabric sunroof like this one or a smaller GRP one



Full cockpit canopies provide good weather protection but a fully enclosed Sport Coupé model was also available



Moveable backrest allows this seat to face forwards during navigation and back when dining



Comprehensive cockpit wet bar could be specified with a fridge, grill, sink and bin

good size (albeit not quite large enough for a separate shower stall) and the galley is L-shaped with decent lockers.

The only sign of compromise is the forward cabin where floor space is a little pinched due to the switch to a centreline double. The view out changed too, the portholes of the 35 were swapped for larger hull windows.

Changes weren't limited to the layout and grain direction, there was a general lift in quality over the 35. Galley worktops were upgraded, the electrical panel and microwave were moved behind cupboard doors and the lighting is particularly noteworthy. While many builders were providing overhead lights only, Bavaria added concealed lighting under cabin steps, beneath the settees and beds and above high-level galley cupboards. It's remarkable attention to detail for what is ostensibly a budget brand (the Bavaria was priced to compete with Jeanneau and Beneteau –

at launch the cheapest diesel powered 360 cost just £141,000, admittedly before some fairly essential options were added).

ALL-WEATHER COCKPIT

"We were impressed by the quality of the fitout," says Russ Brown, the owner of the boat you see here, who kept it in Salterns Marina. "We were looking for a mid-30ft sports cruiser, and with the British builders having long since vacated this market segment we found ourselves looking at alternatives. At the time I had a business importing German products and several colleagues in Germany ran Bavaria boats and spoke highly of them, which certainly influenced our decision, and we've been very happy we made it".

But of course, changes weren't confined to the cabin. Head up to the cockpit and you'll find a few other differences over the Sport 35. The cockpit is a fundamentally different layout.

Gone is the large sunpad aft, replaced by an aft seat around a table that drops to restore sunpad duties when required. There's a short gap and then a further L-shaped settee around another table opposite the wet bar (two fixed stools that slide out allow seating all the way around). The sunpad remains in the forward port quarter (that's what gifts such great headroom in that mid cabin lobby) and the helm remains to starboard, now with a double helm and an improved, lower profile instrument console. Side decks merit mention for easy access and width – rails are canted out for more space and guide you right in to the cockpit. The fuel filler concealed under a lifting flap is another useful touch.

But the biggest changes are overhead. The Sport 35 was available as a completely open cockpit with canvas canopies and a radar arch or as an open-backed hard top with a fabric sliding roof section. And so is the 360 Sport,



The 360's interior wood grain runs horizontally rather than vertically like its predecessor's



Good natural and artificial lighting lifts the feel of the interior living spaces

CANOPIES

These tend to leak a little, so check exterior woodwork in the cockpit

COCKPIT TABLE

This is mounted above the engines and has a few moving parts. Vibrations loosen screws so check all are present and that the mechanism is working properly

BATHING LADDER

This retracts into the trailing edge of the bathing platform. Salt air can seize the release mechanism so check it's working smoothly

ENGINES

Volvo Penta D3 220 engines like to be used regularly and serviced properly so get them inspected carefully



Russ's boat sporting the hard top with the canvas sliding roof. But for this model Bavaria offered two more options. The canvas roof of the hard top could be swapped for a solid GRP sunroof (more weatherproof but creating a smaller aperture as the sliding section needs somewhere to slide into). But more intriguingly, Bavaria also offered the solid roof version with aft doors (triple section glass ones), enclosing the area beneath the roof. The actual cockpit layout remained identical, but it gave two distinct areas to the main deck, the outside dinette aft, and an internal area forward of it. Bavaria called it the 36 Sport Coupé (to differentiate it from the open backed 360 Sport HT and the fully open Sport 360 Open).

"The ability to completely enclose a large part of the cockpit is a huge

benefit for us" says Michael Gray, who switched to 'the dark side' four years ago after years of sailing in a Moody 36 and Legend 38.

While searching for his first motor boat, Michael became aware of the Bavaria range, and this boat in particular, after seeing an

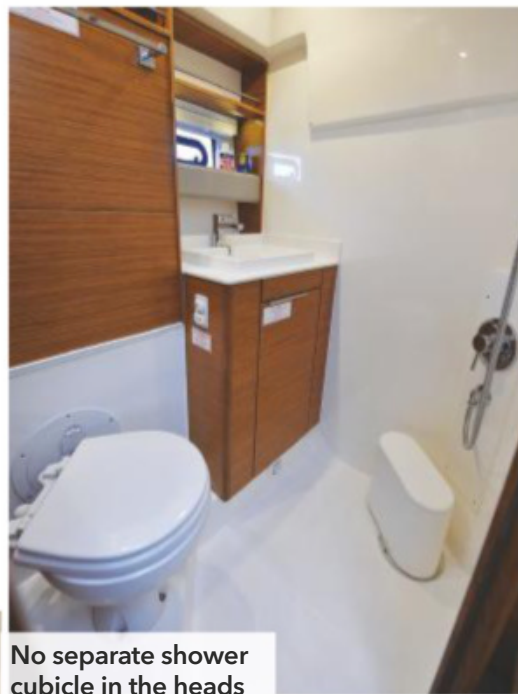
MBY video on YouTube and reading the corresponding boat test in the magazine. He keeps his 360 Sport Coupé at the end of the garden of his house at Port Solent.

"Because we have the boat literally at the

bottom of the garden we can use it any time, and we do, irrespective not just of time of year but also of weather. If it's winter and raining but we want to go boating, we turn up the heating and head out with the roof and aft doors shut".

But the benefits don't stop there for Michael and his wife. "We have five grandchildren between four and ten and a nervous daughter-in-law. Being able to close these aft doors makes for a much safer environment and a reassuring and calm one. But it works well in other ways. We use the wheelhouse for everything - eating, socialising - basically the lower deck is mostly only used for cooking, sleeping and the loo. Again, that ability to be warm and sheltered whilst enjoying a great view out is paramount, but also it probably contains the noise to some extent and makes us better neighbours".

Michael's boat, like most Bavaria Sport 360s has a pair of Volvo Penta D3-220 diesel



No separate shower cubicle in the heads



Settee cushions double up as infills to convert the two single beds into one big double



Forward owner's cabin has a generous island double but limited floor space

SEE MORE
mby.com/b360



Twin 220hp D3's were the popular option



Sport 360 represents a lot of boat for the money

engines. Bavaria offered Volvo Penta and Mercruiser petrols, and the intriguing option of a single Volvo Penta D6-370, but the vast majority of buyers specced the twin D3-220 option. When we tested the boat in 2014 we achieved 32 knots but that was a very light boat fresh in the water with low fuel. Realistically, 30 knots is about the most you'll typically achieve, which gives a perfectly adequate 20-knot cruise.

And it's backed up by good seakeeping, according to James Oliver, who keeps his boat at Cobb's Quay in Poole. "Perhaps the biggest seas we've been in were a force six off the north coast of France heading for Cherbourg. It was right on the nose and the boat shipped plenty of water over the bow, but we were snug and dry under the open-backed GRP roof. The boat took it in its stride, it felt sturdy and safe".

Talk soon returns to what good value these boats are. "We were attracted by the value for money. It lacks the 'fluff' of a Fairline, but it's solid and well laid out. I liken it to a Skoda of the sea, more basic but well put together. And the beauty of that is that it allows us to get into a newer boat than the same money would have allowed from a more premium manufacturer, and that gets us newer engines that should require less maintenance and newer equipment and tech. For example, our boat is fitted with joystick control for the engines, which is so effective for manoeuvring that sometimes it feels like cheating. I reckon that the same size and age of boat from a premium manufacturer would come with a £50,000 price premium".

The Sport 360 ran until 2016 when it was replaced by the S36, however on this occasion, changes really are merely cosmetic, the S36 is fundamentally the same boat.

Next month: Haines 320

SPECIFICATION

MODEL Bavaria Sport 360
TYPE Sports cruiser
IN BUILD 2014 - 2016
DESIGNER Bavaria Yachtbau
HULL TYPE Planing
RCD Category B
CURRENT VALUE
 From £140,000-£190,000
LOA 38ft 3in (11.66m)
BEAM 11ft 9in (3.59m)
DRAFT 3ft 9in (1.14m)
DISPLACEMENT 6.6 tonnes
FUEL CAPACITY 520 litres
WATER CAPACITY 250 litres
PERFORMANCE 32 knots with twin Volvo Penta D3-220 diesel
CRUISING RANGE 220 miles at 27 knots with 20% reserve

COSTS & OPTIONS

SERVICING
 (INC LABOUR & VAT)
 Volvo Penta D3-220; £1,713

REPLACEMENT PARTS
 (INC VAT)

DRIVE BELT £30.37
IMPELLER £55.73
OIL FILTER £18.52
FUEL FILTER £33.56
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To protect this boat with Coppercoat multi-season antifoul would cost £990 inc VAT. For a quote on any other boat call 01258 861059 or visit www.coppercoat.com



SURVEYOR'S REPORT

The Bavaria Sport powerboat range has steadily built itself a good reputation for value for money and fast and efficient cruising. I have surveyed several of these over the years, and have found few areas of recurring concern due to build issues.

With this current generation of the range, efforts have been made to upgrade fittings, finish and general feel of the boat. In this respect, the results I have seen are good.

Bavaria's 'Vacutec' vacuum-infusion build method provides consistent quality of lay-up, but also reduces weight compared to hand laid construction by 20%. Isophthalic resins are used, in line with most quality builders, to provide superior resistance to moisture ingress over the years. The hull form on these craft is medium vee, and the outdrive powertrain provides good initial acceleration but also a feeling of grip and security on the water - even in a chop. However, outdrive sterngear also has significant ongoing maintenance costs that cannot be ignored. Legs require removal every two seasons, with the ensuing costs of replacing seals, bellows, steering helmets, ram seals, anodes, and trim hydraulics. It is imperative to have these thoroughly checked prior to purchase, with careful inspection of all the above and proof of when they were last serviced.

Other points to note when considering buying include a careful inspection of the sunroof assembly. This is a big selling point of the boat so ensure all the guides are clear and that the unit slides efficiently over several operations.

Hull cleanliness makes a significant impact on any boat's performance but as this is a sports cruiser you will want to maximise speed and fuel efficiency. Consider a mid-season lift out for a hull scrub and anode check. This should pay for itself in saved fuel consumption costs.

Check the machinery service history and insist on a thorough sea trial with your surveyor. Heat exchanger cleaning regimes are often forgotten and a thorough sea trial should detect any overheating issues.

Find yourself a good 36HT and it should prove to be a fun and enjoyable cruising boat that is small enough to handle as a couple but large enough to explore further afield with the family or host larger parties for day trips. Look after her, and she should also be an easy sale when it's time to move on.

Chris Olsen, Olsen Marine Surveying

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FIRST BOAT

I t's that time of year when the birds are singing, flowers are budding, and a young man or woman's fancy turns to thoughts of boats. This is the year you're finally going to do it. To turn those long held desires to cast off, to explore, to taste freedom, to captain your own ship with nothing but a star (and possibly a Raymarine Axiom chart plotter) to steer by. So what to buy?

Well, something affordable in order to leave funds aside to run it. Something easily managed so that you can still boat when short-handed and that won't scare the family. Something practical so that it works well on the water and

adaptable so that you won't grow out of it. But most of all something pleasurable, something enjoyable that makes you feel like this wasn't just a good decision, this was a great decision. Something, in other words, like these four.



PRICE: £79,950

BOAT: Beneteau Antares 8.80 DATE: 2016 LYING: Swanwick
CONTACT: Ancasta www.ancasta.com



PRICE: £25,995

BOAT: Cranchi Turchese 24 DATE: 2003 LYING: Poole
CONTACT: Parkstone Bay Yachts www.parkstonebayyachts.com



PRICE: £29,500

BOAT: Princess 286 Riviera DATE: 1988 LYING: Marlow
CONTACT: Boat Showrooms www.boatshowrooms.com



PRICE: 89,995

BOAT: Bavaria Sport 29 DATE: 2012 LYING: Poole
CONTACT: Salterns Brokerage www.saltensbrokerage.co.uk



BENETEAU ANTARES 8.80

B U I L T 2 0 0 2

P R I C E £ 7 9 , 9 5 0

The Beneteau Antares outboard engine range spans from 6m through to 11m, so the 8.80 metre model you see here is very much stock in trade for the French builder. Styled by Sarrazin Design, it's a practical peche promenade concept, long on usability and sensible features if a little short on flamboyance. It's a boat on which to go boating rather than to be seen boating, and that is no bad thing. Beneteau also built a walk-around boat called a Barracuda 9 on this hull which made a great fishing platform, but the Antares is all about family cruising.

INTERIOR Although it's probably stretching the concept to refer to this as a galley aft layout, the compact galley unit is just inside the sliding deck saloon door to starboard, behind the helm seat. Opposite, a large u-shaped dinette converts to a double berth. Sliding roof panels and side windows ventilate this area well, or close it up and fire up the central heating in inclement weather. On the lower deck forward there are two large

double berths plus a separate heads compartment.

EXTERIOR A decent sized cockpit gives access on both sides up to side decks protected by grab rails that reach well aft. Decks are asymmetric, giving great access forward along the starboard deck without compromising internal volume and there's space for a sun lounger on the bow.

PERFORMANCE Single or twin outboard engines, the twin Suzuki DF150TGX 150hp engines fitted to this boat are the largest option for the Antares 8.80. They should give a top speed of about 35 knots, making 20-30 knots a relatively economical cruise.

SEAKEEPING The twin stepped hull uses Airstep technology to deliver a capable performance, feeling solid and composed, tracking and turning well with no cavitation. Visibility is particularly good due to slim mullions and deep windows, and the bow thruster on this boat helps in close quarters.

LOA 28ft 10in (8.8m) **Beam** 9ft 9in (3.0m) **Draught** 2ft 7in (0.8m)
Displacement 2.8 tonnes **Fuel capacity** 400 litres
Engines Twin Suzuki DF150TGX 150hp outboard

FOR SALE Ancasta www.ancasta.com



The wheelhouse is warm in all weathers and has a small galley opposite the dinette



The forward berth is one of two sleeping areas on this surprisingly roomy little craft



CRANCHI TURCHESE 24

BUILT 2003

PRICE £25,995

Just because you're new to boating and want something small and affordable, don't think you have to rule out style. As ever, we turn to the Italians for excellent penmanship, as this elegant and racy weekender proves. Built by Cranchi and launched in 1994, it replaced the more angular Derby 700 and ran for a decade, during which nearly 1,000 were produced.

INTERIOR A beam of 8ft 2in and a compact cuddy cabin beneath the low profile foredeck (rather than the taller cruiser style of something like a Sea Ray Sundancer) means that space inside the Turchese 24 is limited.

But there's sitting headroom and a comfortable horseshoe of seating for day time use. Use the infills and you've got a perfectly good double berth for overnighting, and there's a chemical loo and a fridge down here too.

EXTERIOR What you lose in interior you gain in cockpit, with about 70% of the boat given over to day space. The helmsman and navigator get comfortable bucket

seats with lift bolsters and there's another big horseshoe of seating behind them for everyone else. A sunpad stretches aft across the top of the engine bay and an opening windscreen allows you to step easily up and through to get onto the foredeck.

PERFORMANCE Cranchi fitted petrol and diesel engines to the Turchese, with the former proving the most popular, mostly

because it was cheaper but also because it was faster – the 5.7 litre V8 giving a mid-30 knot top end and the big block 7.4 litre over 40 knots. But there's much to be said for the Volvo Penta KAD 32/dp fitted to this boat. The top speed is still a respectable 30 knots plus, but 3,500rpm will give a ground covering 28 knots while burning just 30 litres per hour.

SEAKEEPING Despite the boat's compact size it feels like a proper deep vee. Put the helm hard down and it banks and tracks confidently without bleeding off too much speed – confidence inspiring for a novice pilot.

LOA 25ft 7in (7.8m) **Beam** 8ft 2in (2.5m) **Draught** 3ft 3in (1.0m)
Displacement 2 tonnes **Fuel capacity** 230 litres
Engine Volvo Penta KAD 32/dp 170hp diesel

FOR SALE Parkstone Bay Yachts www.parkstonebayyachts.com



Plenty of sociable seating and a sunpad in the Cranchi's stylish open cockpit



Cuddy cabin has limited headroom but is fine for occasional overnighting



PRINCESS 286 RIVIERA

BUILT 1988

PRICE £29,500

If you want to go bigger you either need to spend more money or buy an older boat. The latter is a great way to increase the scope of your budget, especially if you buy a sturdy old timer from a high quality marque. The inevitable downside is normally older (thus higher maintenance) engines and dated, worn soft furnishings. Which is why the refit (all £25,000 of it) carried out on this boat in 2010 makes it such an intriguing proposition.

INTERIOR The Princess 286 is a very wide boat, and that's most noticeable in the cabin. Where most of its contemporaries were typically 10ft wide, the 286 is 11ft

in the beam, which means you get an L-shaped galley and a nice wide squared-off saloon with, in this boat, more contemporary upholstery (1988 Princess upholstery was very 'busy'). There's a separate mid cabin with a double berth running beneath the cockpit.

EXTERIOR One area where the boat feels its age is outside. There's no transom door and the bathing platform is 'bolt on' rather

than integral (although that helps the length, it's 30ft long if you include the platform). It's also 'set square' angular, predating curved windscreens for example, although now the design is over 30-years-old it's actually looking pleasingly classic and the almost completely flat foredeck and wide side decks are a bonus.

PERFORMANCE Although twin 130hp and 200hp diesels

were an option, the vast majority left the factory in Plymouth with a pair of Volvo Penta AQ211/dp 5.0 litre V8 petrol engines beneath the cockpit floor, which gave a healthy 36 knots. These engines are getting on a bit now, so it's nice to see that the 2010 refit included a pair of modern fuel injected Volvo Penta GXi 5.0 V8s. Giving 270hp rather than the original AQ211 at 210hp, top speed is lifted to 44 knots, according to the owner. That's progress, literally.

SEAKEEPING Solid and capable, it's a good offshore boat and a pretty easy one to handle in close quarters too.

LOA 30ft 0in (9.1m) Beam 11ft 0in (3.3m) Draught 2ft 9in (0.8m)
Displacement 3.3 tonnes Fuel capacity 591 litres
Engines Twin Volvo Penta GXi 5.0

FOR SALE Boat Showrooms www.boatshowrooms.co.uk



A complete interior refit in 2010 has worked wonders on this 32-year old boat

The Riviera's 11ft beam makes for a spacious lower saloon and generous mid cabin



BAVARIA SPORT 29

B U I L T 2 0 1 2

P R I C E £ 8 9 , 9 9 5

At just under 30ft with a beamy 9ft 9in girth, the Bavaria Sport 29 offers an excellent blend of generous onboard space within compact, manageable dimensions. Styled by BMW's DesignworksUSA studio, this is a really smart looking boat too. With its low profile deck, grey hull striping and forward sloping radar arch it has a distinctive, modern, sporty look.

INTERIOR The layout is entirely sports cruiser conventional, with a large u-shaped dinette forward converting to a double berth, and a heads opposite the galley. But the mid cabin is a particularly generous size with

standing headroom in the lobby area, a settee, a small hanging locker and a double berth that runs beneath the cockpit.

EXTERIOR Not only does the Sport 29 have decent side decks, crucially the deck rails extend all the way to the cockpit, very reassuring for those new to boating. A sunpad robs some cockpit space but the payback, apart from a great place to lie and

watch the world go by when at anchor, is a huge 'boot' concealed beneath it, giving far more deck storage than you'd normally find on this kind of boat.

PERFORMANCE The base engine was a Volvo Penta 5.7GXi 320hp petrol V8, or you could have a pair of 4.3 V6 petrol engines but at this size the far more economical diesel motors make more sense. Twin Volvo Penta D3 160 or 220

engines were a rare option, most buyers plumped for the single D4 at 260hp initially, and later the D4-300 when it came on stream for a low 30 knots top end.

SEAKEEPING *Motor Boats Monthly* tested one of the very first and concluded that 'it must be one of the best sub-30ft cruiser hulls we've tested'. They were utterly gobsmacked by how this tubby looking hull dealt with the kind of seas sub-30ft boats don't usually venture out in to. It was very smooth, responsive and lots of fun to helm. Their only issue was the amount of spray that was allowed to come back aft.

LOA 29ft 3in (8.9m) **Beam** 9ft 9in (2.9m) **Draught** 4ft 3in (1.3m)
Displacement 4 tonnes **Fuel capacity** 520 litres
Engine Volvo Penta D4-300 300hp diesel

FOR SALE Salterns Brokerage www.saltensbrokerage.co.uk



A door next to the galley leads to a separate aft cabin - a rarity in a sub-30ft sports cruiser



The forward dinette also converts into a double bed, meaning four can sleep on board

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PRINCESS 64 2014



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PB1669

PRINCESS V62 2010



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PORT SOLENT, UK

PB1661

PRINCESS 60 2013



NEW LISTING

£800,000 TAX PAID
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PRINCESS 56 2015



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PRINCESS V56 2011



£439,000 TAX PAID
HYTHE, UK

PB1660

PRINCESS V50 2018



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SWANWICK, UK

PB1643

PRINCESS V48 OPEN 2016



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PB1681

PRINCESS V39 2012



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FAIRLINE SQUADRON 74 //
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PORTUGAL // AYS1612



SUNSEEKER 68 SPORT YACHT //
2016 // €1,590,000 TAX PAID //
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AZIMUT MAGELLANO 66 //
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SUNSEEKER MANHATTAN 66 //
2017 // £1,595,000 TAX PAID
MALLORCA, SPAIN // AY1572



FAIRLINE SQUADRON 65 //
2010 // £799,000 TAX PAID
MALLORCA, SPAIN // AYS1679



SUNSEEKER MANHATTAN 64 MK II
// 2004 // €399,000 EX TAX //
MONTENEGRO // AY1528



SUNSEEKER MANHATTAN 60 //
2008 // €499,950 TAX PAID
MALLORCA, SPAIN // AY1577



FAIRLINE TARGA 58GT //
2009 // £499,950 TAX PAID
TORREVIEJA, SPAIN // AY1500



FAIRLINE SQUADRON 55 //
2011 // €649,000 TAX PAID //
MALLORCA, SPAIN // AY1594



CRANCHI MEDITERRANEE 50 HT //
2007 // £195,000 TAX PAID //
POOLE, UK // AY1576



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UNDER OFFER

BROOM 450 // 2008 //

£299,950 TAX PAID //

SWANWICK, UK // AY1623



FAIRLINE TARGA 44 //

2010 // €249,000 TAX PAID //

MALLORCA, SPAIN // AY1611



CRANCHI 44HT //

2015 // €349,000 TAX PAID //

OPHOVEN, BELGIUM // AY1606



WINDY 33 SCIROCCO //

2010 // €149,000 EX TAX //

MALLORCA, SPAIN // AY1650



CHRIS-CRAFT CATALINA 34 //

2019 // £395,000 EX TAX //

MALLORCA, SPAIN // CN8597



CHRIS-CRAFT CALYPSO 30 //

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MALLORCA, SPAIN // AY1654



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PA0609

PRINCESS V50 DECK 2018



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SWANWICK, UK

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SUNSEEKER PREDATOR 68 2017



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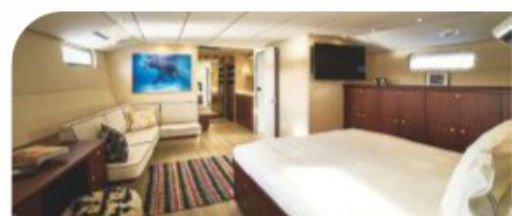
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2005 Aicon 56 FLY



2 x MAN 800, No Expense Spared, 4 Cabins, Aircon, Bowthruster, PX available, Warranty Included +++...

£299,995 VAT Paid

2013 Galeon 385 HTS



Lightly used, very well equipped Sports Cruiser, Twin Volvo D4 300hp engine (375hrs), Available now +++

€275,870

2016 Galeon Galia 750



Honda 250hp, Ex Demo, 12 Month Warranty, Large Cockpit Area With Fold Away Bench Seating, Sliding Rear Door +++

£69,995 VAT Paid

2019 Galeon Galia 700 SD



Suzuki DF200, Bow Thruster, Chartplotter, Cockpit Fridge, Sport Seats, Teak in Cockpit, Carpet in Cabin, PX available

£77,940 VAT Paid

2020 Galeon 400 FLY



New model for 2020..! Beach Mode available, Shaft, Stern or IPS, Full Beam Master Cabin +++...

£502,284 Inc VAT & Delivery

2019 Galeon 360 FLY



One private owner from new. 2 x Volvo Penta D4-260, 3 Cabins, Bathroom, Salon with Galley, Flybridge +++...

£350,000 VAT Paid

2017 Dehler 34



One owner from new, kept in immaculate condition with very little use. Less than 70 hours on the Yanmar 3YM20 engine.

£135,000 VAT Paid

2015 Aquador 27 HT



Rare opportunity for a popular sized with low hours (180) on the Mercruiser 3.0Tdi Engine. Stored inside for winter.

£115,000 VAT Paid

2015 Grandezza 27 OC



Fully equipped pocket rocket will have you grinning ear to ear with her huge inventory, Volvo D4 300hp under 300hrs.

£112,500 VAT Paid

2018 Princess 49 Fly



Lovely example Princess, IPS 700's (190hrs), lowest price in Europe. Comes with a Williams 285 Jet rib Included +++...

£750,000 VAT Paid

2008 Cruisers Yachts 330



Well built cruiser, low hrs (150), Aircon, bowthruster, walk through windscreen, Generator & 2 Volvo D4 260hp +++...

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2019 Azimut Magellano 43
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2009 Princess V53
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2018 Bavaria S40 HT
£319,950



2001 Fairline Squadron 52
£199,950



2001 Sealine S48
£144,950



2005 Sealine S42
£124,950



2001 Fairline Targa 34
£94,950



2012 Bayliner 335 Cruiser
£79,950



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Grandeza 34OC 2019 £300,959
New Generation Volvo D6 380hp



Grandeza 28OC 2019 £197,257
New Generation Volvo D4 270hp



Grandeza 25S 2018 £103,874
Mercruiser V6 250hp



Bavaria S30 Silver Edition 2017 £129,950
Volvo D4 300



Salpa Laver 23XL 2019 £85,950
Mercruiser V6 250hp



Monterey 258SS 2017 £71,950
Mercruiser 6.2 Litre 350hp



Cobalt 243 Cuddy 2013 £49,950
Mercruiser Mag 350 300hp



Salpa Gran Soleil 23 Rib 2019 £49,950
Mercury 150hp outboard



Bryant 268 Bow Rider 2009 £34,950
Volvo 5.7Litre 320hp



Salpa S570 2019 £25,950
Mercury F 100 Outboard



Salpa Gran Soleil 20 Rib 2019 £39,494
Mercury 115hp Outboard



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HAINES 360 - 2017

£289,950



Powered by a single Yanmar 8LV 370hp diesel through a shaft. 6 berth accommodation with two toilets and two showers. Specification to include; Bowthruster, electric windlass, holding tank, trim tabs, combi inverter/battery charger, Eberspacher heating system and a range of Garmin navigation equipment including; chartplotter, radar, VHF and autopilot. Beautiful oak hardwood interior with leather upholstery, finished to the ever high standard of Haines Marine. Synthetic teak laid cockpit and bathing platform. A great chance to acquire a lightly used Haines 360 with only 36 engine hours run! Presented in fantastic order throughout. Viewing highly recommended!

LYING NYA BRUNDALL - NYB82996 - P/EX POSSIBLE

SEALINE F43 - 2003

£145,000



Powered by twin Volvo TAMD75P 480hp diesels through shafts. 6 berth accommodation with two toilets and two showers. Specification to include; Bowthruster, generator, warm air heating, electric windlass, trim tabs, shore power and a range of Raymarine navigation equipment to include chartplotters, radar scanner, VHF and autopilot. Teak laid bathing platform and cockpit. A well specified F43 with the sought after 480hp engines. A lovely example, presented in very good order throughout!

LYING NYA BRUNDALL - NYB81705 - P/EX POSSIBLE

SEALINE F37 - 2002 (COMMISSIONED 2003)

£119,950



Powered by twin Volvo KAMD300 285hp diesels with EDC controls on shafts. 6 berth accommodation with one toilet and one shower. Specification to include; Bowthruster, warm air heating, electric windlass (deck and helm controls), a range of Raymarine navigation equipment, trim tabs and shore power with battery charger. Teak laid flybridge cockpit and bathing platform. BSC 03/23 and full engine service June 2018. Used to cruise the Broads and East Coast since 2015. The F37 offers plenty of style and comfort, a very capable cruiser ideal for offshore boating with the family!

LYING NYA BRUNDALL - NYB77148 - P/EX POSSIBLE

BROOM 30 COUPE HT - 2017

£109,950



Powered by a single Nanni N4 50hp diesel. 2 berth accommodation with one electric toilet and one shower. Specification to include; Bowthruster, 2kw inverter, holding tank, Eberspacher warm air heating and shore power supply with battery charger. Engine service April 2019. Teak laid cockpit and bathing platform with sliding canvas cockpit roof. A contemporary, lightly used Broom cruiser, ideal for exploring the inland waterways in style!

LYING NYA BRUNDALL - NYB75573 - P/EX POSSIBLE

SEALINET50 - 2006

£289,950



Build commissioned 2007 - 2 x Volvo D9575HP 3 cabin cruiser with comfortable accommodation for 6. A fantastic specification to include bow and stern thrusters, generator, reverse cycle air conditioning, Full Raymarine navigation equipment, washing machine, dishwasher, teak laid decks and much more! Lightly used with only 453 hours! This is a particularly nice example that belies her age, presented in fantastic order throughout, clearly very well kept by her current diligent owners. Viewing strictly by appointment only.

LYING VIEWING IS STRICTLY BY APPOINTMENT ONLY - NYH59766 - P/EX POSSIBLE

FAIRLINE TARGA 38 - 2006

£139,950



Powered by twin Volvo D6 310hp diesels. 4 berth accommodation with toilet and shower. Specification to include; Bowthruster, Webasto warm air heating, holding tank, electric windlass, trim tabs, shore power, battery charger, Garmin GPS, VHF and much more. Teak laid cockpit and bathing platform. A head turning sports cruiser presented in very good order throughout, clearly very well kept by current owners!

LYING NYA BRUNDALL - NYB83491 - P/EX POSSIBLE

BROOM 35 CL - 2001

£119,950



Powered by a single Perkins Sabre M135L (135hp) diesel engine. 4 berth accommodation over 2 cabins, one en-suite island double cabin one day heads. Specification including bow and stern thrusters, shore power, battery charger, immersion heater, warm air heating, speed depth log, anchor winch, teak laid bathing platform and steps, new canopy 2019, antifouled 2019, BSC 03/23. Beautifully finished in Teak with Avonite galley surfaces. A lovely example of these well built Motor Cruisers.

LYING NYA HORNING - NYH79656 - P/EX POSSIBLE

SEALINE F33 - 1999

£79,950



Powered by twin Volvo KAD32 170hp diesels. 4 berth accommodation with toilet and shower. Specification to include; Eberspacher warm air heating, bowthruster, trim tabs, electric windlass, Radar/plotter, VHF and shore power supply with charger and immersion! NYA Stock benefiting from a full engine and drive service, full machine polish and antifoul plus new carpets! Presented in fantastic order, a turn key boat!

LYING NYA BRUNDALL - NYB81090 - P/EX POSSIBLE

BROOM 41 - 1999

£179,950



Powered by twin Perkins Sabre 300hp diesels through shafts. Six berth accommodation with two toilets and two showers. Very well specified to include; Bow and stern thrusters, holding tank, electric windlass, warm air heating, generator, trim tabs, a range of navigation equipment including a Raymarine C80, Autohelm autopilot and VHF. Folding radar arch, teak laid cockpit and much more! Believed to be the last of the Broom 41 range. A fantastic example, clearly been very well loved and cared for by her current owners and is presented for sale in fantastic order! Viewing highly recommended.

LYING NYA BRUNDALL - NYB83533 - P/EX POSSIBLE

WESTWOOD A35 - 2009

£129,950



Powered by a Yanmar 6BY 220hp diesel engine. 6 berth accommodation over two cabins and saloon, with master island double en-suite cabin and a further toilet/shower compartment forward. A high specification including bow and stern thrusters, electric windlass, shore power, battery charger, inverter, immersion heater, warm air heating, synthetic teak decking, chart plotter, VHF, speed depth log. BSC 01/23. A spacious and luxurious motor boat, well specified and capable of both river and coastal cruising.

LYING NYA HORNING - NYH80569 - P/EX POSSIBLE

HAINES 320 - 2007

£112,000



Powered by a Nanni 5.250 85hp Diesel engine. Luxury 4 berth accommodation with occasional extra 2 in saloon, with 2 x toilet/shower compartments. A high specification including bow and stern thrusters, electric windlass, shore power, battery charger, inverter, immersion heater, Eberspacher hydronic warm air heating including heated towel rails, Avonite galley surfaces, fitted in Cherry wood, teak laid bathing platform cockpit, folding windscreen giving lower air draft for greater inland access. BSC 06/23. A lovely example of these spacious award winning aft cabin cruisers.

LYING NYA HORNING - NYH80781 - P/EX POSSIBLE

DORAL PRESTANCIA 280SE - 2005

£59,950



2 x Volvo Penta D3 160hp Diesel engines. 4 berth accommodation with 1 x toilet to holding tank/shower compartment. Galley with electric hob, microwave, 2 x fridges. Spec including Bow thruster, electric windlass, shore power, battery charger, warm air heating, immersion heater, VHF radio, Navman Tracker 5500, folding radar arch. New canopy 2019, engines and outdrives serviced 2019, new batteries 2019. BSC 07/21. A striking, modern sports cruiser with great performance and a large social cockpit ideal for entertaining.

LYING NYA HORNING - NYH80932 - P/EX POSSIBLE



Sealine C330 2020

£306,293
Available now for forward order. Very spacious award winning sports cruiser offering 4 berth accommodation, perfect all weather offshore or inland cruiser



2020 Viking 31

£149,950
Single level cruiser built for cruising inland waterways
Great accommodation for up to 4 people



Kral Speedster

£26,950

Built 2008 commissioned 2011 please Fantastic boat, beautifully maintained & fully serviced, low engine hours, comes with trailer.



Four Winns 278 Vista - 2007

£49,950

Single Volvo D4 260hp, A well maintained example of these popular sports cruisers.



Bayliner 300 2008

£66,950

Lovely boat, chartplotter, windlass, battery charger, twin diesel engines.



Rand Picnic 18

Prices from £24,950

Arriving 2020, available with inboard electric or petrol outboard, designed for luxurious & eco friendly experience.



Elan power 30, 2015

£139,950

2 x Volvo Penta D3 220hp, bowthruster, shore power, heating, radar, autopilot



Jeanneau NC9 2012

£94,950

A great example of these versatile cruisers.
Viewing Recommended



Hersline 50 2006

£199,950

2 x Volvo TAMD 75P diesel engines, Lying Gibraltar



Heritage 39 - 2018

£199,950

single yanmar diesel engine, bowthruster, great opportunity to purchase a nearly new Broads cruiser!



Viking 275 Hi Line, 2020

£67,800

30hp Mercury engine, Hi Line spec, heating, bow thruster, shore power.

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Broom 37

Built 1991. Twin Volvo Penta TAM 41B 200 hp diesel engines. 6 berth with master aft cabin and ensuite.

£89,000



Fairline Targa 40

Built 2002. Twin Volvo Penta KAD 44 260hp Diesel Engines. Equipment includes a generator, bow thruster and air conditioning.

£127,500



Sealine Ambassador 330

Built 1992. Twin Volvo Penta D3 190 hp diesel engines. Engines fitted in 2008. Large cockpit and 2 private cabins.

£44,950



Broom European

Built Circa 1973. Twin Perkins HT6.354 145hp Diesel Engines. Aft cabin with ensuite. Lots of living space.

£34,000



Broom Ocean 42

Built 1981. Twin Volvo Penta TAMB 60B 235hp diesel engines. Large aft master cabin with island bed and ensuite.

£85,000



Sunseeker Rapallo 36

Built 1987. Twin Volvo Penta TAMD 63L 318hp diesel engines with shaft drives. Large centre cockpit with aft cabin.

£32,500

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NIMBUS 365 COUPÉ 2015

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NIMBUS 43 NOVA 2010

£265,000 VAT Paid
Hythe



NIMBUS C9 2019

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PARAGON 31 2011

£145,000 VAT Paid
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WHITE SHARK 265 2006

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Fairline Targa 52 GT Hardtop (2005) £259,000 VAT Paid



Poole
Fitted with twin Volvo Penta 715hp, good service history. Three cabins. New teak to bathing platform 2019. A great example of this popular model.

Cranchi Turchese 24 - £17,995 VAT paid



Poole
1998 Cranchi Turchese 24 with 1 x Volvo Penta Gi/DP-S 270hp petrol engine. Built to the highest standards with a deep V hull and high free board to give a smooth ride.

Cranchi Mediterranee 43 £129,000 VAT Paid



Poole
2008 Cranchi Mediterranee 43 fitted with twin Volvo Penta 435HP 2. Cabins. Full Mediterranean spec including generator and air conditioning. Recently reduced and priced to sell.

Boston Whaler 240 Outrage - £44,995 VAT paid



Poole
Boston Whaler 240 Outrage (2007/8) with twin Mercury 200 Verado L4 fourstroke engines. Only 210 hours run. 50th anniversary model.

Beneteau Antares 8.80 £59,995 VAT paid



Poole
2011 Antares 8.80. Fitted with 2 x Evinrude 150hp E-Tec outboards. Comfortable accommodation for family cruising.

Cornish Crabbers Shrimper 19 £31,000 VAT paid



Poole
2015 Cornish Shrimper 19 Classic Inboard. Rare recent example with a diesel inboard engine on a shaft with an upgraded feathering prop. Looks stunning with off white hull, tan sails,

Zijlman's Triqual 65 £495,000 VAT paid



Poole
2002 Triqual 65 steel built. Luxurious yacht with huge accommodation and spacious interior. Three cabins, two baths and laundry room.

Sealegs 7.1 Amphibious Craft £50,000 VAT paid



Poole
2007 Sealegs 7.1. Fitted with a single Evinrude 150hp E-TEC outboard engine, 40 knots performance, Land powered by a 4 stroke v twin cylinder Honda 22hp inboard Electronic ignition

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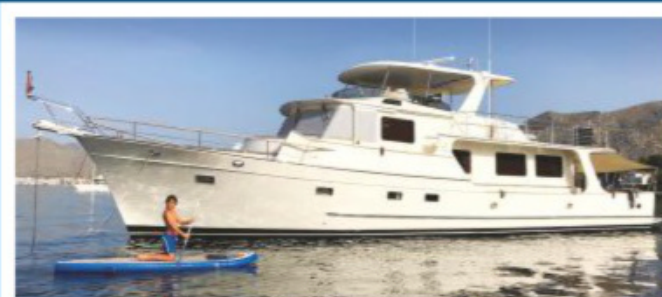


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FLEMING 53, 1991. Twin CAT 210hp NA diesel engines, bow and stern thruster. Huge amount of upgrades over the past five years means this is a real turn key classic yacht in a condition reflecting a much newer Fleming. One not to be missed. Lying West Sussex. **GBP £369,000 Tax Paid**



NEW FLEMING 65 DUE SPRING 2021. Twin MAN 800hp engines, centralised hydraulic system for stabilisers, thrusters and windlasses, open specification. Please call for further details.



Fleming 65, 2018. Twin Cummins 405hp engines with full centralised hydraulic system for bow and stern thruster, twin windlasses and stabilisers, Three cabins with master forward, Hardtop, Solar panels and comprehensive Furuno navigation system make this the ideal long range cruiser. Lying UK.

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2011 Sportique Fisher 18. Single Mariner 80hp outboard. An ideal day cruiser and fishing boat. Low engine hours! **£13,500.**



1988 Sealine 255 Senator. A popular and versatile boat with twin Volvo 145 Petrol Sterndrives. In excellent working order **£16,500.**



1980 Princess 32. Single Volvo Penta 114hp Diesel Sterndrive. **£16,950.**



1976 Tak Spitsgat Kotter 1025. Single Mitsubishi 89hp diesel inboard. **£64,950.**



1983 Fairline Mirage 29 Aft Cabin. Single Volvo Penta 130hp diesel inboard. **£29,950.**



1983 Broom Monarch 12m. Twin Ford Mermaid diesels. Presented in very nice condition and ready to cruise! **£59,950.**



1989 Linssen 36SL. Single Volvo 100hp diesel inboard. 6 berths in 3 cabin areas (inc. Saloon). **£62,950.**



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2010 Linssen 34.9 Sedan. A popular vessel and in exceptional condition throughout. Comes with a Volvo Penta 2010 D2-75 Inboard diesel, 2 berths in 2 cabins & bowthruster. **£170,000.**



2006 Dutch Steel Aquanaut 11.50. A beautiful example, powered by a quiet and economical single Perkins Sabre M135 diesel engine with low hours (320 hours). **£199,950.**



2004 Island Packet 360 Express Cruiser. Immaculate twin turbocharged Yanmar inboard diesel engines. The only one in Europe available on the market. **£149,950.**



2018 Alfastreet 23 Cabin Electric. Fully electric with a Piktronik 10kW engine. Spacious teak cabin, double bed & unique, smart hardtop hydraulic roof. **£79,950.**



2000 Broom 38. A good example of these popular Broom 38's. Powered by Twin Perkins Sabre 135hp diesel engines. With 6 berths, bow thruster. **£119,995.**



2009 Sheerline cruiser. A well presented example and powered by a single Nanni 60hp diesel engine with bow & stern thrusters. Spacious boat with 4/6 berths, valid boat safety certificate. **£99,950.**



2005 Chris Craft Speedster Heritage Edition. This immaculate vessel comes with twin helm bucket seats, full engine instrumentation and aft seating, teak swim platform and cockpit cover. Volvo Penta 4.3L petrol V6. 237 engine hours. **£24,500.**

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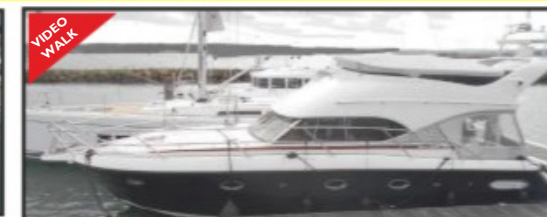
2008 Broom 450
Custom Hardtop Twin D9 Volvos 550 hours run
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2002 Aquastar 38 Ocean ranger
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1988 Storebro 31 Baltic
2 x TAMD41 A's 192hp each
Classic boats, full details on website
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Stunning 2007 Northwest 420
must be seen immaculate Order
See website **£230,000 offers considered**



1979 Nelson 42, NEW engines 2016, Recent Electronics, FULL topside Paint respray 2019, see website **£94,850 NOW ASHORE**



2006 Elling E 3, Cummins 450hp, Bow prop, generator, recent Aircon, recent Navionics recent Sat dome etc
Stunning **£235,000**



1986 Trader 54, 2 x Cat 375hp HUGE space, recent hull survey see website
£98,500 Available March



2016 Model, Merry Fisher 855 300 Suzuki 135 Hrs
AS NEW still in wraps. SEE website, MEGA spec
Versatile layout, clever design, easy Maintenance **£68,000**



Nimbus 370 Trawler 1994 (lovely order)
2 x 200 Volvos lots of recent work,
Great cruisers and great value **£89,000**



1993-4 Storebro 38 SRC Stunning order
2 x TAMD 62's generator, etc, new Synthetic deck
£89,950



1995 Broom 36 2 x TAMD63's Fabulous 318hp each Lazy performance! High spec example, Full details on website
£110,000



1998 Searanger 448
2 x TAMD73's
ashore Hythe just polished
£179,000

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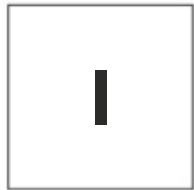


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MY FANTASY FLEET

Name: Kevin Batley Current boat: Sunseeker Predator 57 Berthed: Puerto Portals



I always enjoy reading this column, having been a keen boat owner since 2002. My first boat was a 24ft Rinker and since then I've worked my way up to a Sunseeker Predator 57. We have been lucky enough to go boating in the UK and Mallorca, both of which we enjoy. I now spend a lot of time looking at boats, choosing which I'd like to buy after my retirement, given an unlimited budget.



I reckon the Predator 60 (which is basically an upgraded version of the 57) is ideally suited to the variable climate here in Blighty. It has a great hull to handle the rough stuff, and the versatility of the accommodation enables it to switch from open to closed with the push of a button. Ideally I would keep it in Lymington, which offers a great gateway for cruising to the West Country and the Channel Islands.

RIVA RIVAMARE

APPROX £1 M

This has to be one of the greatest looking boats on the planet and it exudes class. At 38ft it is small enough to take into the myriad of calas around Mallorca but big enough to handle offshore running. Twin Volvo Penta D6 400 engines give it a 40-knot top speed and very relaxed cruising at 30 knots so it has plenty of range for Balearic cruising. Although it is basically a single cabin speedboat, with the dinette converted it is certainly comfortable enough to sleep on.

SUNSEEKER PREDATOR 60 EVO

APPROX £1.7 M

I believe this is the perfect boat for the UK, which might make many readers question my sanity. However, having experienced two seasons in the UK with our Predator 57,

SUNSEEKER HAWK 38

APPROX £700,000

This boat I would also base in Mallorca. It is the ultimate dayboat, perfect for when you want to travel as fast as possible, thanks to the Fabio Buzzi hull and twin Mercury Racing 400 engines that give it a top speed of over 60 knots. It's pretty impractical, you can't stay on it, but it's a great picnic boat and the separate loo is a useful touch, as is dedicated Sea Bob storage under the forward sunpad. It might be a touch extravagant, given the Riva above, but it fulfils a very different purpose. The Riva is for weekends away around the islands, the Hawk 38 would just be a complete blast when the mood takes you and the conditions are right.

Send in your suggestions for your £5 million three boat dream fleet to mby@ti-media.com



ABOVE When feeling the need for speed, Kevin would call upon the Hawk 38 TOP RIGHT The Rivamare is the ultimate classy weekender for Mallorca BELOW RIGHT The Predator 60 Evo would be his UK choice



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