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2015-2016 RACE



YACHT REVIEWS

THE INNOVATIVE BENETEAU
OCEANIS 35 AND MOOBY'S
GAME-CHANGING DS54



Ranging in size from the nimble Italian Solaris that Windcraft has been successfully introducing to Australia, to the mighty Oyster 825, there should be an escape capsule for everybody.

What these yachts have in common is smart engineering; although the materials and build vary, which of course is reflected in their prices. It takes 45,000 hours to build the Oyster 825, which is a hand-built, custom-made yacht with a price tag that reflects this. In contrast Beneteau and Jeanneau use their powerful material buying power and economies-of-scale to create efficient production yachts at very affordable prices. In between is the CNB 76 that has evolved from Construction Navale Bordeaux's reputation for sturdy cruisers, such as the popular Bordeaux 60.

Amid this foreign armada sits our only Australian offering, the Buizen 52 which is up there with the best of these yachts in terms of quality and performance, so is worth a serious look for that bluewater voyage. But the competition is tough with the likes of the Discovery 58 and the Amel 64 to contend with. The French-

DREAM MACHINES

CASTING OFF FOR THAT BIG VOYAGE HAS NEVER BEEN EASIER WITH THIS ARMADA OF LUXURY BLUEWATER CRUISING YACHTS, WRITES KEVIN GREEN.

built Amels can be seen in many anchorages around the world for good reason, thanks to highly automated systems, watertight bulkheads and lavish furnishings. Elsewhere in this armada, and at the front in terms of performance is the Swan 80RS, a lean and sleek yacht that both looks and

OYSTER NATURAL
With British workmanship at its best, the Oyster 825 knows exactly how to please.

performs superbly, thanks to a carbon hull with similar rig. Finally for those looking for something a bit different but with the length overall to eat the miles, there's the new wooden Spirit 65 that combines old world feel with ultra-modern technology.

In terms of technology there's plenty to consider with these large yachts. Key features to look for include electrical winches and hydraulically powered furlers. System management can be a challenge so digital bus systems are a consideration as are fast charging and lightweight lithium batteries. Maintenance is easier if you have a walk-in engine room and during those ocean voyages, a workshop. Also while on the big blue briny, a dinghy garage to securely store the tender is preferable. Comfort at sea is greatly aided by an owner's aft cabin and deck saloons are a good antidote to seasickness. On deck a protected yet not stuffy cockpit for the family and a GRP arch puts the mainsheet out of harms way, while also creating a large bimini. Finally, for those awkward Pacific atoll anchorages lifting keels with twin rudders to minimise the draft are a final consideration for you dream machine.



AMEL 64

Stepping aboard the Amel 64 gave me the impression of something very grand, a definite pocket-superyacht feel of these somewhat eccentrically designed yachts that are very much about safety at sea and comfort at anchor. Largess was all around on the 64, beginning at the wide stern where a dinghy garage for a 3.4-metre tender with launch track is integrated into the drop down hatch/swim platform. A balanced ketch rig stood overhead and the large GRP doghouse created a sheltered centre cockpit. Here, joysticks control all the electrical powered furlers and winches – it took me only about five minutes to deploy the entire sail plan on the 55, so the Amel 64 would be similar.

Stepping down into the 64 reveals a saloon divided up into two lounges and no pilot berth which creates a lot of living space. Another stand-out for this boat is the quality finished interior with marbled walnut throughout. The L-shaped galley has a four burner stove, dishwasher and large fridge freezer that should ensure oceans are crossed in culinary style. In front, the navigator can lay out full sized charts, gaze at bulkheads full of electronics while peering out of the handily placed rectangular portlight. The other big-ticket item the 64 scores is a walk-in engine room. Here I found space to inspect the Steyr 6-cylinder, 150 horsepower, 3.2-litre engine and marvel at some very clever engineering done by Amel.

Accommodation lies fore and aft with owner's cabin forward including spacious ensuite bathroom with separate shower and two aft guest cabins. This model launched in 2010 and a new version has just splashed with light oak interior, white composite worktops and without the dinghy garage that creates even more cabin space in this impressive French cruiser.

www.amel.fr and www.vicsail.com

DESIGNER	Berret Racoupeau
LOA	19.60 metres
LWL	17.21 metres
BEAM	5.60 metres
DRAFT	2.40 metres
DISPLACEMENT	(loaded): 37,500kg
BALLAST	8,500kg
SAIL AREA	Main sail: 64m ² , Genoa: 87m ² , Mizzen sail: 36m ² , Staysail: 38m ²
ENGINE	Steyr 160 HP keel integrated
FUEL	1400 litres
WATER	900 litres
PRICE	Euros 2,150,000 plus VAT



BENETEAU OCEANIS 60

The fact that production yachts are becoming larger is well illustrated by the new Oceanis 60. Watching hull number one being built at Beneteau's ultra-modern factory in Vendee, I saw CNC machining and robots working busily. Sailing hull number one earlier this year confirmed to me that it is a performer in even mid-weight breezes, so good for those Asian forays.

Prolific designer Berret Racoupeau has used the same 58 hull but with some tweaks, including a dinghy garage, so keeps the flowing lines of the original design that now is approaching 100 hulls built. The addition of a GRP arch adds to the aesthetics while also controlling the mainsail well. But the deck layout is the outstanding feature with lounging areas at the transom, in the cockpit and even forward when at anchor.

For the vast interior, Italian experts Nauta have used Alp Mahogany throughout the open plan saloon. Good features include a full size chart table behind the starboardside U-shaped lounge. Opposite are benches and behind those on port lies the galley, which is large enough for several cooks and includes a 130-litre fridge plus 100-litre cooler and chest freezer. The accommodation layout has the owner's suite forward (or two doubles) with another pair of double cabins aft. Handily, a double can split in two; plus there's a forepeak cabin for crew or visiting teenagers.

On deck, the alloy rig is strongly held by wire rigging with tie rods into the hull grid plus a double backstay (with hydraulic option). The optional mast furling is a wise choice on a yacht of this size or you could opt for the Park Avenue boom to gather the Hydranet Dacron mainsail (a synthetic weave that maintains better shape than standard Dacron). Sail options include a self-tacking jib or genoa for more sail area; and a Code Zero can fly off the bowsprit.

www.beneteau.com.au

DESIGNER	Berret Racoupeau Yacht Design
LOA	18.24 metres
LWL	16.43 metres
BEAM	4.99 metres
DRAFT	2.70 metres
DISPLACEMENT	22,051
BALLAST	6,435 kg (deck)
SAIL AREA	Mainsail 87.70m ² (furling 73m ²), genoa (120%) 90m ² asymmetric 248.0m ² , Staysail 48.0m ²
ENGINE	Volkswagen 140 HP shaft drive
FUEL	480 litres
WATER	708 litres
PRICE	\$956,000



BUIZEN 52

It's really pleasing to see an Australian yard prospering, despite the ferocious foreign competition so I doff my hat to owner Steve Howe's prowess as the Sydney-based Buizen launches their fourth 52-footer in June. These highly customised deck saloons of Peter Lowe design represent the traditional end of the luxury cruiser market and having watched the first being built, I can vouch for the quality. The new Buizen 52s represent a year's work for the yard, which can manage two builds annually. However there's nothing old fashioned about how it does this, as can be seen from the CNC machining, allowing the entire interior to be built while the vinylester hull is resin infused.

The 52 continues the Buizen 48's layout of a forward owner's stateroom with separate shower and head, while at the stern the guest cabins also have ensuites. In the saloon the galley spreads across midships to allow increased work surfaces and services. The cockpit is a well protected area behind the bulkheads of Buizen's high deck saloon cabin top and tall combings will make this a cosy area at sea. For entertaining, a large table folds out in front of the twin helms that offers a clear walk through to the stern where a transom garage for dinghy storage is hydraulically operated to create a swim platform. At anchor all your power needs for the built-in entertainment system and white goods should be easily met thanks to a powerful 9.5kva Onan/Mase generator.

Hull number three that I sailed surprised me with its nimble performance and lively feel from the helms despite the very cruise orientated rig – a boom furling mainsail. Hull construction and deck is vacuum infused vinylester with balsa sandwich core plus kevlar hull strengthening; with solid laminate below the water. The keel is a deep solid lead fin while the foil is a spade rudder – and the quality really does shine through.

www.buizenyachts.com.au

DESIGNER	Peter Lowe
LOA	15.85 metres
LWL	14.20 metres
BEAM	4.76 metres
DRAFT	2.2 metres
DISPLACEMENT	20,800kg
BALLAST	6000kg (lead)
SAIL AREA	mainsail: 74.5m ² , genoa: 53.6m
ENGINE	160Hp Yanmar turbo diesel
FUEL	1,180 litres
WATER	644 litres
PRICE	\$2,290,000 inc. GST



CNB 76

Construction Navale Bordeaux has been building a wide range of luxury yachts at the old dock yards in Bordeaux since 1987. Last year in Cannes the yard launched hull number two of the CNB 76, a yacht with some similarities to the new Jeanneau 64; unsurprisingly as both are designed by the prolific Philippe Briand.

The CNB 76 is built around the owner's family with separate crew-galley quarters and a main deck that is similarly segregated. The key attraction of the below decks is the spacious deck saloon that is elevated above the engine room – but with plenty of sound-proofing of the 180 horsepower Volvo D4 – while the owner's family rooms are forward with the master suite in the bow. Separately accessed from the aft deck is the futuristic styled galley, another double cabin and bathroom. Yet more crew bunks are in the forepeak with ablutions, which means the layout is very much superyacht yet in a manageable 76-foot hull.

Sail controls are all aft with a centralised mainsheet Harken winch and a pair of other winches on the coamings beside the outboard located helms, which have stylish gunwale seating that opens up lots of deck space for access to the transom. The conventional Bermudan rig has a staysail and asymmetric spinnaker and there's a carbon mast option to aid this slippery hull in regattas.

The wide stern houses a tender garage for a 3.85-metre dinghy, launched by an electric hoist while the large hydraulic swimming platform serves as a launching ramp. The GRP hull is fairly upright with hard chines and plumb bow. Yet another superyacht appendage is the lifting keel, which is intended to give the CNB plenty of upwind performance and stability while also allowing this bluewater cruiser to enter shallow lagoons and harbours. Twin rudders further reduce the draft while giving lateral control when heeled.

<http://en.cnb-yachts.com>

DESIGNER	Philippe Briand
LOA	23.14 metre
LWL	21.98 metre
BEAM	6.10 metre
DRAFT	3.00 metre
DISPLACEMENT	45,000 k
BALLAST	15,000 k
SAIL AREA	Mainsail 60 m ² , genoa 144 m ² staysail 79 m ² , asymmetrical 440 m ²
ENGINE	Volvo D4 180HP shaft driv
FUEL	2,500 litre
WATER	1,500 litre
PRICE	2,070,000 Euro (ex factory, ex tax)



DISCOVERY 58

The new Discovery 58 recently debuted at the Dusseldorf Show and is a heavy displacement luxury yacht for the serious bluewater cruiser. The Discovery 58 uses the same hull as the proven 57 from this specialist British yard. The Ron Holland hull comes with a high (37 percent) ballast ratio and a modified deck layout and three or four cabins. The Southampton yard produces about 10 boats annually, highly customised with all work done in-house, including specialist joinery. The deck saloon 58 has a deep cockpit, twin helms, four electric Lewmars as standard (plus two more on the mast) and an option for a single helm. A hallmark of all Discovery Yachts is that they are intended to be handled by just two people so sail controls include hydraulic in-mast furling and a self-tacking jib. For those trade wind passages there's also a twin headsail rig. The keel stepped alloy rig is also built in-house specifically for the boat and the sail plan is extensive.

The solid wood interior is designed by Ken Freivokh Design with corridor galley and elevated saloon. Accommodation comprises of two guest cabins forward while the owner enjoys the privacy of the stern for the master cabin. Each yacht is delivered with an extremely high level of equipment fitted as standard including microwave, 5kva generator, domestic washer/dryer and central heating as well as memory foam mattresses. The shaft drive Yanmar 150 horsepower engine is housed in a walk-in engine room that is thickly soundproofed – so ideal for generator use. Other good features include bow thruster, 24 volt power, patented davits, sizable bulwarks and oversized cleats on the teak decks. The hull is fully vacuum infused with foam core (along with the deck) and kevlar reinforced, but the boat still displaces a hefty 27 tonnes semi-wet. Stability comes from the bulbed keel and most systems including batteries and tankage are centralised in the deep bilges.

www.discoveryyachts.com

DESIGNER	Ron Holland
LOA	17.9 metre
LWL	15.8 metres
BEAM	5.1 metres
DRAFT	deep: 2.35 metres / 1.95 metres shoal
DISPLACEMENT	(half tanks): 27,250kgs 60.075 pounds
BALLAST	10,000 kg
SAIL AREA	Main 80m ² , Jib 58m ² , Genoa (140%) 109m ²
ENGINE	Yanmar HP 150hp shaft drive
FUEL	1,300 litres
WATER	1,000 litres
PRICE	£1,095,000 (ex-factory)



JEANNEAU 64

Jeanneau has become the builder of one of the largest mass production yachts with the launch of the 64, which takes a lot of the refinements from one of my favourite cruisers, the Jeanneau 57 and puts them in an even larger hull. Another new experience for the French builder is engaging the superyacht stylist Andrew Winch to collaborate with regular designer Philippe Briand for what is a spectacular cruiser. I was lucky enough to visit the ultra-modern yard to view hull number one and watch the highly automated processes including a gigantic robotic system able to machine an entire deck.

The Jeanneau 64 continues the modern trend of plenty of volume to create space below, aided by tall topsides and flat decks dominated by the large cockpit. A new addition is a GRP arch – as used by sister company Beneteau – for the main track, which allows all sail controls to be aft for crew operation; while forward is free for relaxation.

This Mediterranean style layout should suite our warm waters. What's been kept in the new boat is Jeanneau's signature tear drop saloon, which also cleverly integrates halyard gutters to create an uncluttered foredeck with flush hatches and retractable cleats on the integrated bulwarks. The transom has a sun deck with dinghy garage beneath or can be replaced with a flush, walk-through transom for a sportier look.

On a yacht of this size an owner may want to personalise things so Jeanneau is offering 'several thousand' possible combinations of fabrics, woods, leathers and interior and exterior layouts to give that unique stamp on your yacht. For the accommodation there is an area devoted to the owner, with a central master suite – just one option in an extensive list of fit-outs that include a family suite for four plus bunks and crew quarters forward.

www.jeanneauaustralia.com

DESIGNER	Philippe Briand
LOA	20.10 metre
LWL	18 metre
BEAM	5.40 metre
DRAFT	2.95 metres / 2.2 metres shoal
DISPLACEMENT	31,000 l
BALLAST	9,350 l
SAIL AREA	mainsail 107m ² (90m ² furling) genoa 102m ² , spinnaker: 300r
ENGINE	Volvo D180 F
FUEL	825 litre
WATER	1000 litre
PRICE	\$1,649,300



OYSTER 825

Since Oyster launched the 825 last year, this 82-footer has proved popular with hull number one *Reina* being joined by two others already. Oyster is known for its high quality custom build, with a loyal customer base. Rob Humphreys continues his collaboration with the yard, evolving the 82 into the 825, creating a four-cabin cruiser with twin rudders and a powerful carbon rig.

Oyster Yachts' head office is in Southampton in the UK, and it currently builds from two locations, one in the south and one further north in the UK. Offered with four ensuite cabins amply lit by the large portlights and topside hatches suited to tropical voyages, a large aft owner's suite makes good use of the full 6.31-metre beam.

With this size of yacht, owner's may choose to charter occasionally, so forepeak space can be customised to accommodate crew. Customisation is extensive, with the galley on hull number three moved aft, entailing much re-engineering. Quality touches include marble worktops with a honeycombed core and a new digital software package to control all shipboard systems. Power comes from the 305 horsepower Cummins diesel, along with two Onan generators (22.5kW and 9.5kW), which is ideal for running the Reckmann Hydraulic furlers, captive winches and retractable bow thruster.

The sail plan can be optimised for speed or short-handed sailing; from carbon and fully battened main to cutter and furling by joystick. At rest there's the hydraulic platform for bathing and tender garage plus plenty of flat topside sunbathing space. Oyster's twin-rudder hull configuration from naval architect Rob Humphreys – already proven on the 885 where it reduced weather helm and increased pointing, while giving better form stability to the beamier stern sections – also helps general manoeuvring on this large luxury yacht.

www.oystermarine.com

DESIGNER	Rob Humphreys
LOA	(including bowsprit): 25.15metres
BEAM	6.31 metres
DRAFT	3.43 metres
DISPLACEMENT	(standard keel, lightship): 56,000 kg
SAIL AREA	371m ²
ENGINE	Cummins QSB 5.9 litre 305hp (227kW) shaft drive
FUEL	3,000 litres
WATER	2,000 litres
PRICE	POA



SOLARIS 50

Solaris Yachts is establishing a foothold in the Australian market thanks to the recent efforts of Windcraft, and after a day sailing the Solaris 42, I can see why. Quality, attention to detail and most importantly, performance, stood out on this Venetian-built yacht. The 2014 designed Solaris 50 comes with plenty of pedigree. On deck the teak cladding and hidden halyard runs along with flush hatches that give that Swan-like flavour while the wide and open cockpit has twin binnacles. In front, the mainsheet track and two sets of winches take care of the foresails and asymmetric when hoisted, while the forward cockpit is dedicated for relaxing but would require protection by an enclosed sprayhood/bimini for those ocean voyages. The rig is alloy as standard with a carbon option and is supported by twin (adjustable) backstays and outboard shrouds. The new 50 has an integrated bowsprit for a Code-O with a self-tacking jib as standard, which completes a simple sail plan.

Down below, the three-cabin layout has the ensuite owner's forward with two doubles aft but there's some interesting options including an offset master bed and two singles aft. A full-size starboard chart table sits opposite the L-shaped galley, double sinks and overhead lockers.

Structurally the Solaris 50 is a stiff boat thanks to the main bulkheads being bonded to the hull and deck and constructed from composite sandwich. The hull and deck are vacuum built (type PVC Airex Core) in E-fibreglass and the keel stepped mast connects to a steel base bedded on a GRP support, connected to the longitudinals, which are bolted to the hull. Stiffness is further enhanced by the deep lead bulbed keel, which can support a sizable racing sail wardrobe. Steering gear is quality Jefa linkages attached to a balanced GRP, foam-cored spade rudder, so all in all the new Solaris 50 should be a performer and classy cruiser.

www.solarisyachts.com and www.windcraft.com.au

DESIGNER	Javier Soto Acebal
LOA	15.40 metres
LWL	14.25 metres
BEAM	4.55 metres
DRAFT	2.8 metres (2.6-2.35 Optional)
DISPLACEMENT	14,200 kg
BALLAST	4,900 kg
SAIL AREA	Mainsail 85m ² , Jib 75m ²
ENGINE	55-75 horsepower
FUEL	350 litres
WATER	500 litres
PRICE	AU\$1,049,000



SPIRIT 65

British yard Spirit Yachts has just launched the new Spirit 65 in Singapore. These hand-built classics ooze style and one was even the choice of James Bond in *Casino Royale*. The company founded by designer Sean McMillan has 20 years experience building in strip plank and cold moulded wood where he explains his raison d'être: "It's not that complicated to make a quick boat but it can be quite complicated to make a quick, elegant boat; that's what we major in," says McMillan.

Their previous build, the recently launched 74-foot *Spirit of Galatea*, was a two-year project that illustrates the level of effort that goes into these yachts. The structure is created by lightweight stainless steel frames cut by laser, then integrated into the wooden hull – like some of the older America's Cup boats I've seen. The Spirit's classic grace comes from the raked overhangs and curved sheerline that belies a performance hull with rig to match. Keel stepped carbon masts from Southern Spars are used and supported by hydraulic backstays plus powered winches can be fitted. The 65's Bermudan rig is clad in performance carbon sails from One Sails with large running sails to power the 15-tonne hull. The foils are a deep carbon spade rudder and L-shaped bulbed keel with shaft driven 106 Steyr engine. Going astern could be a challenge but that's part of the experience of owning a classic yacht.

Interiors are designed to the individual owner and the climate the yacht will sail in, so vary but the standard of craftsmanship doesn't. Solid timber is used over a marine plywood base for the furniture, while the natural insulation that wood gives makes this style of boat cosy and quiet at sea. The accommodation has the owner's suite forward and twin cabins aft – one double and the other has single bunks – while the saloon has a U-shaped dinette and the engine is integrated here as well, keeping the weight well centred.

www.spirit-yachts.com

DESIGNER	Spirit Yachts
LOA	19.6 metres
LWL	13.8 metres
BEAM	4.1 metres
DRAFT	3.0 metres
DISPLACEMENT	14,500 kg (light & 15,500kg working)
SAIL AREA	Total 177.0m ²
ENGINE	Steyr MO144M38 turbo diesel, indirect cooled 106 HP
PRICE	US\$2.6m



SWAN 80RS

The Swan 80 RS is designed for long distance voyaging to any corner of the globe. It's long 82-foot waterline and carbon hull will eat up the sea miles while inside the owner has the privacy of the sea-kindly aft section of the yacht, and the crew forward, where the galley is situated. Having watched Swans' being built at their yard in Finland, I can vouch for the quality build, which is painstakingly carried out through the long northern winter when their launch site on the Baltic Sea freezes over. Designed with living aboard in mind, the Swan 80RS has the engine room under the main saloon, which provides increased volume, valuable storage and tankage. Elegance is the theme running throughout the German Frers-designed Swan, so the deck and hull are the most obvious signs of this with hidden lines leading to an enclosed cockpit. Here two sets of oversize alloy winches control the sail plan, along with another set at the mast. Twin binnacles create a walkway to the transom where the dinghy garage opens to reveal a swim platform.

The deck saloon provides sea views all around and the airiness is aided by the light oak interior. The Swan 80RS has four comfortable cabins, with the aft section dedicated to the owner. Stepping down into the owner's cabin brings you to an island bed with lounge to port and vanity starboard, two large hull windows and a large ensuite to starboard. The mid-ship cabin also includes two hull windows and has an ensuite as well. Access to the shaft drive Steyr engine is made easier by the raised saloon, which helps at maintenance time. Underway, the Swan 80RS's carbon rig can support an extensive sail plan thanks to twin backstays, outboard shrouds and lead T-keel. The sail plan can include a working jib, genoa and Code-O, so whatever the conditions, this yacht will have the legs and of course the looks.

www.nautorswan.com and www.vicsail.com

DESIGNER	German Frers
LOA	25.08 metres
LWL	22.19 metres
BEAM	6.08 metres
DRAFT	4 metres
DISPLACEMENT	(light): 39,000 kg
BALLAST	14,200 kg
SAIL AREA	Main sail 193.3 m ² , Fore triangle 148.7 m ² , Jib 160.7 m ²
ENGINE	Steyr SE236E40 190 HP
FUEL	1,500 litres
WATER	1,100 litres
PRICE	POA

BUIZEN 52 POCKET SUPERYACHT



THE ART OF ADVENTURE

The Buizen 52 Pilot House is the finest ocean cruising yacht ever to be built in Australia. Born of a blend of artisanal craftsmanship and the latest design and build technology, it provides bespoke luxury, capability and performance found in very few yachts today.



Whether cruising the world's oceans or exploring your own coastline, a Buizen Yacht provides a level of bespoke luxury, proven capability, security and performance found in very few yachts today. Many of our Australian owners have safely explored the world's oceans, sailed to distant exotic ports and completed circumnavigations.

Of course, some of our owners just want the pleasure that comes from owning the very best. So if you're ready to start your own adventure, or just want to sail the very best, come and talk to us.

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