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Saare 47

Saare Yachts is not particularly well known in the UK but it is an Estonian boatbuilder which has established a fine reputation over many decades for producing yachts of a Scandinavian quality at Estonian prices. The results are generally a beguiling blend of performance, conservative styling, beautiful fit and finish and seaworthiness. The company's latest launch is the Saare 47 which was unveiled at Dusseldorf and is currently in build in Estonia. The boat is its biggest yet and takes over from the 46 as the flagship of the range. This is a centre cockpit bluewater cruiser with an easily driven hull that points to strong performance. The interior is spacious with a big stateroom aft, generous saloon and a good sized double forward cabin with an ensuite.

saare-yachts.com



Spirit 57

UK based manufacturer Spirit has carved a niche for itself in the modern classic category. The new 57 is a yacht that retains the classic flowing lines of previous models while also providing more interior volume by adding a touch of extra beam than on some of its earlier models. Another significant development is the re-styling of the coachroof which has a distinctive new look that is a touch more contemporary than previous models. The boat remains a lightweight flyer thanks in part to the big weight savings of her cold moulded wood construction.

spirityachts.com

Moody 48 DS

Those of us with longer memories will know Moody as the Swanwick based boatbuilder who turned out a selection of fine cruising yachts throughout the 80s and 90s. Much has changed since the days of Howards' Way though and the boatbuilder has been under German ownership as part of the Hanse group for many years now and offers a different sort of cruiser in quality deck saloon cruisers which are designed by Judel/Vrolijk and built in Germany. The new 48 is the first new launch it has made since its 41 in 2017 and fits between the Moody 45 and 54 in its range. As you'd expect, this is a boat that is big on space and comfort, featuring a big, beamy hull with twin rudders. Performance has not been neglected, however, because she sports a generous rig to push her 21,000kg displacement through the water.

inspirationmarine.co.uk



Tofinou 7.9

The plans for the Tofinou 7.9 were unveiled last year but the first boat was on display at Dusseldorf following the news that the future of the French boatbuilder had been secured following the acquisition of the yard by Industrial conglomerate Exel (see Wauquiez story on p16). The new boat follows in the vein of other yachts in its range in that she is a performance oriented modern classic day sailer. As the name suggests, the boat is 7.9m making her the smallest boat in the range and she is available with a swing keel or fixed T-shaped keel. The boat is available with an electric outboard or a diesel inboard and offers a blend of lustrous woods and light carbonfibre laminates which gives the boat a classy air while also promising exhilarating sailing. There is also a small double berth forward if you do want to spend a night afloat.

tofinou.com



Sunbeam 29.1

Austrian manufacturer Sunbeam caused quite a stir last year with the launch of its 30.1, a yacht so startlingly styled that it looked like it was designed to re-enter the earth's atmosphere at Mach-10. The follow up is the 29.1 which also features head turning styling but is perhaps a little toned down compared to her big sister. Described as the 'ultimate weekender' by Sunbeam, this is a swing keel yacht that can be trailered thanks to its 2.5m beam. The boat has a moderate displacement of 2,000kg which points to good performance. The interior space can be adapted quite easily thanks to a modular approach to layout, meaning the boat can be tailored to the needs of individual owners.

sunbeam-yachts.com

First Look

The unveiling of a new style of yacht



Wauquiez 55

Wauquiez is a marque that has been much revered in cruising circles since it first started building elegant cruisers back in the 1960s. The boatbuilder arguably reached its zenith with the Centurion 32, a quality fast cruiser that gained near legendary status in its native France. Over the years the manufacturer cemented its reputation as manufacturers of quality fast cruisers but, since the launch of the Wauquiez Pilot Saloon 42 back in 2017, things went very quiet and it appeared the boatbuilder had succumbed to the financial vicissitudes of recent years. Fortunately all was not lost and the company was acquired by manufacturing giants Exel, a French conglomerate that manufactures, among other things, agricultural equipment and the Hozelok range of hose accessories. The net result is that Wauquiez is back in business with a hefty amount of financial muscle. So much so, in fact, that it has developed its all new 55, unveiled at the Dusseldorf Boat Show. This is a boat that genuinely does look to break new ground and the boat is immediately visually quite startling. Pierrick Cruzol, Technical Director at Wauquiez, explained the basic design process: "We were looking for a boat that had decent performance combined with comfort. In the end, Marc Lombard's design house came up with a plan that met both these criteria. The result is a boat that is relatively light at 20,000kg but also with a high volume hull and big sail area."

The boat is definitely intriguing and one of the striking features is the centre cockpit with the helm offset to port under a well protected solid plexiglass sprayhood. This is quite reminiscent of the latest Amel bluewater cruisers but further inspection suggests the Wauquiez edges further towards the performance side of the market, a Sail Area to Displacement ratio of 8.5 pointing to strong sailing performance. Another interesting feature is the option of a swing keel which gives you an almighty 4.2m of draft when lowered and 1.6m when raised. This points to a versatile yacht but that huge draft also points towards a boat that performs well too. Indeed, the swing keel version is 1,000kg lighter than the fixed keel version. Aside from that, the boat dares to be different by supplying two Volvo D2 engines as standard. The weight gain of this system is offset by the fact that a generator is therefore not required. There is also an optional electric/diesel hybrid set up. The interior looks extremely spacious and Lombard has capitalised on full forward sections and plenty of beam to ensure that there is a huge interior volume. In addition, the centre cockpit allows for a huge aft owner's cabin and there is direct access to this master cabin from the deck. Wauquiez claim that it is the only manufacturer in this size bracket to feature this arrangement.

● wauquiez.com

