

ASIA'S LEADING YACHTING LIFESTYLE MEDIA

# YACHT style

## GROWING APPEAL OF MULTIHULLS

SUNREEF, LAGOON, FOUNTAINE PAJOT, LEOPARD, BALI, EXCESS,  
AQUILA, SILENT, ILIAD, NEEL, LEEN, PMG, PRESTIGE, BLUEGAME

**CATAMARAN REVIEWS:** 100 SUNREEF POWER,  
LEOPARD 46 POWERCAT, BALI 4.4

**OTHER REVIEWS:** SUNSEEKER 65 SPORT YACHT, DUFOUR 61,  
BENETEAU GRAN TURISMO 45, NIMBUS T11

**LEADER:** MICHAEL KÖHLER, SILENT-YACHTS

**INTERVIEW:** FIRST PRINCESS X95 FOR SOUTHEAST ASIA

**SHOWS:** SANCTUARY COVE, DUBAI, LA GRANDE MOTTE

**RACING:** SAILGP, CLIPPER RACE

HONG KONG: HKD80

CHINA: RMB90

SINGAPORE: SGD12

MALAYSIA: MYR32

THAILAND: THB350

PHILIPPINES: PHP 450

VIETNAM: VND200,000

INDONESIA: IDR 125,000

REST OF THE WORLD: USD12



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**ISSUE 65**



COVER PHOTO: 100 SUNREEF POWER





Beneteau Swift Trawler 48 (also bottom)

## BENETEAU'S FIRST 2022 MODELS

*The French builder has launched the Swift Trawler 48 motorboat and First 36 sailing yacht, with a hull of the latter set for Asia.*

**B**eneteau has premiered the Swift Trawler 48 by Andreani Design, which succeeds the former 47. Just over 48ft in length, the new 48 has an almost-15ft beam and features teak-slat fashion plates aligned with those on the Grand Trawler 62 that debuted last year.

MICAD naval architects designed the semi-planing hull and although the range's DNA is focused on comfortable, economic cruising, the standard twin 380hp Cummins QSB 6.7-litre engines provide a top speed of 21 knots, with the 425hp engines powering it to 25 knots.

With a fuel capacity of 1,930 litres, the range is over 600nm at nine knots or 280nm at 18 knots, with a fuel reserve of 10 per cent. A fresh-water capacity of 640 litres also allows for considerable autonomy.

Outdoor areas include a large swim platform with optional hydraulic lifting system able to carry a 350kg dinghy, while the bathing ladder has swimming-pool handrails. The aft cockpit can fit a large bench seat, two director chairs and a folding table, while the foot-pedal operated sliding flybridge stairs, starboard acrylic 'wind stopper' door and overhead handrail are among functional features.

The foredeck includes the option of a sunpad with lift-up sections creating forward seating, while there's a generous 215sqft flybridge, where options include a T-top with inset sliding soft-top. The aft area is clear for sun loungers or toys, to starboard is a forward-facing wet bar, while forward

are L-shaped sofas, a table and a central helm seat.

The interior starts with an L-shaped aft galley to port featuring a full-height 255-litre fridge-freezer and large overhead lockers. The standard galley has a gas oven or optional multi-function electric oven, masses of storage, plus space for an optional dishwasher, while the Corian worktop features a gas or induction cooktop and large sink. To starboard is a sideboard with cupboards and internal bottle rack.

Forward is a raised J-shaped dinette providing seating for up to eight, while on the portside dashtop, the large stowage unit can house a 40in TV.

The helm station has a side door leading to the starboard cleat and bulwark gate, allowing for easy docking and circulation. The console has space for two 12in Raymarine MFD screens and the Beneteau Ship Control system. In addition, an aft docking camera, stern docking lights and the Cummins integrated joystick system can be specified.

The Swift Trawler 48 can sleep up to eight people in three cabins and the saloon dinette, which can convert into a double bed with wrap-around privacy curtains as standard.

On the lower deck, the en-suite owner's cabin in the bow and the two guest cabins, which share the portside bathroom, enjoy natural light through good-sized hull windows and have masses of storage. The starboard guest cabin has a double-door wardrobe large enough to house an optional washer/dryer.







Meanwhile, Beneteau also launched the First 36, the new flagship of a seventh-generation First series also featuring the 14, 24 and 27 models. The product of an international collaboration of designers, the 4.8-tonne 36-footer has a 12ft 6in beam, a 7ft 5in draft, and upwind and downwind sail areas of 80sqm and 180sqm respectively.

The exterior is by Italian Lorenzo Argento, who has also worked on the First Yacht 53, Oceanis Yacht 54 and upcoming Oceanis Yacht 60, while Slovenia's Gigodesign handled the interior, both studios collaborating with Beneteau and Seascope to shape the project.

Naval architecture is by France's Sam Manuard, who also worked on all the current First and First SE designs from 14-27ft, and has experience in Mini, Class40 and IMOCA 60. New Zealand's Pure Design & Engineering, which has also worked on IMOCA 60s as well as AC75 and TP52 designs, handled structural engineering and provided further experience of high-speed sailing yachts.

"We believe this is the first time a mainstream-production boat with full-cruising facilities, a mid-market price tag and the support of a worldwide dealer network has been pushed this far towards true high-performance sailing," Beneteau stated. "But what we're really proud of is making this level of fast, fun sailing available to everyone. First 36 has made speed easy, so we believe owners will sail more."

Aiming 'to take the drama out of going fast', Beneteau focused on the balance of the sail plan, underwater body and steering system. The yard says the main difference from most 'cruiser-racer' boats is that the First 36 is 'no longer locked in displacement speed' due mainly to

a significantly lower weight.

"Going 9-11 knots instead of 5-7 knots makes sailing more fun," the company stated. "It also makes your cruising radius bigger. You will not only enjoy sailing more with this boat but spend more time under sail."

The entire boat is a vacuum-infused, fully-cored GRP composite structure that includes bulkheads and most interior parts.

With the First 36 designed to fit a variety of sailing styles, the cockpit has two distinct modes: one for racing/shorthanded sailing and one for cruising. In racing mode, the open T-cockpit has space enough to move effortlessly between work positions.

In cruising mode, the cockpit is supplied with removable boxes to lengthen the benches and a cockpit table, which transforms the cockpit to a lounge-like environment. Deck gear is upgraded from industry standard, both in size and quality.

In the interior, wood has been used for floorboards, doors, table and trim, while a smooth inner liner and ambient light settings create a relaxed, homely atmosphere. A freestanding kitchen island contains a large fridge and can be connected to the pantry with a removable cutting board.

The bathroom size is significantly reduced, due to a foldable sink. Both multipurpose aft cabins can sleep two people. When needed, they can be transformed into huge storage rooms, big enough for a surfboard. A First 36 has already been ordered for Asia by regional dealer Simpson Marine. ✂

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*Beneteau First 36 (also top)*







## BENETEAU FIRST 44 FOR CANNES

*Providing a link between the new First 36 and the First Yacht 53, the First 44 racer-cruiser offers standard and Performance versions.*

**B**eneteau is producing the First 44 and plans to actively test the model before its world premiere at this year's Cannes Yachting Festival (September 6-11), where the racer-cruiser could debut with the Oceanis Yacht 60. Based on a 43ft 2in hull with a beam of almost 14ft, the First 44 is offered in standard and Performance versions with an overall length of 46ft 5in and 48ft 1in respectively.

The First 44 features naval architecture by long-time America's Cup designer Roberto Biscontini plus deck and interior design by Lorenzo Argento, the Italian pairing who also worked on the First Yacht 53 and Oceanis Yacht 54 and 60 models.

The standard First 44 has a convivial cockpit with wide side-decks converging toward a cockpit table. Four winches, a fixed centreline block for the mainsheet and a mast set further aft are designed for a modern sail plan with a slender mainsail and generous foresails. Twin 300-litre ballast tanks, activated electrically from the helms, can help the boat when there's reduced crew.

The Performance version was developed with fully crewed regattas in mind and offers a different deck plan and options for keels and masts. Equipment and systems are geared towards racing and features include foam non-skid surfaces on the cockpit sole, six winches and a conventional mainsail traveller. The rigging and sail set-up include an almost 5ft bowsprit, hydraulic backstay, powerful in-hauler system and a

performance keel/mast combination.

Biscontini said: "The objective with the First 44 was to refine the concept of 'performance cruiser'. We tried to find the correct balance between cruising comfort, performance and safety, and are quite satisfied with the result. The First 44 shares the style and the elegance of the First Yacht 53 and is similar in the organisation of space and volumes, yet certain elements and characteristics of her design take her a step further in her quest for performance."

The interior features the mast at the end of a six-seater table to port, while opposite is a sofa and navigation station. The en-suite master cabin is in the bow, while aft is the galley to port and two guest cabins sharing a starboard bathroom. The decor includes white lacquered surfaces, moulded woods, indirect lighting and luxurious upholstery.

Argento, who also worked on the new First 36, said: "For the First 44 deck design and interior, we've tried to maximise the use of volumes and minimise the impact of any restrictions. For example, the position of the mast had a great influence on the way the interior is arranged, and we were able to draw up a practical, harmonious solution for the table-galley-sofa area." *Y*

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# OPEN FOR FUN

*Now in Asia, the Gran Turismo 45 is sleek, sporty and seriously versatile, with Beneteau's new express cruiser flagship offering a range of flexible features designed to improve life at anchor.*

WORDS MICHAEL VERDON PHOTOS BENETEAU







Most builders in the 40-50ft range are trying to be all things to all boaters. Foldout transoms, convertible cockpits and even vertical bows attempt to replicate boats closer to 65ft in terms of usable space and amenities. Some work, others look like Frankenboats.

Beneteau's new Gran Turismo 45 is in the 'Swiss Army knife' camp of design, and honestly, on my first visit to the boat, I wasn't *that* impressed. It has an almost retro look, with a long profile reminiscent of a 1990s express cruiser and a curved hardtop that has been a standard feature on some competitors' boats for three or four years.

But on the second visit, the detail in the design was more apparent, as was the builder's focus on creating a multipurpose but open layout in a limited envelope. On this boat, the devil is in the details – and multiple functions.

#### BEACH CLUB TO BARBECUE

Starting at the transom, which has become one of the go-to places for owners in this category, the pieces are put together as nicely as

a Chinese tangram. First, the hydraulic swim platform has tender chocks built into the surface. It lowers into the water for easy launch and retrieval, and provides a nice platform for people who want to go diving, snorkelling or just sit partially submerged in the water.

The aft sunpad is also multifunctional and includes drink holders embedded in the soft upholstery (no skin-sticking-like vinyl covers on this seat) and a foldup headrest. Best of all, the entire sunpad unit lifts hydraulically to reveal a garage for a second tender, dive tanks or storage.

Furthermore, the aft end of the sunpad reveals a fold-up electric barbecue that allows you to grill from the swim platform. I like the idea of the grill here because it moves the cooking and smells away from the cockpit, although this is not such a problem in a boat with such an open, breezy design.

The midsection of the cockpit is also well thought out, with some nice second-gen features from an earlier Gran



*The foredeck sunpads can be partially shaded by a bimini (left); the interior includes a wet bar and retractable TV to starboard, while the aft window can be raised (right)*

Turismo. First, the door on the portside folds flat against the side, while the aft single-piece glass window can lift into a slot along the ceiling via electric actuators. This allows the end of the covered area to be wide open for extra breeze and views during hot months and closed during cooler or rainy times.

To port is a wet bar with fridge, icemaker and sink, while a pop-up television is embedded in the back of the unit.

Opposite is the main dining table and a C-shaped sofa, which basically offers covered alfresco dining when the aft window and door are open. The table can fold in half to create more space or during rougher running, as the stainless supports underneath the teak slats offer both curved grabrails as well as drinks holders.

#### CURVES AND OPENINGS

The curved hardtop is a feature Beneteau points to during tours, noting that its competitors typically join different pieces held together

rather than its single-piece design. It not only looks better than the others, with no seams or caulking, but also has higher structural integrity.

However, the feature I liked most was the huge sunroof opening, measuring 45sqft, because it lets the sun in while still offering protection. The side windows have sliding panels to give a cross breeze if the cockpit is buttoned down. The area also has vents near the helm and midsection for the 24,000BTU air-conditioning.

The helm area has a single captain's chair and double companion seat, both with bolsters, along with a minimalist, uncluttered dash. The GT 45 has Beneteau's Ship Display, which monitors engines, as well as the Volvo IPS glass helm, shown on a 16-inch Garmin display, for the IPS system.

The system includes electronic throttles with joystick controls for easier manoeuvring around the docks. The GT 45 also has

*The 30-plus knots driving experience is enhanced by a double companion seat, side windows and a 45sqft sunroof*



*The hydraulic swim platform provides a hub while moored (above); a key selling point is the tender garage under the island sunpad (top)*







*The hidden grill at the end of the island sunbed offers an ideal place for cooking outdoors*

a Sidepower bow thruster for more precise control in big winds or currents. On this unit, the Volvo 600s produce 440hp for each engine.

Forward of the windscreen is a large sunpad for two to three people, which provides a nice place to hang out and can be partially covered by a retractable bimini.

#### LOWER-DECK LIVING

Below deck, the jigsaw puzzle configuration continues. At the bottom of the stairway to port is a full galley featuring a fridge/freezer – and nice push-button security to keep the doors closed in big seas – as well as a convection microwave and two-burner stove.

Across is a C-shaped sofa and a table for indoor dining or just hanging out, with a window and opening to port. The head just forward of the galley has two doors – one in this common area, to make it a day head, and the other in the forward cabin for private use.

The lounge can be modified into a berth with a filler cushion. If the owner wants a third cabin with bunkbeds, Beneteau can add a bulkhead,

although this would dramatically reduce the area's open feeling.

The bow cabin has scissor berths, which can either stay together as an island bed or split apart as singles for non-couples. Storage is decent, and both the overhead escape hatch and two side windows provide good light.

Aft of the lounge is the full-beam master. The engine placement aft on the IPS system comes in handy with IPS-equipped boats, as it allows more space for the rear suite. Beneteau did a nice job with the layout, placing the queen-sized berth in the centre, and then designing separate bench seats and storage areas on either side, with good windows.

The head is large for this size of boat, with a separate shower stall. The boat incorporates Beneteau's Alpi wood panelling, a blend of natural and synthetic composites, along with a teak floor both inside and on the outer deck area. Fit and finish is clean, precise and what you would expect from a top production builder.



*The lower deck can include a dinette to starboard (left), galley to port, full-beam master suite midships (right) and forward VIP cabin*



*The table can be fully opened for dining or folded to create more space*

#### CLASSY TOUCHES

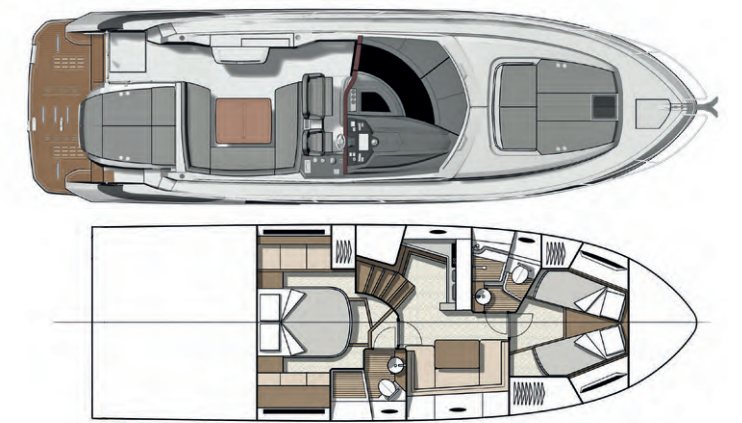
However, the designers also added thoughtful touches throughout the boat, almost like subliminal messaging to up its luxury game. They include curves along the steps from the swim platform to the cockpit, the residential-feel upholstery on the aft and forward sunbeds, embedded phone chargers and the Fusion sound system. The heads have basin sinks, and the headboard in the master suite is backlit.

Other details that matter for onboard living include 17-inch-wide passages on the gunwales and stainless rails along the sides, with slight, outward-sloping curves, that are 24 inches high.

There are two access points to the engine room – one just off the swim platform and the other in the tender garage – and a hot-and-cold shower near the swim platform. There's also a 7.5kW generator and hot-water heater.

The boat has a 32-knot top end, according to Beneteau, and cruises nicely at 23-24 knots. The boat's air-stepped hull is designed for stability rather than speed, as one would expect from most stepped hulls.

*Now in Hong Kong following a sale by Simpson Marine, the GT 45 leads an express cruiser range that also includes 32, 36 and 41 models*



## DECKS & SPECS

<b>Length overall</b> 14.78m (48ft 6in)	<b>Fuel capacity</b> 900 litres (238 US gallons)
<b>Hull length</b> 13.5m (44ft 3in)	<b>Fresh water capacity</b> 400 litres (106 US gallons)
<b>Maximum beam</b> 4.2m (13ft 9in)	<b>Engine options</b> Z-drive Volvo 2 x D6 380cv/hp
<b>Hull beam</b> 4.15m (13ft 7in)	IPS 600 Volvo 2 x 440cv/hp
<b>Air draught</b> 4.59m (15ft 0in)	<b>CE certification</b> B12/C12
<b>Draught</b> 1.2m (3ft 9in)	
<b>Light displacement</b> 11.24 tonnes (24,782 lbs)	

With all its bells and whistles, the GT 45 should certainly be a strong contender for anyone who wants a fast cruiser that can also make a great weekend home. ☼

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