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Ebb and flow

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COWES BANS LARGE VESSELS IN LOW VISIBILITY



The chances of being run down and sunk by an Isle of Wight Ferry have been reduced following Cowes Harbour Commissioners' ban on large vessels from navigating in low visibility.

The new Cowes Harbour Commission rule has been issued following the striking of Gwyllion, a 32m RIB which was struck by the Kelt Alton, a ferry operated by Red Funnel. The Red Falcon, en route during the incident leaving Cowes harbour temporarily closed and passengers delayed for several hours.

Thankfully there was nobody aboard Gwyllion, which Red Funnel's Master and Mate have been suspended pending a Marine Accident Investigation Board report.

The collision followed another incident in September when the Red Falcon's sister ship Red Eagle hit a catamaran under warning markers – also when visibility was reportedly poor.

Cowes Harbour Commissioners say they attempted to contact the MCA investigator by banning vessels of 18m and over from navigating the inner harbour in the River Medina when visibility drops to less than 0.2nm or 370m.

As well as the ban on large vessels, CCHC has issued a Local Notice to Mariners advising all vessels not to sail when visibility drops below 0.2nm.

Red Funnel claims the new rule unlikely to affect the frequency of cancellations.



PIXEL FLYER AIMS FOR SOLO ROUND ALONE RECORD

Gosport sailor Alex Alley is hoping to break the record for sailing alone around the world in a sub-40ft boat, having crowd-funded his effort aboard the Pixel Flyer which has faces of sponsors and their messages adorning her topsides – sold at £25 per pixel. The 48-year-old sailor hopes to knock time off a record that's just shy of 138 days and reckons he can shorten the voyage by a week if things go well. Pixel Flyer only needs to beat the time by a full minute for a record to be ratified, and the attempt will hopefully be well under way as you're reading this. Follow Pixel Flyer's progress at alexalley.com



Car firms inspire Beneteau strategy

The percentage of new yacht buyers has reached 60 and is rising, Groupe Beneteau CEO Hervé Gouraud told an audience at the 2018 Marine Equipment Trade Show in Amsterdam.

Buyers today are prone to copy culture, so Industry Platform sharing for future models across the group's 11 brands, as well as long ownership leases that mimic car industry personal lease (PCP) schemes.

"We want to grow output twice as fast as the market, and we want to double margins by 2020," he said, announcing plans to target new Asian customers and increasing appeal to a new cohort of younger buyers in Europe and the US.

The age of current buyers is a cause for concern for everyone in the industry," said Gouraud, "but we can only appeal to millennials through a new approach."

"Younger customers want experiences, but they don't want the maintenance of yachts, other components," he claimed, suggesting zero-decay monthly lease schemes are the way forward. He pointed to car PCP schemes where owners hand back the keys after their used and move straight into their next boat.

In future we think customers are unlikely to keep a boat for years, or to want to improve it. They are much more likely to change their boat as their needs change," he said.

Gouraud also appeared critical of the slow implementation of new technology, healthbuilding work: Our customers drive to their boats in cars with screens, connectivity and sometimes even autonomous systems, and when they go on board it's back to a world that's somehow old-fashioned – we have to do more."

GOOD NEWS



UK firm Trigal's Ingrid vessel management system has won the 2018 Design Award at the Marine Equipment Show in Amsterdam, allowing cruising yachts to ditch their noisy generators.



Shakespeare Marinelab says they were as surprised as anyone to find no existing system on the market yet. The arrival of their new Galaxy 4N-LR emergency anchor means there is one now.



2018 Round the World sailor Alex Thompson, who was unable to get his anchor to raise him from a power nap and he grounded 60 miles from the Antilles Inc.



A white buoy chevred through a 20m cockpit tree which has got onto the top of a 50ft yacht during along the Manx-Orkney ferryway in Germany recently damaged into C1000.

BAD NEWS



MAIDEN SETS OFF ROUND THE WORLD (VIA PLYMOUTH)

Maiden has left the Solent on her latest round the world voyage, with her crew opting to set off in nasty weather in November by way of a post-rent shakedown.

The decision to test Maiden's crew to the limit proved sensible as skipper Nikki Henderson was recalled for Plymouth within hours.

The yacht's most famous skipper, Lucy Edwards is project managing The Maiden Factor, a fundraising effort aimed at furthering education for girls around the world.

"We knew we'd have a few things to sort out following our refit," she told *SY*. "The weather

Charities in court over Lively Lucy



Around and Around, the charity of Lively Lucy's late mother, 36ft ketch Lively Lucy has asked the court to rule with the trustees of the International Rock Training, Training College charity in Portsmouth to court.

Lively Lucy was removed from ITRCT's home port of Plymouth last year and moved to Hayling Island where a group of volunteers carried out the restoration. Further court hearings have been scheduled.

Around and Around's legal team claim Lively Lucy's money has not been used as intended and what it fitted with its students' curriculum and not for a full refurbishment.

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Step it up

Beneteau shook up the cruising world by designing a 'step' in the forward sections of the 51.1 last year. The Oceanis 46.1 is the follow up. Sam Jefferson investigates how they have dealt with the 'difficult' follow up to the earlier smash hit



ast year I tested the Beneteau Oceanis 51.1 and I have to say I was mightily impressed with the forward-thinking design and layout of the yacht. The French manufacturing giant had taken quite a radical step by building a 'step' into the hull of the yacht. Nothing revolutionary there, I hear you cry, as we've all seen chines bunged on the stern of cruising yachts for enhanced 'performance' (read interior volume). Yet Beneteau stepped things up a notch by moving the chine to the bow and running it all, thereby creating an innovative 'chamagne glass' hull section which provided a great deal more volume forward, while also keeping wetted surface area – and thereby drag – low in light airs.

All very clever, and I said as much in the Sailing Today review. Now, the only problem with being clever is that when it comes to launching the next yacht in the range, test sailors like me are less inclined to be excited and more inclined to shrug. However, that doesn't hide the fact that the Oceanis 46.1 is still well ahead of the curve and a very innovative yacht. I will therefore raise a glass once more to the champagne glass sections and say 'bravo Beneteau.'

The yacht itself is the successor to the Beneteau Oceanis 45 launched back in 2012 and possessor of a hard chine at the stern and that rather distinctive cockpit arch. The arch was a great solution to the question of where to put the mainsheet but also – to my mind at least – was a little bit unsightly. Anyway, the arch is gone – or at least is optional – and so has the chine aft. What Beneteau has added is an extra 100sq ft of sail area and 2000kg (907kgs) more weight. Boats keep getting wider and wider they say, yet the new 46.1 has identical beam to her predecessor. What is different is that the beam is carried a lot further forward – at least above the waterline – meaning that by the time you get to amidships, she's some 50cm wider. That in turn means masses more internal volume. This is an important factor for Beneteau. Unlike many manufacturers, this

RIGHT
We tested the 46.1 First Line which has a bigger rig and greater sail area.



is a boatbuilder that is far more than a vanity project. Beneteau has to turn a profit and to do that, they need to turn out serious numbers of yachts. To make those numbers, they have to build a yacht that works both for the charter market and for private clients. That is at the heart of Beneteau's ethos and it can sometimes be a tricky tightrope to walk.

The result of this drive to compromise between charter and private ownership is that the most affordable yachts in the market

are in my view optimised for Med cruising. Look at Bavaria, Elan, Jeanneau and Beneteau – it's true of all their cruising yachts. Voluminous, easy to handle and arguably not wholly optimised for blue-water cruising where a centre cockpit, skeg hung rudder and keel with substantial draft width are useful assets.

The key therefore is to create a boat that's even better at Med cruising, and I felt that is what the Oceanis 51.1 did. Light air performance wasn't compromised,

while internal volume was drastically increased. In order to cater further for its split market, the 46.1 offers four different layouts offering a minimum of three and a maximum of five cabins. In addition, there is the option of a First Line or 'sport' package that is more than just a set of go-faster stripes. Instead, you get a larger carbon rig with 28% more sail area, upgraded sails and a deeper keel. It's all eminently sensible and a good way of tackling the compromise that a cruising yacht inevitably is.

On deck

Viewed from the land, the new 46.1 certainly looks very modern. That chine forward is not exactly a new phenomena (Westerly Centaur anyone?) but it remains different and I rather like it – particularly compared to a hard chine aft which I have never found particularly visually pleasing. Now, I've already mentioned that the beam is the same as her predecessor the 45. That said, it's still a formidable aft section, and when you are coming in to park Med resorting styles, you can't help thinking it would be nice if that fat bottom could be slimmed down just a touch. It does, however, make for a truly palatial lounging area. Anyone who has skippered a charter yacht will be well aware of how important it is to put a bit of space between you and the guests at times. This allows you to do it, while if you are cruising as a couple there is ample room to invite an entire crowded anchorage over to the boat for dinner. There is simply masses of sunbathing space and this is extended to the coachroof, which has cushions set into it and allows for yet more space

to soak up the rays. At the twin helms there is also a very broad – visually pleasing. Now, I've already mentioned that the beam is the same as her predecessor the 45. That said, it's still a formidable aft section, and when you are coming in to park Med resorting styles, you can't help thinking it would be nice if that fat bottom could be slimmed down just a touch. It does, however, make for a truly palatial lounging area. Anyone who has skippered a charter yacht will be well aware of how important it is to put a bit of space between you and the guests at times. This allows you to do it, while if you are cruising as a couple there is ample room to invite an entire crowded anchorage over to the boat for dinner. There is simply masses of sunbathing space and this is extended to the coachroof, which has cushions set into it and allows for yet more space

There are no storage lockers under the cockpit seats, as the raised



ABOVE
A picture that shows the forward cabin in greater volume.

RIGHT
Sitting, gripping all firmly in 'sport' for the helmsman, a huge cockpit table. It's been converted to the sporty First Line option.

mouldings here have been designed to allow for better headroom in the aft cabins. This chine means storage is restricted to a decently dimensioned lazarette forward, a bit more under the helmsman's seat and another part of lazarettes aft. Ultimately, storage is decent but not exceptional. The sail controls have been sensibly thought out to ensure that this is a yacht that can be easily handled short-handed. As such, the running rigging is run angles channels set in the coachroof and companionway, which emerge at exactly the point required where they can be handled by two pairs of winches, in turn perfectly sited to allow the helmsman to trim them. Although the cockpit is a large space, the table is central to affairs, providing both a useful spot to wedge your feet against when heeled over, while also containing both a 15l fridge compartment →





and a handy storage spot for the liferaft. Oh, and it's a table too.

Step down below

When I tested the 46.1 the interior really struck me in the chops. One year on and the 46.1 is still surprising. The test boat had the optional brushed mahogany which is as tad more expensive than the standard mahogany but it's bright and modern and makes a world of difference. Then there is the added volume, which is itself fairly startling. The addition of large portlights is hardly a radical step these days, nor is whacking a succession of hatches on the coachroof, but the team at Kavala Design who put it all together has done a fine job of maximising that light. The layout is not massively radical with the galley set up front and aft, although in the other cabin configurations this is shifted forward. Other than that, there is a huge lounging area to starboard which is very comfortable and also a chaise longue to port which was comfortable while also feeling slightly abroad on a 46' yacht.

The aft cabins are perfectly ample and there is the option of both having ensuite heads or just sharing one to starboard depending on how you feel. Headroom is pretty good in here and generous portlights mean you both have a pleasant view of the sea slipping by, and also plenty of natural light. There's also some really nice storage spaces at the aft end of these cabins that looked good for shoving all sorts of clothing into in a hurry.

The forward cabin is the real piece de resistance of the new generation of Beneteaus though, and this is where that forward chine really proves its worth. The 46.1 does not disappoint. On the yacht I tested it was a simply massive master cabin with ample room to walk around the double berth, and room to spare for loads of little storage drawers and cupboards. Due to the comparatively snug width forward of the Beneteau this cabin is far less tapered than it would normally be. This means that you sleep with your feet facing aft, which is a far cry from the toe pinching berth we all used to know even on relatively

ABOVE: The cockpit interior is spacious and well-lit, featuring a large double berth and a built-in table.

BELOW: Code 0 up in 7 minutes flat, and the hull comes alive

large yachts. There is a shower room to starboard and separate heads to port, which again illustrates that this is a yacht with space to burn up forward. Of course, this being Beneteau, there is the option to split the space in two and create two doubles forward – both with their own en-suites. This sounds a tad more ambitious but Beneteau states that even with two doubles forward there is still 1.4m of width in each.

Here comes the hot stepper

It was time to go sailing and I tested this most Mediterranean-oriented yacht in her natural domain – somewhere near Barcelona in conditions that ranged from 0-5kn. As I luxuriated in glorious sunshine on this yacht's huge acreage of sun lounger space, the only cloud in the horizon was that I might have to shelve the entire boat test. Further reflection and a moderate increase in the breeze changed my mind, however – that and extensive use of the Code 0. Anyway, this truly is the natural écrin of the Oceanis 46.1. She performed creditably in the light airs and given that she was cragging 23,000lbs (10.4tms) along, she behaved very well – at one point sailing at the same speed as the wind itself.

Admittedly that would have been more impressive if the wind had been blowing 20kn and not 5kn, but, still, it was good going. I must admit that the grip of the twin rudder set up was not really put to the test but the steering was nice and poised and her heading under power was excellent.

Perhaps most importantly, the cockpit was a supremely comfortable place to be while soaking up the rays and it I hadn't had to drive that evening I would have insisted on cracking open a chilled beer and enjoying this yacht in its full in her natural habitat.



SAM'S VERDICT

If someone told me I had to charter a yacht in Croatia for a week in mid-autumn and bring along a few friends, I reckon this is the yacht I would choose; it has a good blend of massive internal volume still being a manageable yacht to park. So I can't mean you can handle the yacht yourself and performance is decent with the Code 0. So far so good, but it's when you head downwind that you really get the treat. I'm not a fan of über modern IKA style interiors but this manages to be modern

without feeling sparse and chilly. It's a great space and it's also what gives this boat the edge over many of its rivals in this price and size bracket. The Beneteau can't compete with a J. Ialberg Rassy for blue water credentials or an Azzura for performance. What it can do is tramp circles in the areas in which it is meant to excel. It does just that.

LOOKS: ★★★★

BLUE WATER CAPABILITY: ★★★★

PERFORMANCE: ★★★★

ALTERNATIVE YACHTS



JEANNEAU SUN ODYSSEY 44

Jeanneau, like Beneteau, is surely overhauling its range of out-and-out cruisers and the 44.0 and 46.0 both feature flared forward sections like their French sister. The 44.0 is, however, of the previous generation designed by Philippe Briand and features drives at the stern, not the bow.

Jeanneau.com



BAVARIA C45

Bavaria's development of this 'C' line of yachts was part of what led the company into financial trouble. Don't let that put you off though, as this is a very well developed cruising yacht that also isn't simply huge. She even boasts a dinghy garage. (Well, sort of.)

Bavariayachts.com



THE SPEC

LOA: 14.5m (47'7")

DWL: 13.24 m (43'5")

Beam: 4.2m (13'9")

Deep draft (Cast iron) 1.75m (5'9")

Shallow draft (Cast iron) 1.55m (5'1")

Performance draft (Cast iron/lead) 2.65m (8'8")

Light displacement: 20,597kg (23,000lb)

Engine: 57hp (60hp optional)

Furling mainsail (standard) 41.62 m² (447 sq/ft)

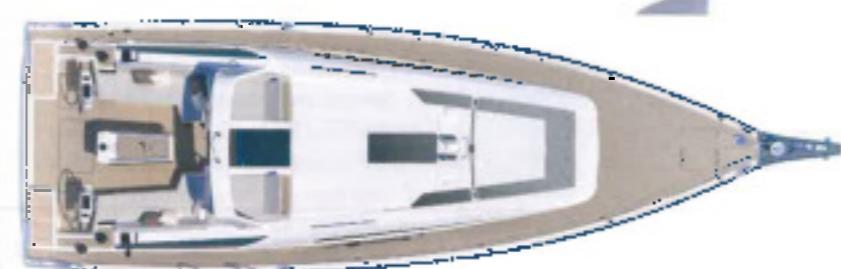
Self-tacking jib (standard) 41.12 m² (435 sq/ft)

Classic mainsail 54.12 m² (581 sq/ft)

Furling genoa (105%) 58.12 m² (624 sq/ft)

Price: £198,000 (base)

Contact: Beneteau.com



HANSE 456

New from Hanse this year and a yacht that revisits and refines many of the features developed in the 46.0. This is another polished performer in the mid 40' category and she also boasts impressive volume combined with good performance.

Inspirationmarine.co.uk