

## SPEED AND NOISE LEVELS UNDER POWER

BOAT	DRIVE	Motoring			Fast Motoring			Charging at 1,500 RPM
		RPM	SPEED (in knots)	NOISE (in decibels)	RPM	SPEED (in knots)	NOISE (in decibels)	
Admiral 40	Saildrive	2,500	6.4	90	3,500	8.5	90	NA
Alerion Express 33	Saildrive	2,500	5.8	86	2,900	6.0	89	NA
Beneteau 40	Shaft/prop	2,500	7.5	87	2,900	8.1	92	81
Catana 50	Saildrive	2,500	8.0	80	2,900	9.4	82	74
Dean 441	Saildrive	2,500	7.9	87	2,900	8.5	87	94
Delphia 33	Shaft/prop	2,500	7.0	101	3,000	7.9	103	83
Dufour 425	Saildrive	2,500	7.8	88	2,900	8.2	96	85
Etap 28s	Saildrive	2,000	5.2	96	2,800	7.4	96	63
Finngulf 46	Saildrive	2,300	7.8	89	2,900	8.5	87	71
Grand Soleil 40	Saildrive	2,500	6.6	88	2,900	7.6	82	75
Hood Expedition 55	Shaft/prop	2,000	9.7	83	2,450	10.1	84	75
Hunter 36	Shaft/prop	2,500	6.0	92	2,800	7.4	99	NA
Hunter 49	Shaft/prop	2,500	8.2	94	2,900	9.0	99	78
Hylas 70	Shaft/prop	2,500	8.4	88	2,900	9.0	92	70
Island Packet 465	Shaft/prop	2,500	6.3	81	2,900	7.0	83	74
J/122	Saildrive	2,500	7.4	88	2,900	8.0	95	87
Jeanneau SO 36i	Shaft/prop	2,500	6.5	95	2,900	7.2	90	90
Jeanneau SO 42i	Shaft/prop	2,500	8.1	85	2,900	8.5	86	84
Jeanneau SO 45 DS	Shaft/prop	2,500	7.5	85	2,900	8.2	88	77
Morris 45	Saildrive	2,500	8.1	93	2,800	8.5	84	75
Najad 355	Saildrive	2,200	7.1	91	2,500	7.1	81	92
Orana 44	Saildrive	2,500	8.1	89	2,900	8.5	91	91
Sabre Spirit	Saildrive	2,500	7.0	87	2,900	7.5	91	85
Tartan 4300	Saildrive	2,500	7.5	84	2,900	8.2	86	NA

"Eight Winners" continued from page 82 their rounds was the mainsail-handling system on the Hunter 49, the boat that won the nod as Best Full-Size Cruiser. Thirty or so years ago, someone thought it a brilliant idea to move the main-sheet from near the helm and put it on the cabin top, where it wouldn't interfere with cocktails. Ever since, sailors have been clambering past wheels and over seats to get to this crucial line. Indeed, with the notable exception of the Finngulf 46, which has a traveler mounted on the cockpit sole directly in front of the wheel, and a couple of other boats with mainsheets led to the helm, cabin-top winches for the main remained de rigueur in this year's field.

Hunter, however, solved the problem by using a split mainsheet, with one end tailable from the cabin top and the other running down from the traveler atop the trademark Hunter arch to a winch next to the helm. The system has been such a hit that it's being added to other boats in the Hunter line, says designer Glenn

Henderson. Based on comments from the judges, several other builders could benefit by figuring out improved main-handling techniques, too.

And while on the subject of sheets and winches, a worrisome trend noted by the judges involved the proliferation of line stoppers on the cabin top and the scarcity of winches available to safely sail the boat, especially when the breeze is up. Optional gear is fine to hold the line on price, but an adequate number of winches shouldn't be an add-on.

Large mains and either self-tacking jibs or nonoverlapping headsails greatly simplified the job of sailing several of this year's sailboats. Combine that with the in-mast (with vertical-batten sails) and in-boom furling mains that increasingly come as standard equipment, and you get rigs that are now taking a lot of the hard work out of taking it easy.

Several of the boats—the Hunters and Jeanneaus come quickly to mind—included plastic storage bins under the sole for storage. Those, along with eas-

ily removable overhead panels to access wiring, were termed good trends by the judges. So, too, were the vented locker doors that the judges found on the Catana 50 and the Tartan 4300.

On the other hand, judges chaffed at the lack of cleanout ports on water tanks—handy details, they said, for boats bound for tropical climes. And skimpy nonskid and an overall lack of on-deck handholds forward of the mast were duly noted on a number of boats.

Warts aside, though, the truth is that we got to visit and sail some pretty swell boats last October. Whether you're looking for a solid, comfy offshore passage-maker, a performance-oriented racer/cruiser, or a sailboat that offers a lot of value for its price and can take the family off on a summer vacation, if a new boat's in your plans, you should be able to find one that suits your fancy among the 2008 Boats of the Year and the nominees.

Mark Pillsbury is CW's senior editor and served as the 2008 BOTY director.

## 15TH BOAT OF THE YEAR AWARDS

BOAT OF THE YEAR  
CRUISING WORLD  
2008



Best  
Cruising  
Multihull

### Catana 50: A Cat That's Ready to Prowl

At just over 50 feet long and with a beam of nearly 26 feet, the Catana 50 is a big boat, and one that the BOTY judges found to be the best built and most stylish of this year's fleet of cruising catamarans, earning it the title of Best Cruising Multihull. That said, they also noted that it was a boat that could test the mettle of a short-handed crew or a singlehander.

Despite the powerful forces at work on its rig and the complexity of its systems, judge Ralph Naranjo summed up his colleagues' reasoning when he noted that with his wife, children, and grandchildren aboard as crew, the family could settle in for a long, fast cruise. The Catana is clearly a boat that's built for going places.

A solent rig gives the crew a choice of a self-tending jib or a screecher, with its

"If I were making an ocean passage, doing it on the Catana would make it a faster passage aboard a sounder vessel."

—Ralph Naranjo



sheets led to winches near each wheel. All other control lines lead to a center-line winch located aft in the cockpit; the winch can be operated via a remote button at either of the twin wheels.

Under way with the staysail flying, the boat is easily tacked, and once on course, the Catana tracks straight through wind and waves.

Inside the saloon, bright woodwork is accented by polished stainless-steel cabinetry at the nav station. The galley has good fiddles—a rarity on a multihull—for cooking and living offshore, and below, spacious heads and showers in

Wood, upholstery, and stainless-steel accents combine to make the Catana 50's saloon bright and modern looking.

each of the cabins can easily accommodate even the biggest of crewmembers.

Though the initial price tag was well on the high end of the boats under consideration—\$1.4 million—judges noted that the company has a reputation for building boats that hold their value, making the 50 a sound bet for an owner who understands the powerfully bred cat that he or she is buying.

M.P.

### Winning Details

- ♦ High-quality construction, including carbon fiber for strength where needed
- ♦ Twin helm stations at deck level
- ♦ Elegant styling above decks and below