



UNDER 40'S



MULTIHULLS



OVER 40'S



PERFORMANCE

NEW + IMPROVED

**THIS
YEAR'S
NEW-BOAT
FLEET IS
OVER
50 BOATS
STRONG
BY BILL
SPRINGER**



If last year was the year of smaller boats, this is the year of bigger boats—almost 50 percent of the fleet launched this year is above 40 feet. But this year's fleet has more than just big boats; it includes a 16-foot sailing proa, a healthy list of cruising monohulls in the 30-foot range, and what has been a rarity in the past, sub-40-foot cruising catamarans. As with years past, performance cruisers continue to proliferate, more and more equipment that was once optional is now standard, and builders continue to build bigger, faster, more comfortable ocean passagemakers with one hull and two.

What makes this year's fleet really stand out is fresh thinking across the board. Two very different boats were designed specifically to fit in a shipping container. One allows you to economically maximize cruising time by shipping your boat to an exotic destination on a container ship; the other, built in China,

is designed to provide affordable high performance as well as to be easy to ship.

One cruising cat comes standard with electric motors that run off batteries and the generator rather than two heavy diesels in the sterns for propulsion. There's a motorsailer designed to keep people sailing instead of turning to trawlers, and several new pilothouse boats provide owners with maximum protection from the elements. Maybe the biggest surprise of all has been the increased number of high-performance/race boats. These include trainers for kids, one-design racers that can legitimately double as family weekenders, and a few eye-popping full-carbon weapons. Maybe more than in years past, there is truly something for everyone.

Head out to the boat shows and see for yourself. That's what we'll be doing as part of Sail's Best Boats 2007 program. We'll be inspecting all the new boats at the shows in Newport, Rhode Island (Sept. 14–17), and Annapolis, Maryland (Oct. 5–9), and reporting back on the best of what we find.

{UNDER 40'S}

Bavaria Yachts has updated its line with the **Bavaria 30, 37, and 40 Vision**. These new models continue to capitalize on the economies of scale and high-tech construction techniques that this German company is known for. The hulls are solid hand-laid fiberglass below the waterline, with Kevlar-reinforced bow sections. All three boats are beamy with a full hull shape to maximize interior volume. These models also have light-mahogany joinery that should feel more open and airy than the darker interiors found on previous Bavarias.

The **Delphia 37 and 40** both straddle the line between modern and traditional. Their lines are sleek but not aggressive. The galley, head, and settee are where you'd expect to see them on a well-appointed coastal cruiser, but the boats' large, curved ports, light mahogany veneer woodwork, and multiple layout choices achieve a fresh, modern look.

If the new **Dufour 325** is any indication, it appears that Dufour Yachts designer Umberto Felci is firmly committed to performance cruising. And why shouldn't he be? The 32-foot 325 brings the style, comfort, and performance of its larger sisters down to a size range many sailors want. Its fast underbody and powerful sailplan will not be out of place on a racecourse, and accommodations are spacious.

How much boat can you get in 28 feet? The **Etap 28** is the newest model from the company that builds "unsinkable" boats, but there's more to this boat than a buoyant foam second skin. It has an efficient bulb keel, should have good sailing characteristics, and its stylized accommodations appear much more open and airy than most 28-foot accommodation plans.

Wouldn't it be nice to have your boat spirited off to remote cruising grounds without having to take the time to sail it there? The folks at Container Yachts in Middletown, Rhode Island, asked themselves that very question and came up with the **Far Harbour 39**. Bob Perry designed the

long, narrow pilothouse motorsailer so it can be derigged and loaded into a standard shipping container, then transported safely and economically virtually anywhere in the world. Then you can fly to the boat like a gentleman, have a yard step the mast, and away you go.

You can call most 34-footers coastal cruisers, but the 34-foot **Hallberg-Rassy 342** appears to be more than just a coastal cruiser. Certainly its signature glass windshield, solid woodwork and construction, and prac-

tical layout will be welcome on a short cruise in protected waters, but this boat should also be able to comfortably gobble up miles offshore. The craftsmanship is typical of Swedish workers who have been building boats for generations.

Family-owned California builder W.D. Schock is celebrating its 60th anniversary. The new **Harbor 25** is aimed at sailors who are looking for a new "modest-size" cruising boat. The cockpit of this 25-footer is spacious enough for six. The interior in-



Bavaria 37



Delphia 40



Dufour 325



Far Harbour 39



Etap 28



Hallberg-Rassy 342



Harbor 25



Malö 37

{UNDER 40'S}

cludes an enclosed head, four berths, and a small galley sink. The sailplan (with self-tacking jib) is big enough to keep you moving in light air; a 12.5-horsepower four-stroke outboard is all you'll need to motor into the marina.

The **Malö 37** is built in Sweden the old-fashioned way. The fiberglass is all hand-laid. The hull-to-deck joint is bonded, bolted, and then fiberglassed on the inside to produce a bulletproof monoque structure, bulkheads are individually tabbed in place, and the interior furniture, tankage, and systems are all brought in through the companionway. Throw in meticulous joinery and a refined accommodation plan, and

you have all the ingredients of what looks to be a solid passagemaker.

The **Nauticat 385** is a pilothouse cruiser that boasts sturdy construction, a good-size sailplan, gorgeous joinery, and a cruising range under power of approximately 500 miles. With its full interior helm station, teak railings instead of wire lifelines, and considerable fuel tankage, you may be thinking "motorsailer," but not so fast. It appears to have the sail area and hull form that could respond well to a breeze, even with the motor turned off.

The **Ovni 395** is an aluminum-hulled cruising boat that combines the strength and durability of aluminum with the

warmth and comfort of a well-constructed wood interior. If you're going offshore and want to be sure your boat can stand up to almost anything, it's hard to beat the durability of a metal boat. The Ovni 395's aluminum is lighter than steel and should be able to handle an impact that would turn a fiberglass hull into splinters.

The **Salona 37** and **40**, built by AD Boats in Croatia, are performance cruisers designed to be comfortable, quick, and easy to handle, and the advance billing suggests just that. They have such speed-friendly features as a shallow underbody, a bulb keel, and an aggressive sailplan, as well as an oversized balanced spade rudder and large, sensitive wheel that could make for a forgiving helm. Comforts should be totally attainable in the accommodations plan, which provides a choice of four different layouts

Jeanneau builds more than just deck-saloon cruisers. Designed to replace the successful Sun Odyssey 37, the 39-foot **Sun Odyssey 39i** is a more conventionally styled cruising boat with a not-so-conventional construction process. Instead of hand-laid-fiberglass deck construction, the deck is injection-molded. The Prisma process, according to Jeanneau, results in a better finish and decreased weight. The accommodations plan is available with two or three cabins. Dual helms provide good visibility and a walk-through stern, and the Marc Lombard-designed hull should slip quietly through the water.

Nauticat 385



Ovni 395



Salona 37



Sun Odyssey 39i

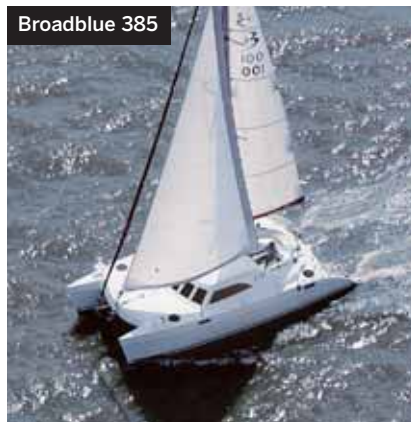


{MULTIHULLS}

When you think cruising catamarans, the U.K. is not the first place that comes to mind. But Broadblue cats are built there, and the **Broadblue 385** is designed for fun in the sun, along with beating into rough weather if necessary. The interior layout is like that of many cruising cats, with berths in the hulls and the galley up in the bridgedeck saloon. Instead of using molded-in furniture, though, the 385 incorporates lots of teak cabinetry to give the interior a warm feel.

Fountaine Pajot's **Mahe 36** is the first cruising catamaran under 40 feet the French builder has launched recently. It has all the distinctive features that have made Fountaine Pajot one of the leading catamaran manufacturers for the last 25 years. The hulls have a fine entry and good load-carrying ability. The helm station provides

Broadblue 385



{MULTIHULLS}

good visibility over the coachroof, and the large cockpit blends seamlessly into the saloon.

Lagoon made a big splash last year with the Lagoon 440, which has the helm station built into the cockpit roof, but the **Lagoon 420** marks a return to a more conventional helm. Lagoon focused its innovative thinking this year on the engines. Standard propulsion consists of two electric motors powered by a single generator and six sets of batteries.

The first pictures of the **Lightspeed 32** give the appearance that the boat is aptly named. It's built of carbon fiber, the hulls have a futuristic refined shape, and a powerful sailplan is sure to translate into pure speed under sail. The design is not weighed down by a bridgedeck saloon, so while it will not be the most spacious cruising catamaran around (it has rudimentary accommodations in the hulls), it may be one of the fastest.

The **Moorings 4600** takes the successful Morrelli & Melvin-designed Moorings 4000 and stretches the concept out to 46 feet. An additional 6 feet of waterline makes a huge impact on both performance and interior space of any boat; the effect is even more profound on a catamaran. South African builders Robertson and Caine have worked to keep the boat light, and over 1,500 square feet of working sail should provide plenty of horsepower.

Nautitech is not a new name in the world of cruising catamarans, but the company had faded out of the U.S. market until the introduction of the **Nautitech 40, 44, and 47** late last year. Built in France, these cats have a slightly different profile than similar-sized catamarans because each has an integrated cockpit roof that sweeps back directly from the coachroof. It's a subtle difference, but effective in creating a sleek low profile.

The **Raptor 16** is one of the coolest new ideas (it's actually a really old idea) to come along in a while. It's an outrigger/proa kayak that sails. Ancient Polynesians were probably the first to come up with the proa design, but the Raptor is a proa that can tack through the eye of the wind and continue to sail even with the outrigger to windward. This is possible because the outrigger is equipped with a foil that will raise the outer hull and reduce drag when it's to leeward and will pull the outer hull back to the water's surface when it's to windward. It's got great speed potential, is light enough to cartop, and no hiking is required.



Mahe 36



Lagoon 420



Lightspeed 32



Moorings 4600



Nautitech 40



Raptor 16

{OVER 40'S}

The **Bavaria 46** is one of the largest this German company builds. The result is a boat with a spacious interior volume, and the waterline length translates into speed under sail. It's available in either a three- or a four-cabin layout. Whichever layout you choose, the boat will have a large, airy saloon and many of the bells and whistles you'd expect on a 46-footer.

Beneteau is often somewhat secretive about the new models it unveils at the fall shows, but not this year. Advance information on the **Beneteau 45, 49 and 50** shows the company is aiming to provide the performance and comfort people looking for boats in the high-40-foot range expect. The lines for the 45 and 49 are designed by Berret Racoupeau to be clean and provide serious interior volume without adversely affecting aesthetics. For the accommodations Beneteau enlisted the expertise of superyacht interior designer Nauta Yachts. The 50 is the largest of Beneteau's performance-oriented First series. That means a narrow-chord torpedo bulb keel, a carbon-fiber mast option, and a wide-open transom, plus substantial beam and waterline length that translates into good speed potential and allows room for a stunning interior.

Swan is not the only builder in Finland constructing performance cruisers. This company prides itself on craftsmanship and attention to detail, and the **Finngulf 46** appears to be up to snuff. The accommodation plan is purposeful rather than radical. Seats double as long, comfortable seaberths right in the middle of the boat. The galley provides good stowage, plenty of counter space, and tall fiddles. The master cabin has its own head and excellent ventilation, and the entire accommodation plan is filled with richly varnished-teak furniture and bulkheads. An aggressive profile below the waterline, combined with a powerful rig and sturdy construction, should give both speed and stability.

{OVER 40'S}

The gawk-inducing Ted Fontaine–designed Friendship 40 was a “did-you-see-that-boat” at the boat shows last year. One of Fontaine’s new clients was a gawker, and he knew he wanted one; it just had to be slightly bigger. So the design wheels got rolling on the new **Friendship 53**. This stretch version of the 40 is reported to be eye candy, with room for two staterooms. This is a money-is-no-object boat that will turn some heads.

Advance information on the **Hanse 531** does a good job of illustrating the fact that the 531 is not a carbon copy of other production boats. The interior is stunning in its execution. White bulkheads accented with cherry woodwork give a decidedly clean European look, augmented by the cabin sole, which is built of light-colored maple squares. Under sail, the boat appears to be powerful and well organized. Lines lead cleanly under the deck back to the helms-

man. The expansive transom opens to provide garage-type access to generous stowage space, and the self-tailing jib makes it easy to short-tack up a narrow channel if you feel like showing off.

Many high-volume American builders are giving attention to larger boats this year. The **Hunter 49**, Hunter’s new flagship, is a prime example of how the company is incorporating hard-won knowledge into a new bigger model. The 49 has all the features (TVs, interior space, mainsail arch) Hunter is known for, as well as performance-enhancing features like geared Mamba steering. A surprise is the super-deep sump, centrally located through-hulls, and the engine mounted so low it hardly protrudes above the sole under the companionway steps.

Island Packet’s SP Cruiser is a motor-sailer. It has a rig and sails, but chances are the 100-horsepower engine will be run-

ning most of the time the boat is under way. The pilothouse and the roof over the aft deck will provide protection from the elements, and designer Bob Johnson has also included an outside seating area at the base of the mast. Inside, there’s 6-foot, 9-inch headroom, a large master forward, a guest cabin aft, and, of course, plenty of seating area by the helm station in the pilothouse.

The **Moody 49** is a center-cockpit offshore passagemaker. The hull is stiffened with tabbed-in bulkheads, plus frames and stringers. The cutter rig makes it easy to fly over 1,000 square feet of sail when the wind is light. Down below, there is a cushy couch and settee in the saloon. The master cabin aft has excellent headroom and a walk-around berth. And the entire interior is wrapped in varnished teak.

In addition to the 39i, Jeanneau is debuting two boats aimed at very different buyers.

Bavaria 46



Beneteau 49



Finn Gulf 46



Friendship 53



Hanse 531



Hunter 49



Island Packet’s SP Cruiser



Moody 49



Jeanneau 39 DS



{OVER 40'S}

The **Jeanneau 39 DS** is a smaller version of the stylish 49- and 54-foot deck-saloon models. This distinctive feature gives lots of light belowdecks and raises the freeboard enough to allow for a large aft cabin more typical of a center-cockpit boat. The 39 DS is obviously designed with comfort-oriented cruisers in mind, while the **Sun Odyssey 49 Performance** is for speed-oriented cruisers. This is a Sun Odyssey 49 that's been tricked out with a tall rig, deep keel, high-performance tri-radial sails, and upgraded deck hardware.

A Santa Cruz 52 cruises like a missile rather than like a cruising boat. So when Santa Cruz Yachts wanted to build a performance cruiser, they designed the **Santa**

Cruz 53c specifically to combine performance with cruising amenities. They stretched the 52's hull a bit, added a pilothouse that could make a late-night watch a little more comfortable during in bad weather, and added a self-tacking jib. Down below, pipeberths are gone and two cabins with large doubles are in.

You'd never believe you could motor a **Southerly 46RS** through 3 feet of water unless you saw it for yourself. Built by Northshore Yachts in the U.K., the 46RS looks like a offshore cruising boat with a draft suitable for offshore cruising. However, it has a nearly 5,000-pound keel that retracts from 10 feet, 10 inches to 2 feet, 9 inches with the push of a but-

ton. Keel down, the boat is a stable passagemaker. Keel up, the boat is a solid passagemaker you can nudge into almost any gunkhole. The interior is designed around the keel trunk, so you hardly know it's there.

The **Wauquiez Pilot Saloon 41** is a smaller sister of the 47 that was launched last year. Its raised deck allows for substantial headroom in the saloon, and eight opening ports provide excellent ventilation. An elegant reverse-transom stern hinges out to hide the steps and function as a large swim platform. Under sail, the boat's deep (6-foot, 6-inch) keel and powerful sailplan should provide good performance in a wide variety of wind and sea conditions.

Santa Cruz 53c



Wauquiez Pilot Saloon 41



Southerly 46RS



{PERFORMANCE}

Combining sailing performance, cruisability, and trailerability in a 30-foot boat is what the **Annapolis 30** is hoping to achieve. But first and foremost it's a performance boat. The hull is designed to be light and stiff, and its fine entry and beamy aft sections should make it a downwind screamer. The accommodations are more than just a place to escape the rain; it's got a galley, refrigerator, settee, and even an aft cabin.

The **Beneteau First 10R** is the result of a collaboration between Beneteau and Farr Yacht Design to develop a new one-design class, and the go-fast features are readily apparent. It's not an all-out racer, though. The bright interior is finished with attractive varnished joinery and is as comfortable as you'd expect (within reason) from a cruising boat.

The **e33** was born when sailmaker Robbie Doyle, naval architect Jeremy Wurmfeld, and boatbuilder Dirk Kneulman noodled with the idea of building a boat that could spark renewed interest in one-design racing. They knew it had to be simple, fun, and perform well, so this 33-footer includes a powerful main, an easy-to-handle 105 percent jib, and a foam-cored hull that is both easy to maneuver and fast. The large cockpit is as conducive to daysailing with the family as it is to providing a racing crew room to move.

If you're at all concerned with going fast or just plain looking fast, chances are the **Esse 850** will catch your eye. This Italian design is built in Switzerland, and it just oozes Euro-cool. The deck is clean, the cockpit is uncluttered, and the already pow-

erful sailplan is bolstered by a large masthead A-sail. It has only a little cuddy cabin for accommodations, but who needs 6-foot headroom, multiple heads, and comfy accommodations on a 28-foot all-out racer.

The Bob Perry-designed **Flying Tiger 10m** started out as an affordable round-the-buoys sportboat that would appeal to the growing Chinese sportboat market. But when word got out, American sportboat sailors wanted in on the action, so the boat is made in China and designed to fit easily into a shipping container to reach American speed freaks as well. The idea of keeping costs down has broad appeal, so the hull is medium-tech (foam core with vinyl ester resin). But the rig and bowsprit are carbon fiber, and the price is still around \$50,000 FOB West Coast.

{PERFORMANCE}

Garry Hoyt is always trying to figure out a better way to do things, and his latest mission is to attract more younger sailors to the sport. His answer to the problem is the all-carbon **H-10**. The idea is to make the boat light, stable, easy to handle, and, of course, fast. Carbon construction keeps it light, wide beam provides stability, it doesn't get much simpler than a lateen rig, and advance reports say the boat can plane upwind.

J Boats hasn't cornered the market on performance cruising boats in the 30-to-40-foot range, but it has certainly made an impression. Its latest launch is the 30-foot **J/92s**, which has all the J/Boat features that have made that impression over the years. The focus continues to be on easy-to-handle performance, so the jib is nonoverlapping. A crew of two can fly the masthead A-sail off the retractable bowsprit, and there's plenty of room in the cockpit.

Advance reports on the Bruce Kirby-designed **Pixel** say that it's built to take the use and abuse of the (in)experienced sailor and be fun for experienced sailors

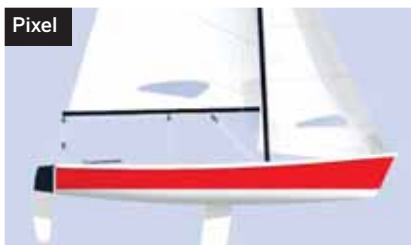
as well. It's nearly 14 feet long, the hull is built of fiberglass and epoxy, and the mast is carbon. It's stable enough to help novices learn the finer points of sailing, but quick enough to be fun for parents to take out for a spin.

Bic has built plastic windsurfers and surfboards for years, so it seems only logical that it should build sailboats as well. The building material of the 10-foot **Open Bic** may not be suited to bigger boats, but it appears perfect for small dinghies. The shallow, almost dishlike hull looks ready to plane in the slightest breeze, and the bendy rig should provide just the right amount of sail power.

The **Transit 380** is designed specifically for kids who have outgrown Optis but may

not have developed the skills and experience to make the jump into a 420. The hull is 12 feet, 6 inches long, the rig is set up to carry a main, jib, and small spinnaker, and optimal combined crew weight is 220 pounds. And if the kids do capsize, a watertight mast will help them get the boat upright in no time.

Sporty, simple, speedy are three words used to describe **X-35**; stout and sturdy should also be thrown in. Danish builder X-Yachts is hoping the X-35 performance cruiser will be as well received as previous X-Yachts designs. If it has the company's characteristic silky-smooth helm feel, tight tacking angles, high-quality craftsmanship, and I-beam construction that can withstand years of hard sailing, it should be. ▲



NEW BOATS: THE NUMBERS

Annapolis 30 \$69,999 (Intro base, FOB Bulgaria) LOA 30'; LWL 28'; beam 9'; draft 6'9"; displ. 3,833 lbs; SA 430 sq. ft. Annapolis Performance Yachts, 800-450-7104, www.annapolisperformanceyachts.com

Bavaria 30 (call for pricing) LOA 31'; LWL 27'1"; beam 10'9"; draft std/deep 4'7"/6'1"; displ. 9,240 lbs; SA 555 sq ft. **Bavaria 37** (call for pricing) LOA 37'3"; LWL 32'3"; beam 12'6"; draft std./deep 5'3"/6'5"; displ. 15,180 lbs; SA 730 sq ft. **Bavaria 40 Vision** (N/A); **Bavaria 46** (call for pricing) LOA 46'7"; LWL 40'; beam 14'3"; draft std./deep 6'1"/6'9"; displ. 24,250 lbs; SA 1,268 sq ft. Bavaria Yachts USA, 410-990-0007, www.bavariayachts.com

Beneteau First 10R \$134,000 (base, FOB East Coast) LOA 32'9"; LWL 28'3"; beam 11'; draft 6'7"; displ. 9,715 lbs; SA 750 sq ft. **Beneteau 46 N/A**; **Beneteau 49** \$290,000 (base, FOB East Coast) LOA 49'6"; LWL 48'5"; beam 14'9"; draft 6'9"; displ. 26,500 lbs; SA 1,210 sq ft. **Beneteau First 50 N/A** Beneteau USA, 843-629-5300, www.beneteauusa.com

Broadblue 385 \$346,500 (base, FOB East Coast) LOA 38'6"; LWL 35'9"; beam 19'6"; draft 3'5"; displ. 15,432 lbs; SA std 742/sport 821 sq ft. Broadblue Catamarans USA, 877-695-0358, www.broadblueusa.com

Delphia 37 \$134,500 (base, FOB East Coast) LOA 36'4"; LWL : beam 11'10"; draft 5'1"; displ. 12,414 lbs/13,961 lbs; SA 779 sq ft. **Delphia 40** \$179,900 (base, FOB East Coast) LOA 39'4"; LWL: beam 12'11"; draft 5'6"; displ. 18,233 lbs; SA 841 sq ft. Delphia Yachts USA, 410-286-5141, www.delphiayachtsusa.com

Dufour 325 \$130,000 (sailaway, FOB East Coast) LOA 32'3"; LWL 28'3"; beam 11'2"; draft 5'1"; displ. 10,360 lbs; SA 582 sq ft. Dufour Yachts; 410-757-9401; www.dufour-yachts.com

e33 \$134,500 (base, FOB Marblehead, MA) LOA 33'8"; LWL 27'2"; beam 8'9"; draft 5'9"; displ. 5,500 lbs; SA 470 sq ft; eSailing Yachts, 646-591-4416; www.esailingyachts.com

Esse 850 \$79,624 (sailaway, FOB East Coast) LOA 28'0"; LWL 28'0"; beam 7'3"; draft 6'7"; displ. 2,590 lbs; SA 445 sq ft. CT&G Imports, 810-750-3850, www.esse850.com

Etap 28 \$109,900 (base, FOB East Coast) LOA 28'3"; LWL 26'4"; 10'11"; draft 3'7"/5'6"; displ. 7,810 lbs; SA 463 sq ft. Etap USA, 908-918-1886; www.etapmarine.com

Far Harbour 39 \$200,000 (FOB Annapolis, MD) LOA 38'11"; LWL 38'; beam 7'5"; draft 5' 6", displ. 12,500 lbs; SA 550 sq ft. Container Yachts, 401-851-7925, www.containeryachts.com

Finnulf 46 (call for pricing) LOA 45'11"; LWL 32'8"; beam 13'8"; draft 8'5"; displ. 25,353 lbs; SA 1,367 sq ft. Finnulf Yachts, log on to www.finnulf.com for a dealer in your area

Flying Tiger 10m \$53,500 (sailaway, FOB China) LOA 32'8"; LWL : beam 9'2"; draft 7'7"; displ. 4,308 lbs, SA 1068 sq ft. Stevens Custom Yachts, 619-778-8880; www.flyingtigerboats.com

Friendship 53 (\$2,350,000 complete) LOA 52'10"; LWL 39'4"; beam 15'1"; draft board up/down 5'9"/12'3"; displ. 44,675 lbs; SA 1,460 sq ft. Friendship Yacht Co., 401-682-9101, www.friendshipyachtcompany.com

H-10 (call for pricing) LOA 10'; beam 5'; hull weight 72 lbs; SA 56 sq ft. Newport R&D, 401-683-9450

Hallberg-Rassy 342 \$250,000 (base, FOB East Coast) LOA 33'10"; LWL 29'10"; beam 11'3"; draft; displ. 11,650 lbs, SA 646 sq ft. Hallberg-Rassy, log on to www.hallberg-rassy.com for a dealer in your area

Hanse 531 \$485,500 (base, FOB Baltimore, MD) LOA 53'; LWL 47'9"; beam 16'1"; draft 9'2"; displ. 41,226 lbs; SA 1,668 sq ft. Hanse Yachts US, 410-626-1493; www.hanseyachts.com

Harbor 25 \$67,500 (base, FOB Corona, CA) LOA 25'9"; LWL 21'6"; beam 8'1"; draft 5'; displ. 3,900 lbs; SA 356 sq ft. W.D. Schock Corp, 951-277-3377, www.wdshock.com

Hunter 49 \$319,900 (base, sailaway, FOB Alachua, FL) LOA 49'11"; LWL 47'11"; beam 14'9"; draft 5'6"; SA 1014 sq ft. Hunter Marine, 386-462-4077, www.huntermarine.com

J/92s \$115,000 (base, FOB Newport, RI) LOA 30'; LWL 26'8"; beam 10'; draft 6'3"; displ. 5610 lbs; SA 505 sq ft. J/Boats, 401-846-8410, www.jboats.com

Lagoon 420 \$390,000 (approx. base, East Coast) LOA 41'4"; LWL 40'4"; beam 24'7"; draft 4'2"; displ. 24,692 lbs; SA 1054 sq ft. Lagoon America, 410-280-2368, www.cata-lagoon.com

Lightspeed 32 (specs N/A) Lightspeed Boats, 617-872-7477, www.lightspeedboats.com

Mahe 36 (call for pricing) LOA 36' 2"; LWL : beam 19'5"; draft 3'7"; displ. 10,000 lbs; SA 827 sq ft. Fontaine Pajot Catamarans, log on to www.fontaine-pajot.com for a dealer in your area

Mal6 37 (call for pricing) LOA 37'10"; LWL 31'11"; beam 11'10"; draft 5'10"; displ. 16,537 lbs; SA 836 sq ft. Malo Yachts orth America, 800-682-9260, www.maloyachts.com

Moody 49 \$713,38 (base, FOB Hingham, Ma) LOA 48'7"; LWL 40'7"; Beam 14'5"; Draft 6'7"; displ. 34,556 lbs; SA 504 sq ft. Moody America, 781-749-8600, www.moodyyachts.com

Moorings 4600 (call for pricing) LOA 46'4"; LWL 44'7"; beam 24'10"; draft 4'5"; displ. 24,206 lbs; SA 1593 sq ft. The Moorings, 800-521-1126, www.moorings.com

Nauticat 385 (call for pricing) LOA 38'2"; LWL 33'1", beam 11'10", draft 6' 3", displ. 19,200 lbs; SA 807 sq ft. Siltala Yachts, log on to www.nauticat.com for a dealer in your area

Nautitech 40 (call for pricing) LOA 39'3"; LWL 39'8"; beam 21'3"; draft 3'11"; displ. 16,314; SA 936 sq ft. **Nautitech 44** (call for pricing) LOA 44'2"; LWL 40'; beam 22'4"; draft 3'9"; displ. 20,022 lbs; SA 1,032 sq ft;

Nautitech 47 (call for pricing) LOA 47'5"; LWL 46'; beam 25'9"; draft 3'11"; displ. 24,441 lbs; SA 1,244 sq ft. Nautitech Catamarans, log on to www.nautitech-catamarans.com for a dealer in your area

Open Bic (call for pricing) length 9', width 3'9"; weight 99 lbs; sail area 49 sq ft. Bic Sport North America, 508-291-2770, www.bicsportna.com

Onni 395 \$231,250 (base, FOB France) LOA 41'11"; beam 13'6"; draft (board up/down) 1'10"/6'10"; displ. 20,943 lbs; SA 904 sq ft. Boatiniun, 331-682-364-259, www.boatiniun.com

Pixel (call for pricing) LOA 13'9"; beam 5'6"; weight 185 lbs; SA 94 sq ft. Nearwater Boats, 203-855-8923, www.sailpixel.com

Raptor 16 \$4,700 (base, FOB Vista, CA) LOA 16'9"; LWL : beam 13"; SA 90 sq ft. Hydrovisions, Inc, 760-945-3958, www.hydrovisions.com

Salona 37 \$218,000 (base, FOB East Coast) LOA 37'; LWL 32' 6"; beam 11'9"; draft 6'6"; displ. 13,000 lbs; 874 sq ft. **Salona 40** \$280,000 (base, FOB East Coast) LOA 39'3"; LWL 34'11"; beam 13'1"; draft 6'6"; displ. 15,873 lbs; SA 1,065 sq ft. Salona Yachts, 800-819-1646, www.salonayachts.com

Santa Cruz 53c \$845,600 (base, FOB La Selva Beach, CA) LOA 53'; LWL 46' 6"; beam 14'; draft 7'; displ. 23,500 lbs; SA 327 sq ft. Santa Cruz Yachts, 831-786-1440, www.santacruzachts.com

SP Cruiser \$329,952 (base, FOB Largo, Florida) LOA 41'1"; LWL 34'9"; beam 12'9"; draft 3'9"; displ. 21,000 lbs; SA 714 sq ft. Island Packet Yachts, 727-535-6431, www.ipy.com

Southerly 46RS (call for pricing) LOA 46'; LWL 42'11"; beam 13'6"; draft (keel up/down) 2'8"/10'10"; displ. 25,794 lbs; SA 1,163 sq ft. Northshore Yachts, log on to www.southerly.com for a dealer in your area

Sun Odyssey 39i \$163,000 (base, FOB East Coast) LOA 38'; LWL 38'1"; beam 12'9"; draft 6'6"; displ. N/A; SA 582 sq ft. **Sun Odyssey 39DS** \$172,000 (base, FOB East Coast) specs N/A; **Sun Odyssey 49 Performance** \$343,107 (base, FOB East Coast) LOA 49'1"; LWL 42'3"; beam 14'8"; draft 7'8"; displ 27,888 lbs; SA N/A; Jeanneau America, 410-280-9400; www.jeanneauamerica.com

Transit 380 \$5,995 (base, FOB Palmetto, FL) LOA 12'6"; LWL 11'11"; beam 5'2"; draft (board up/down) 5'/3'4", weight 260 lbs, SA 92 sq ft. Transit 380, 941-772-6601, www.transit380.com

Wauquiez Pilot Saloon 41 (call for pricing) LOA 42'3"; LWL 36'2"; beam 13'3"; draft 5'7"; displ. 22,075 lbs; SA N/A. Wauquiez Yachts, log on to www.wauquiez.com for a dealer in your area

X-35 (call for pricing) LOA 34' 10", LWL 29' 11"; beam 10' 8"; draft 7' 1"; displ. 9,780 lbs, SA 795 sq ft. Prestige Yacht, 203-353-0373, www.prestigeyachtsales.net