

Europe's Premier Motor Cruising Magazine

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FEBRUARY 2005

MOTOR BOAT

& YACHTING

**Çemberci Denizcilik Ltd,
Tuzla, İstanbul**

Quick Spin

Windy 32 Grand Tornado

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We don't like

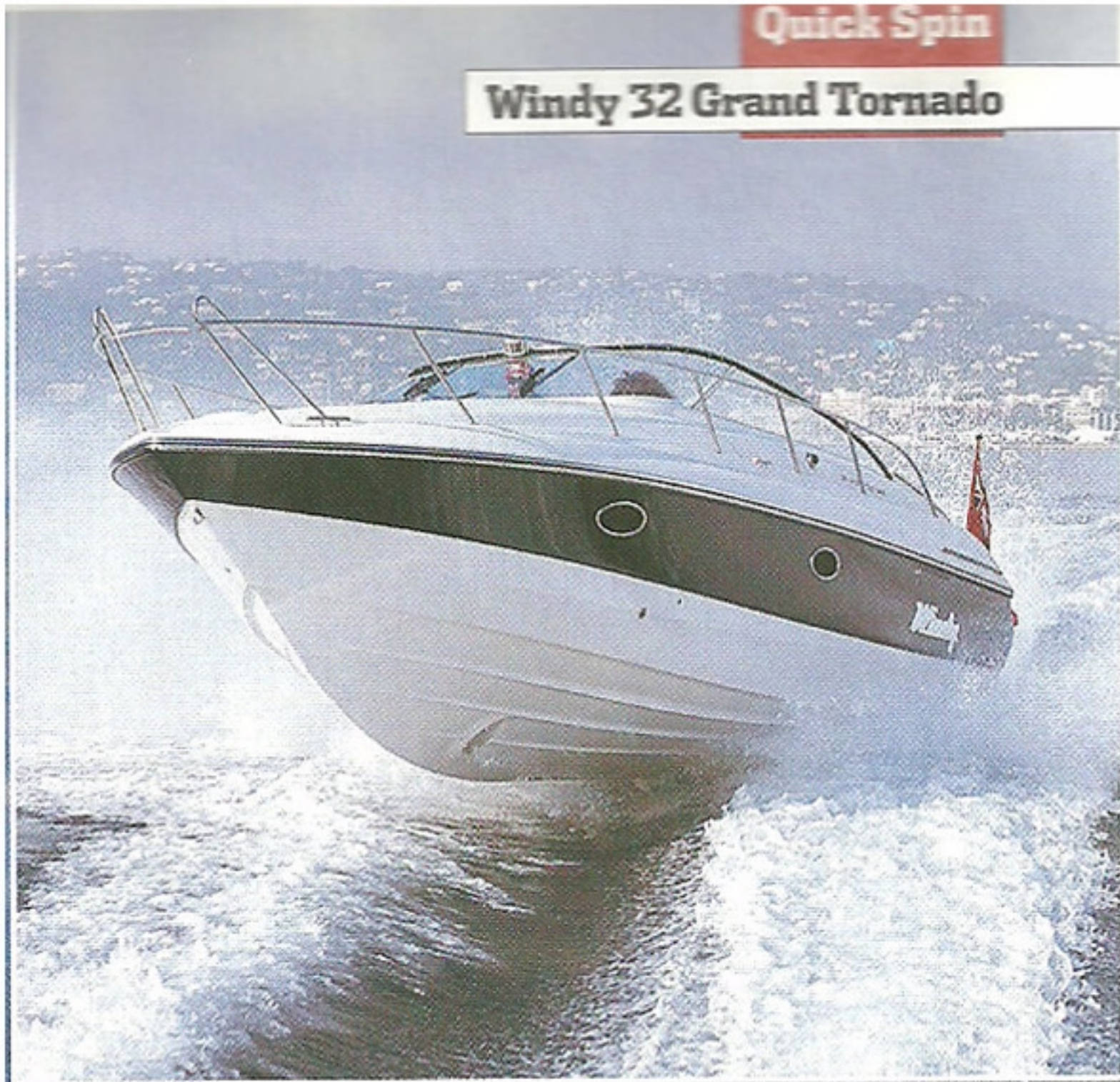
Electrical panels abutting cockpit floor.



Stern looks: the bathing platform incorporates two self-draining lockers and folding swim ladders.

Quick Spin

Windy 32 Grand Tornado



+ We like

Accessible handling and sparkling 50mph-plus performance; versatile cockpit seating.



Calling plan: it's good to see a chart table, but the dash has no obvious space for a fixed VHF set.

Datafile Windy 32 Grand Tornado



Verdict

Us blokes undoubtedly possess a genetic predisposition to squander large amounts of cash on some non-essential forms of transport. It's nature, of course, and not something you'd be able to fight even if you wanted to. So, given that there's no escaping the inevitable, what form is your next reassuringly high-performing purchase going to take – fast new sportscar or ultra-rapid sportscruiser? Well, there's good news for seafaring hedonists: boats don't plummet in value as most new sportscars do. And when it comes to indulging in speed, boat owners also have it made, because boats with big engines consume fuel at the same rate as those with small powerplants.

What you buy depends on your criteria. However, if you are looking for the aquatic equivalent of the Porsche Boxster, the Windy 32 Grand Tornado gets very close. It has excellent handling and performance, but more importantly, it's very accessible. The 32 is the sort of boat that won't bite back. When you're facing the compulsion to spend, my advice is to do the sensible thing and buy the boat. **MBY**

Engines & drive system

Twin Volvo KAD300 EDC; 285hp @ 3,800rpm;
6-cylinder 3.59-litre diesels
Volvo DPG outdrive legs



Data

Overall length	31ft 11in (9.72m)
Hull length	29ft 6in (8.99m) <i>MBY estimate</i>
Beam	9ft 10in (2.99m)
Displacement	4.6 tonnes light, 5.2 tonnes loaded (loaded = light + 100% fuel & water)
Draught	3ft 0in (0.91m)
Air draught	7ft 3in (2.20m) <i>MBY estimate</i>
Fuel capacity	130 imp gal (590 litres)
Water capacity	33 imp gal (150 litres)

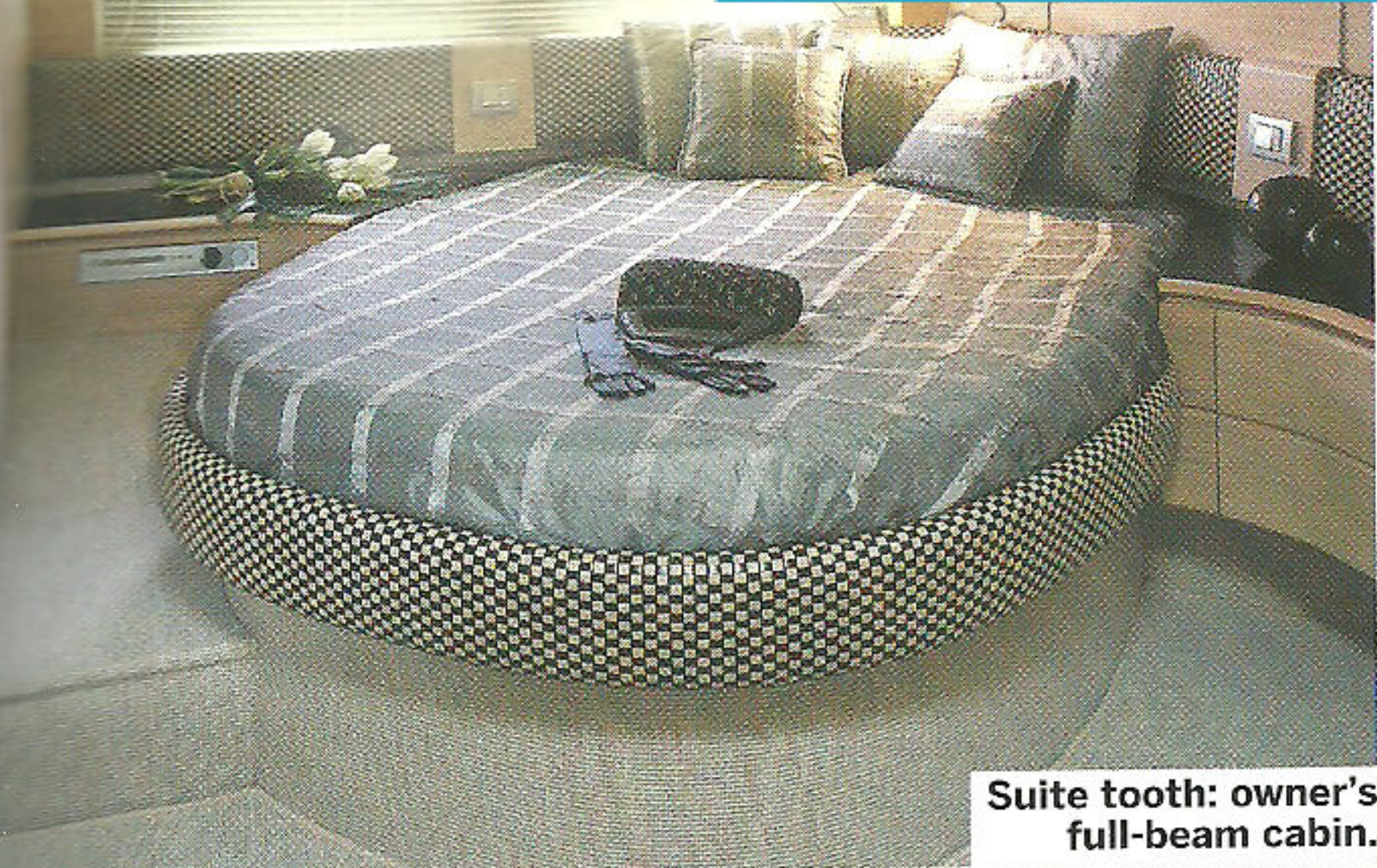
RPM	2,100	2,400	2,700	3,000	3,300	3,600	3,900
SPEED	21.3	27.0	31.5	35.5	39.3	43.0	46.8
TRIM	4.0°	4.0°	3.0°	3.0°	2.0°	2.0°	2.0°
GPH	7.0	9.2	11.7	14.3	18.0	22.3	25.8
MPG	3.06	2.92	2.68	2.49	2.18	1.93	1.82
RANGE	319	304	279	259	227	200	189

Speed in knots; GPH & MPG figures use imperial gallons; range in nautical miles. NB: calculated figures based on standard (idealised) engine propeller demand data. Your figures will vary (sometimes considerably) depending on temperature, hull fouling, sea state, fuel & crew load, build weight variations, boatbuilders' changes, and other factors.

Range allows for 20% reserve; 95% fuel, 100% water, 2 crew, no stores; 24°C air temp, 18°C water temp, 1,022mb pressure; light swell, Force 1 for speed trials

Slow cruising	27 knots, 304 miles @ 2,400rpm
Fast cruising	40 knots, 222 miles @ 3,350rpm
Flat out	46.8 knots, 189 miles @ 3,900rpm
Price from	£140,129 inc UK VAT (twin 160hp)
Price as tested	£168,385 inc UK VAT (twin 285hp)
Designer	Hans Jørgen Johnsen, 2004
RCD category	B (for 8 people)
Contact	Andrew at Express Cruisers Tel: +44 (0)1590 673312. Fax: +44 (0)1590 676353. Email: sales@expresscruisers.co.uk Website: www.windy.no

SOUND LEVELS dB(A)	Helm	Cockpit seat
Slow cruising @ 27 knots	76	78
Fast cruising @ 40 knots	78	79
Flat out @ 46.8 knots	79	80



Suite tooth: owner's full-beam cabin.



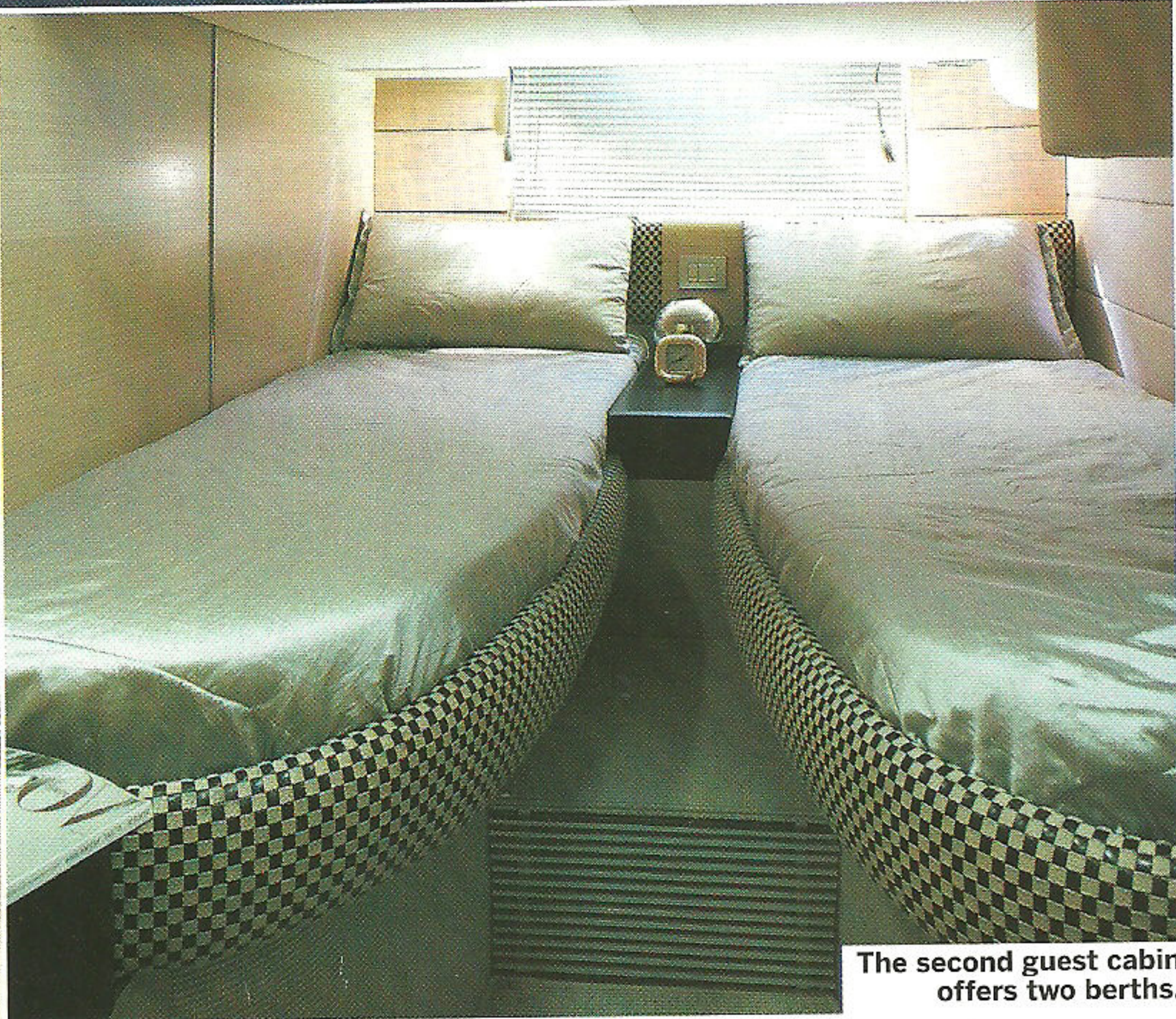
Twice the fun: VIP second double cabin.

We don't like
The racket – much more soundproofing is needed; the forward visibility from the helm – due to the big starboard mullion and reflections



ATLANTIS 55

Treble chance: the 55's third (day) heads.



The second guest cabin offers two berths.

Shower power: VIP guest cabin heads.



Datafile Atlantis 55

Verdict

Atlantis set out to create a practical family cruising boat, competing perhaps with craft from the likes of Fairline and Princess, they have succeeded admirably with the 55. It has three cabins, the luxury of a third heads compartment, roomy living areas down below, and plenty of stowage space. It's also got a superb cockpit layout, sensible shaftdrives and safe, predictable handling. If Atlantis set out to create a macho sports machine, laden with technology and calculated to appeal to young alpha-males (and alpha-males who wish they were young), competing perhaps with Pershing or Baia, the result is less clear-cut. It shares with these rivals a hi-tech masculinity,

while the design and styling work well, and it's in the right price bracket. But its performance is modest, and some might feel that elements of the detailing err on the camp side of cool. Perhaps there will also be days in mid-summer when alpha-males and families alike may question the wisdom of a superstructure composed largely of glass.

What Atlantis certainly set out to do with the 55, however, was create a bold and unmistakable statement of purpose. This new boat announces, in no uncertain terms, the arrival on the planet of a dynamic, innovative and confident new boatbuilder. I can't wait until the next one. **MBY**

Data

Overall length	54ft 9in (16.70m)
Hull length	52ft 7in (16.02m)
Beam	15ft 3in (4.65m)
Displacement	18 tonnes light, 24 tonnes loaded (loaded = light + 100% fuel & water)
Draught	4ft 10in (1.47m)
Air draught	13ft 9in (4.18m) (inc light)
Fuel capacity	440 imp gal (2,000 litres)
Water capacity	143 imp gal (650 litres)

RPM	700	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,250
SPEED	8.0	10.6	12.9	16.1	20.2	25.0	28.4	31.2	31.9
TRIM	0°	1.5°	2.5°	3.5°	4.5°	5°	4°	4°	4°
LPH	23.8	34.8	48.0	65.0	87.6	124.9	170.0	237.0	252.9
GPH	5.2	7.7	10.6	14.3	19.3	27.5	37.4	52.1	55.6
MPG	1.54	1.38	1.22	1.13	1.05	0.91	0.76	0.60	0.57
RANGE	542	486	429	398	370	320	267	211	201

Speed in knots. GPH and MPG in imperial gallons. Range in nautical miles. Fuel consumption figures calculated from Caterpillar data using idealised propeller demand curve. Your figures may vary depending on air and sea conditions, hull fouling, build weight variations, weight and position of stores carried, and other factors.

Range allows for 20% reserve. Five crew, no stores, 25% water, 25% fuel; 28°C air temp, 29°C water temp, 1,018mb air pressure. Calm sea, Force 1 for speed trials.

Slow cruising	20.2 knots, 370 miles @ 1,600rpm
Fast cruising	28.4 knots, 267 miles @ 2,000rpm
Flat out	31.9 knots, 201 miles @ 2,250rpm
Price from	€716,000 ex tax (approx £581,000 inc UK VAT)
Price as tested	€855,270 ex tax (approx £694,000 inc UK VAT)
Designers	Stefano Righini (exterior), Carlo Galeazzi (interior)
Contact	Gibbs Marine Sales. Tel: +44 (0)1932 242977. Fax: +44 (0)1932 222817. Email: sales@gibbsmarine.co.uk Website: www.gibbsmarine.co.uk

SOUND LEVELS dB(A)	Helm	Saloon	Master cabin
Cruising @ 20.2 knots	85	76	83
Cruising @ 28.4 knots	87	82	86
Flat out @ 31.9 knots	89	83	86

Thumbs up or thumbs down?

UPS

- The look
- Great cockpit layout
- Big sliding sunroof
- Three cabins, two heads

DOWNS

- Visibility from the helm
- Lack of soundproofing
- Daft saloon tables

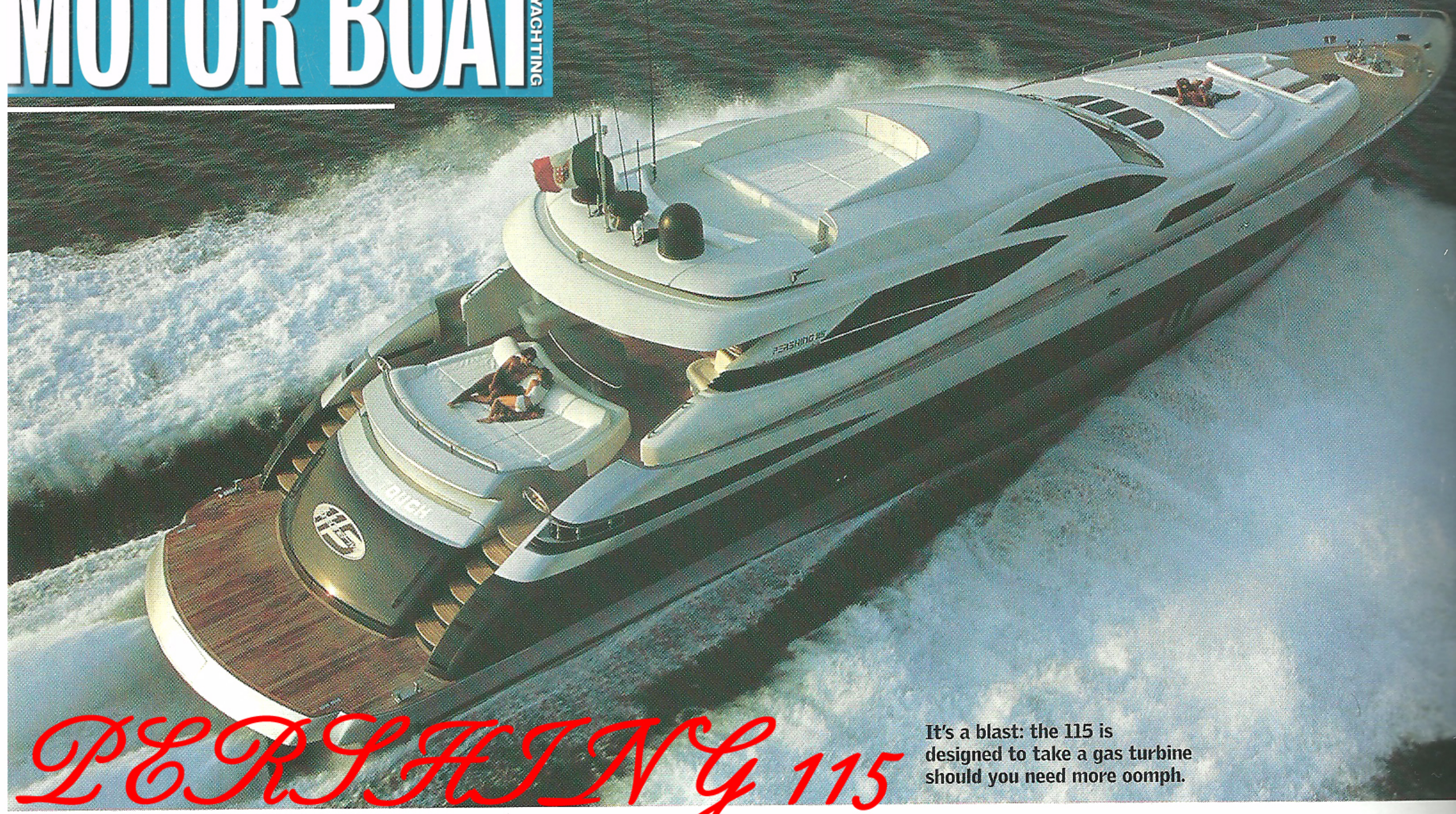
Engines & drive system

Twin Caterpillar C12, 700hp @ 2,300rpm, six-cylinder 12-litre diesels. Transmission ratio: 1.77:1, ZF V-drive. Four-blade Detra propellers, 29.5in × 42.7in (749mm × 1,085mm).

Lay-up weights (reinforcement only)

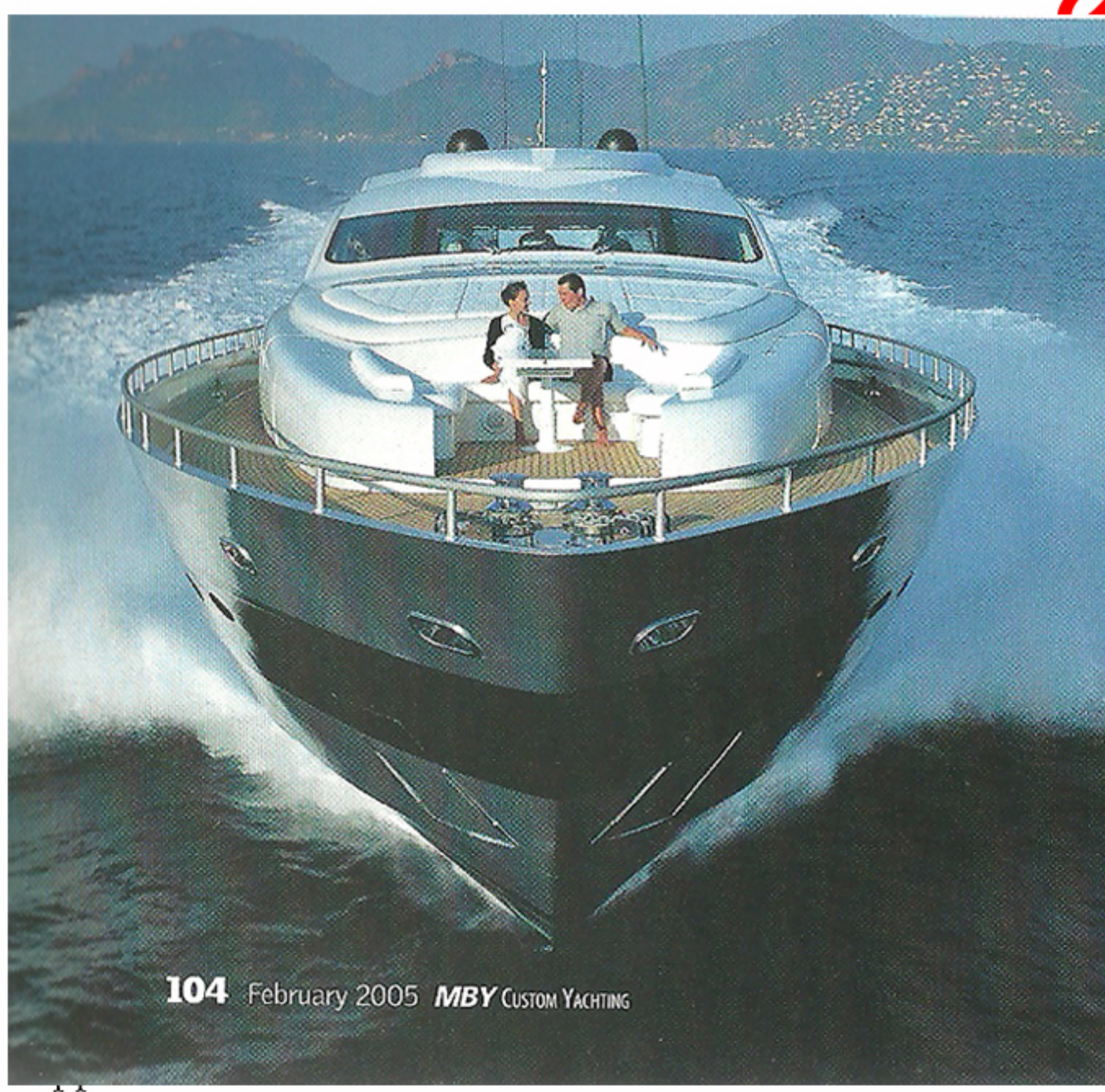
Deck	12.0oz/ft ² (3.65kg/m ²)
Topsides	14.7oz/ft ² (4.45kg/m ²)
Chine	37.7oz/ft ² (11.50kg/m ²)
Bottom	19.3oz/ft ² (5.90kg/m ²)
Keel	37.7oz/ft ² (11.50kg/m ²)





PERRYFLYNG 115

It's a blast: the 115 is designed to take a gas turbine should you need more oomph.



104 February 2005 MBY CUSTOM YACHTING



Toy cupboard: there's a tender garage and room for a brace of PWCs forward.



Best guest: the VIP cabin forward is supremely well appointed.



Space traveller: there's plenty of room in the owner's suite.



The 115's galley is secreted away conveniently next to the crew.



Access all areas: the open-plan cabin is flooded with natural light.

AT A GLANCE

Overall length	115ft 1in (35.07m)
Beam	23ft 7in (7.20m)
Displacement (loaded)	134 tonnes
Displacement (light)	114 tonnes
Draught (max)	4ft 5in (1.35m)
Fuel capacity	3,630 imp gal (16,500 litres)
Water capacity	660 imp gal (3,000 litres)

RPM	750	1,000	1,250	1,500	1,750	2,000	2,080
SPEED	8.7	11.2	14.1	17.7	27.1	37.6	40.3
TRIM	0.5°	0.5°	1.0°	2.0°	2.5°	3.0°	3.0°
LPH	257	391	577	785	1,088	1,341	1,341
GPH	54.3	86.0	126.9	172.7	239.3	295.0	295.0
RANGE	465	378	323	298	329	370	397

Fuel consumption figures extrapolated from MTU test data. Five crew, 2 × PWC, 1 × tender, 100% water, 30% fuel; 25°C air temp, 23°C water temp, 1,019mb air pressure, 2ft waves; Force 2-3 for speed trials. Range allows for 20% reserve.

Slow cruising	27.1 knots, 329 miles @ 1,750rpm
Fast cruising	37.6 knots, 370 miles @ 2,000rpm
Flat out	40.3 knots, 397 miles @ 2,080rpm
Price from	€12.5 million ex tax (approx £10 million inc UK VAT)
Designers	Fulvio de Simoni/Pershing
Contact	Ventura, London. Tel: +44 (0)20 7647 9000. Fax: +44 (0)20 7647 9009. Email: info@venturaeurope.co.uk Website: www.venturaeurope.co.uk

SOUND LEVELS dB(A)	Helm
Cruising @ 27.1 knots	82
Cruising @ 37.6 knots	84
Flat out @ 40.3 knots	84

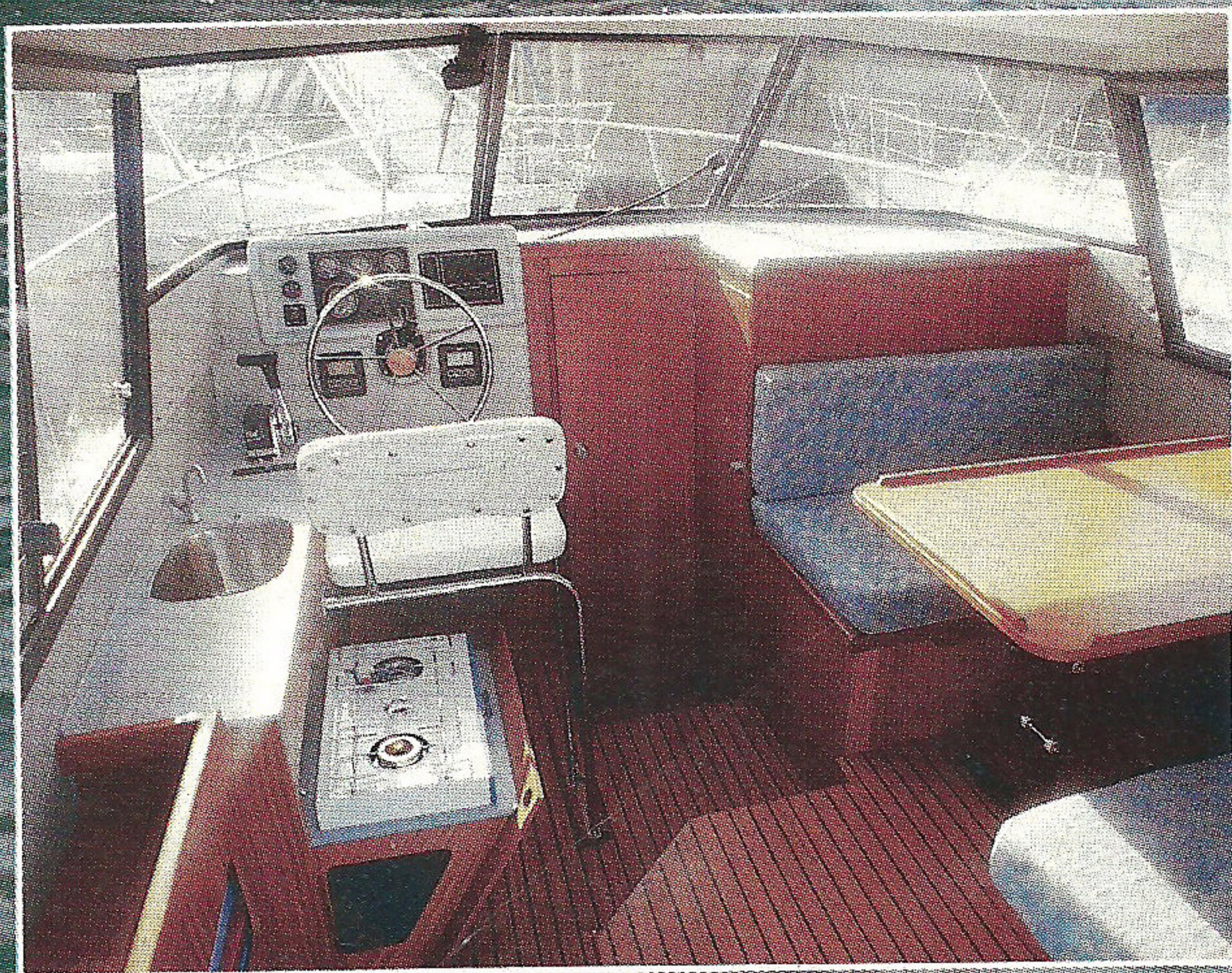
Engines	Twin MTU 16V 4000 M90, 3,700hp @ 2,100rpm, V16 cylinder 65-litre diesels Transmission ratio: 2.241:1 Kamewa 71 SII jet-drives
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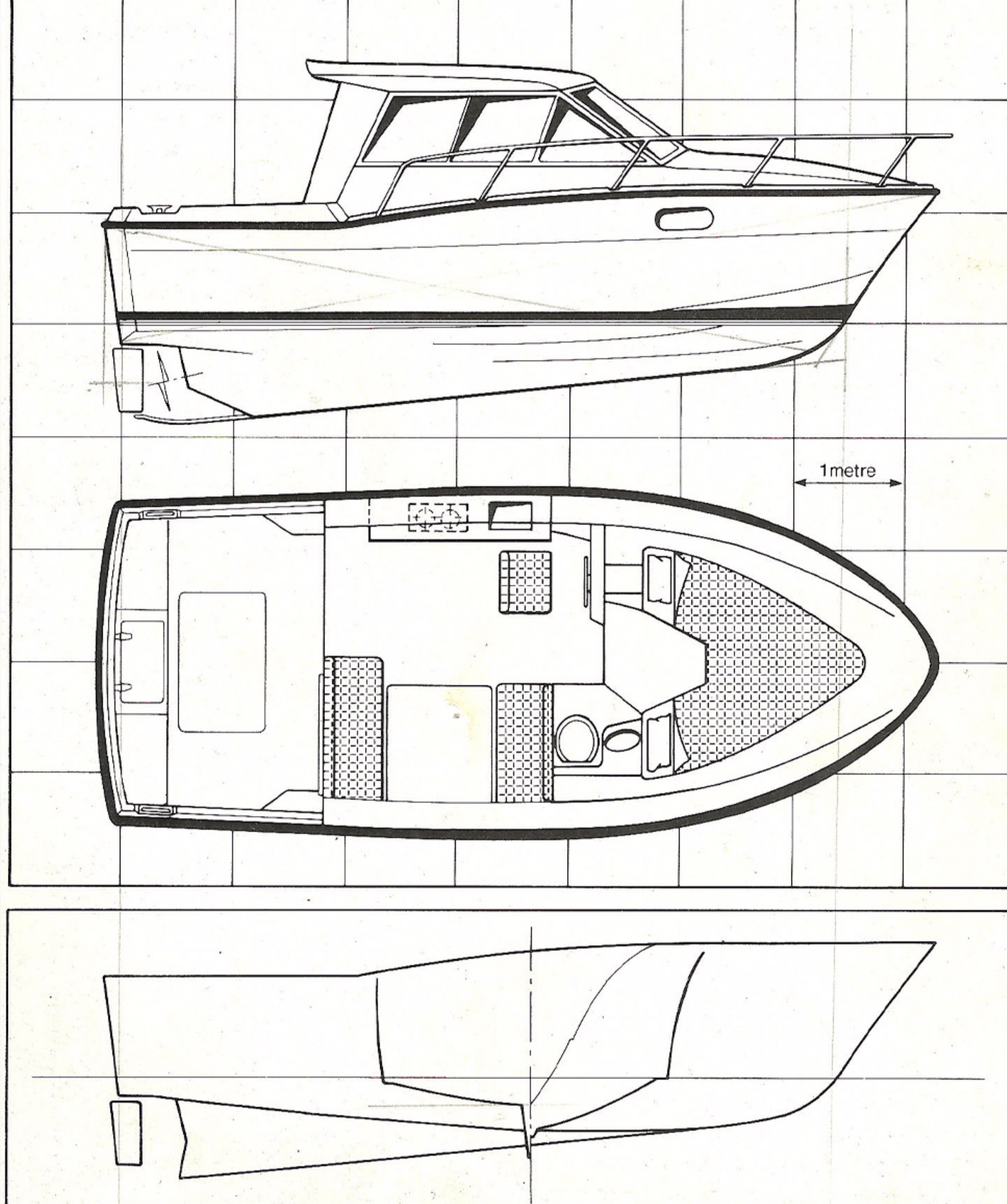


BOAT REPORT

GB 74

A French semi-displacement cruiser-workboat from Gibert Marine, offering innovative design coupled with a fair turn of speed





Dimensions

L.o.a.	24ft 7in (7.50m)
Hull length	24ft 0in (7.30m)
L.w.l.	20ft 8in (6.30m)
Beam	9ft 8in (2.95m)
Draught	2ft 9in (0.85m)
Displacement	2.5 tons
Fuel capacity	66 gal (300lt)
Water capacity	33 gal (150lt)

Accommodation

Twin/double berth forecabin, saloon with convertible dinette/double berth.

Engine

Single Volvo TAMD31A diesel driving conventional shaft and 16½ × 15in (0.40m × 0.38m) propeller via Twin-Disc 1.93:1 reduction gearbox.

Capacity	2390cc
No. of cylinders	4
Max rpm	3800
Max bhp	130

Performance

Top speed on test	16 knots
Recommended cruising speed	13-14 knots

Construction

Material: Hand laid-up glass-fibre with balsa core reinforcement on deck.

Colour: Ivory hull and deck.

Price

Standard boat with TAMD31A engine, £27,950 ex VAT; as tested, £28,909 ex VAT.

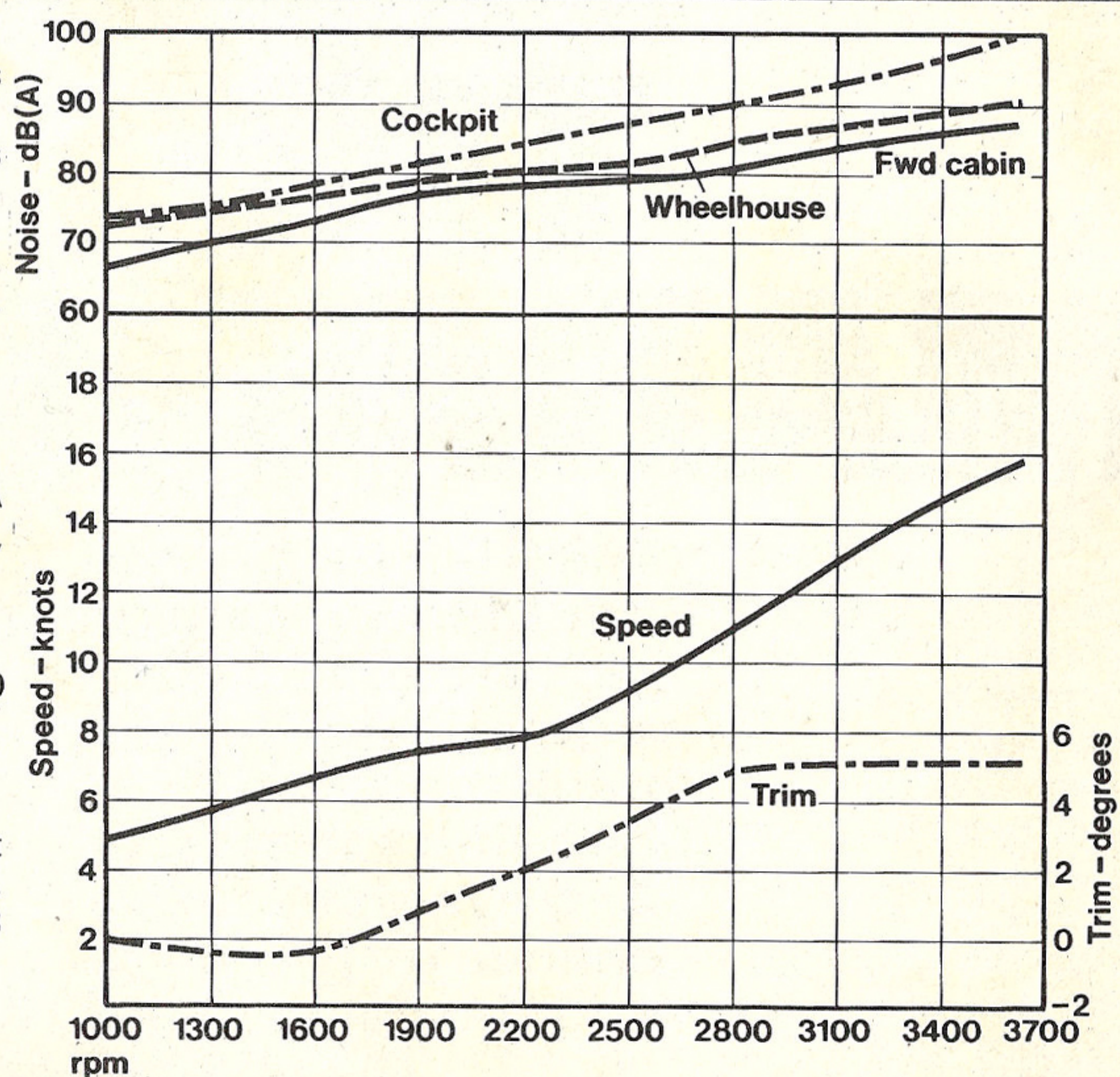
Builder

Gibert Marine, BP32, 17230 Marans, France. Tel: 46 685555.

Supplier

Caravela Yachts, Hamble Point Marina, School Lane, Hamble, Southampton SO3 5JD. Tel: 0703 455454.

Designer: Joubert Nivelt, 1985.



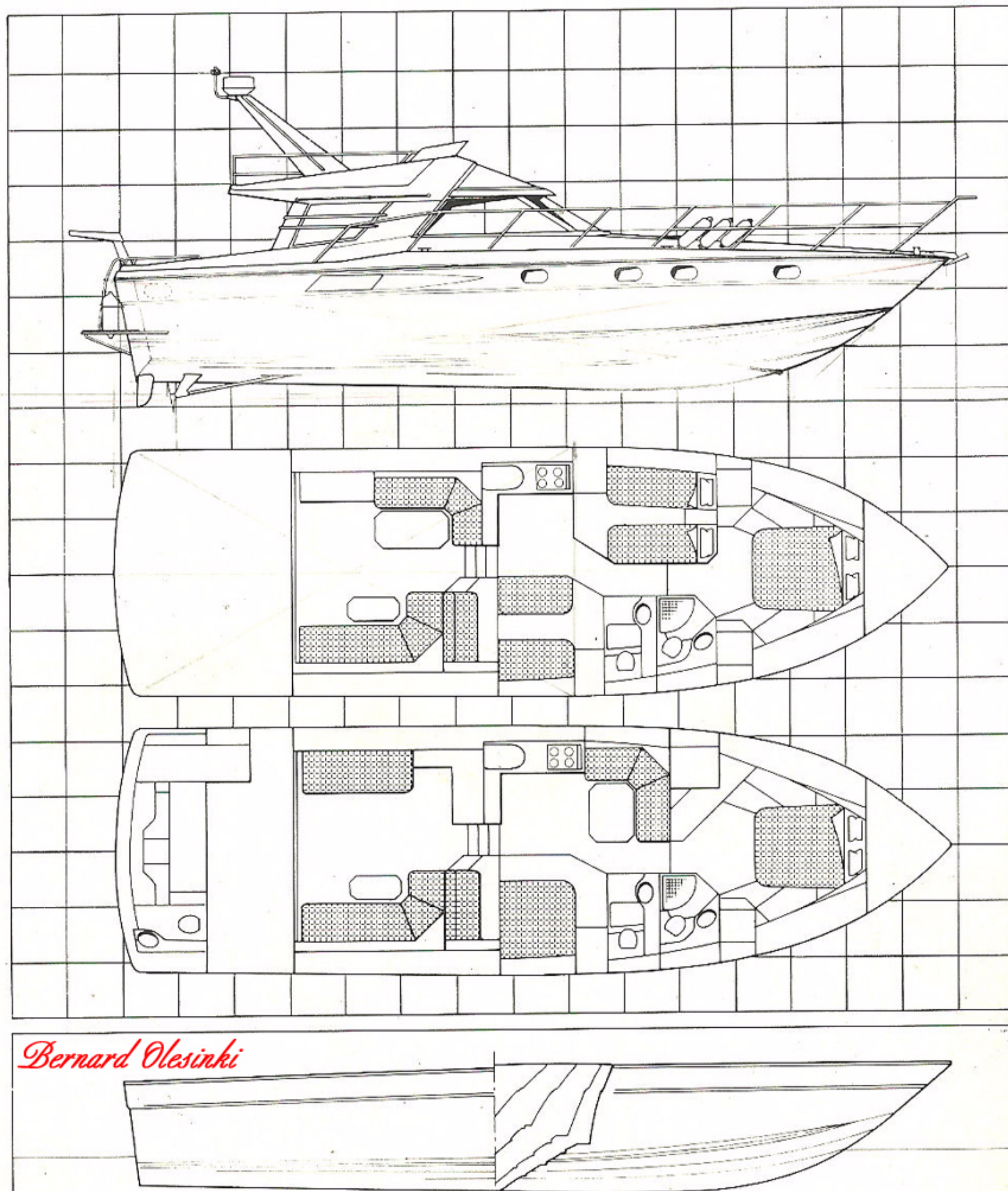
Copies of past boat reports are available. To find out whether we have tested the boat you want, telephone 01-661 3298 or write to Copy Shop, Motor Boat & Yachting, Room L509, Quadrant House, Sutton, Surrey SM2 5AS.

FAIRLINE 50

The flagship of the Fairline range, tested over two days and on a rough passage round the Isle of Wight



transom 15°



Transom Deadrise 15 degrees

TECHNICAL DATA

Dimensions

L.o.a.	53ft 2in (16.21m)
Hull length	49ft 4in (15.04m)
L.w.l.	41ft 11½in (12.79m)
Beam	15ft 1in (4.60m)
Draught	approx 3ft 6in (1.07m)
Air draught	
Mast up	17ft 11in (5.46m)
Mast down	12ft 3in (3.75m)
Height of deck	
Forward	5ft 3in (1.60m)
Midships	5ft 11in (1.80m)
Aft	4ft 9in (1.45m)
Displacement	11.4 tons
Fuel capacity	2×200 gal (1820lt)
Water capacity	150 gal (680lt)

Accommodation

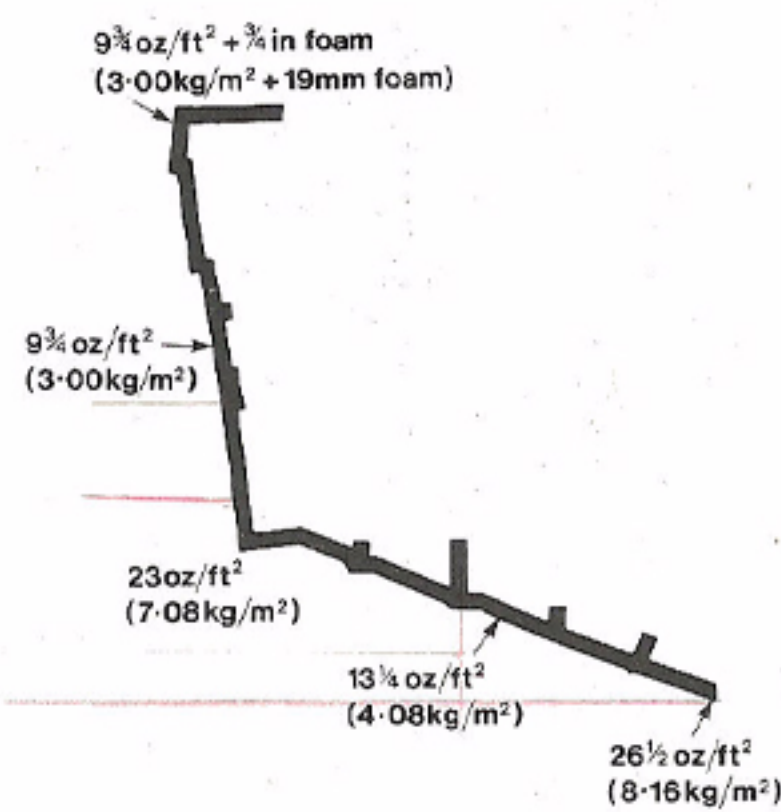
Standard layout: One double-cabin, berth cabin, two twin-berth
Alternative layout with open dinette area in place of one twin-berth cabin.
Optional twin-berth aft cabin.

Engines

Twin Volvo TAMD 71A diesels driving conventional shafts and 24in × 23in (0.61m × 0.58m) three-bladed propellers through Twin-Disc 1.5:1 reduction gearboxes.	
Capacity	6730cc
No. of cylinders	6
Max rpm	2500
Max bhp	358

Performance

Top speed (with nearly full tanks and nine crew)	23.6 knots
Recommended cruising speed	21-22 knots



Note: Additional 4oz/ft² (1.2kg/m²) over chine and bottom in engine room

Construction

Material: Hand laid-up chopped strand mat and woven rovings in female moulds. Decks stiffened with foam.

Colour: Hull white, superstructure white and grey.

Price

Standard boat £189,500 ex VAT; as inspected £216,500 ex VAT.

Builder

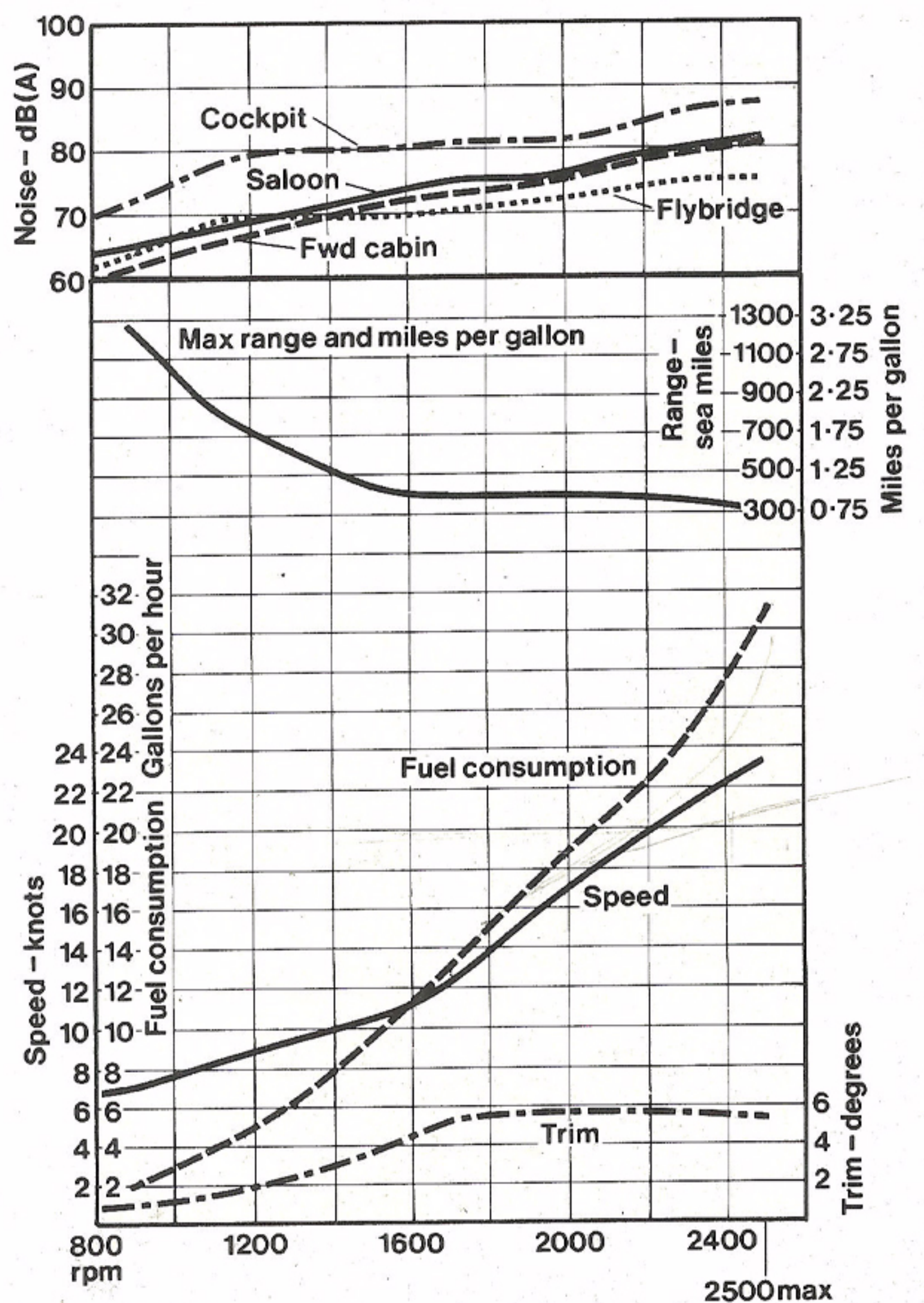
Fairline Boats plc, Oundle PE8 5PA. Tel: 0832 73661.

Supplier

B. A. Peters and Partners Ltd, Birdham Pool, Birdham, Chichester, Sussex PO20 7BG. Tel: 0243 512923.

Designer

Bernard Olesinski, 1985.



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