

# MULTIHULL

Yachting World

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HOT NEW  
DESIGNS

**HEAVY WEATHER HANDLING**

Advice, techniques and tips from the pros

**CROSSING THE PACIFIC**

Boat choice, gear and best places to go

## Eagle Class 53

Described by the team behind it as "the most revolutionary catamaran in the world", the Eagle Class 53 has been four years in the making, and finally hit the water for sea trials earlier in the year. Built in Bristol, Rhode Island, by Fast Forward Composites, the stated mission of the Eagle is to bring 'the technology and performance of a competitive racing boat to the recreational sailor'.

The result is a real rocketship, incorporating elements of AC design. Fitted with a 360° feathering wingsail hybrid and a screecher foresail, she touched 29 knots during sail trials at St Barth in April. Razor-sharp wave-piercing bows, carbon everything (the 53ft boat weighs six tonnes unloaded), C-section foils, plenty of sail and a super sleek deck profile make for phenomenal performance and a striking looking boat. Fast Forward says she can achieve 25-35 knots even in light winds and that just one person can handle the sailing in cruising mode.

There are seatbelts for 'guests', who should expect to get wet, and several features designed to stop the boat fully inverting in the event of a capsize.

The two cabins below have 1.95m (6ft 5in) headroom, each with a window and a hatch for light. The social space is all on deck,

including a galley aft of the cockpit, which has a wet bar with a fridge and the option of an additional ice-maker and microwave. The island is flanked by bar stools and sofas. "This boat was very much designed to cruise with the benefit of being able to race," says founder Tommy Gonzalez.

See more in *Yachting World* page 84.

**Price:** POA  
[www.fastforwardcomposites.com](http://www.fastforwardcomposites.com)



Ocean Images

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## IN BRIEF



### Privilege 510

Hull No 18 of the Serie 5 on display at La Grande Motte was the first Privilege under Hanse's ownership. Privilege is now reaching the last of these builds before the Les Sables d'Olonne yard starts on the 510, which uses the same hull mould.

Its cats are designed for owners wishing to spend long periods aboard so are built in lightweight vinylster and Divinycell; Marc Lombard designed the hulls for plenty of payload capacity for lots of equipment.

Quality of finish is the highest I've seen on a production multihull.

**Price ex VAT: €1,035,000**  
[www.yachts.group/gb/privilege](http://www.yachts.group/gb/privilege)

### Broadblue 346

There are few new cruising cats available under 38ft these days, so families looking for a good value cat would do well to consider British brand Broadblue's latest model.

This is a clever, Category A oceangoing yacht with an interior that includes 2m headroom in the hulls and a proper raised saloon and galley. The owner's hull is surprisingly large with a high double berth aft and a separate heads/shower forward.

The 346 has options for hybrid power, twin diesels or a single outboard and bow thruster.

**Price ex VAT: £150,000**  
[www.broadblue.com](http://www.broadblue.com)



### CK64 Squalt

In the past, Squalt has been known for building large aluminium-hulled catamarans of the sort that often ply Caribbean waters laden with dozens of daytrippers.

But a production cruising cat is a new departure for the Tunisian yard, whose owner, Claude Kermaol, has been building yachts and managing charter fleets of 72ft catamarans for 30 years.

Built in aluminium, the CK64 hulls have reverse bows and stub keels. The boat has a central flybridge helm on a coachroof fitted with solar panels.

**Price: £TBC**  
[www.squalt-marine-international.com](http://www.squalt-marine-international.com)