

Boatbuilding Special

POWER & MOTORYACHT

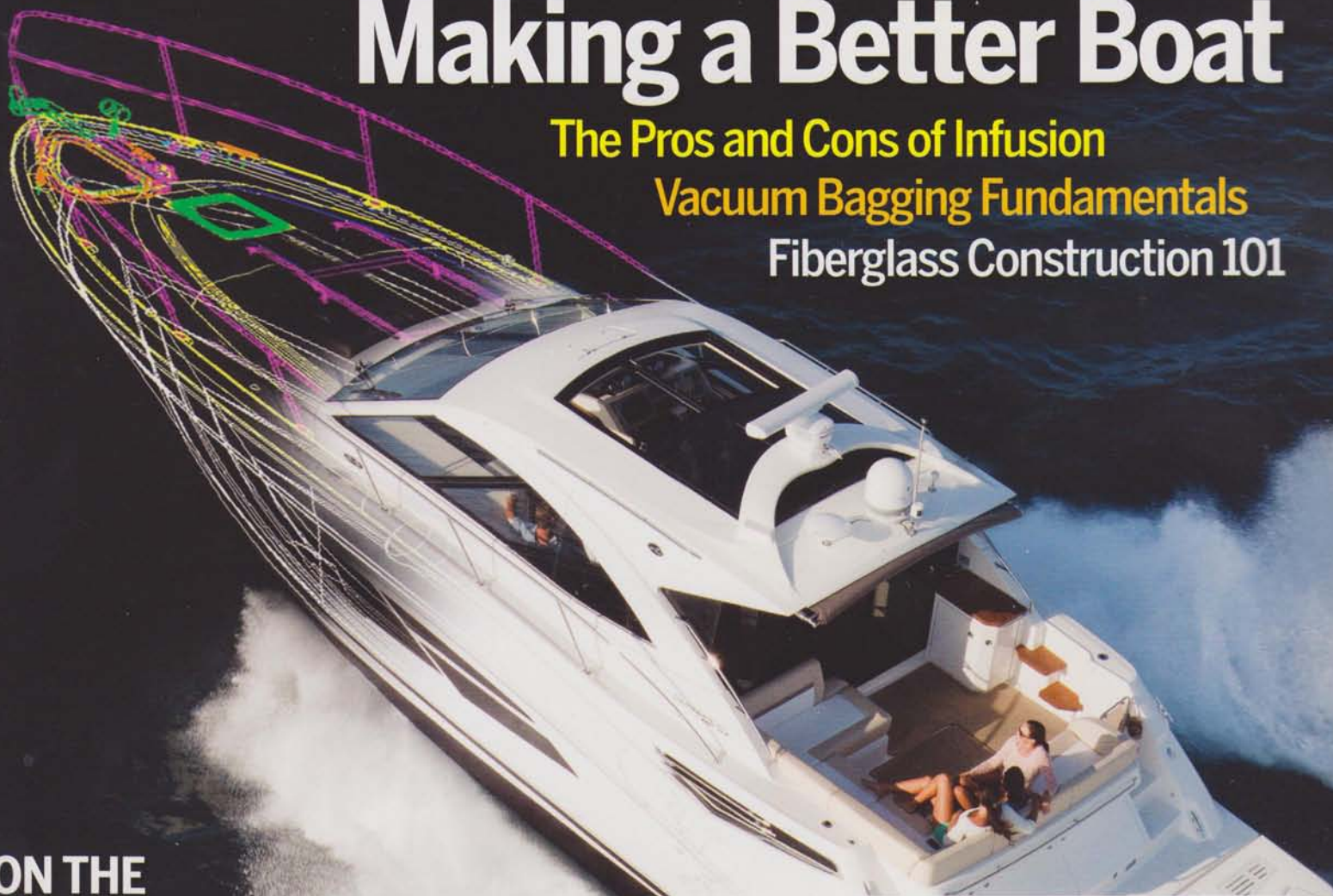
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Making a Better Boat

The Pros and Cons of Infusion

Vacuum Bagging Fundamentals

Fiberglass Construction 101



ON THE COVER:
The Sea Ray 510 Sundancer cruises from design to reality

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And The Winner Is...

AIM MARINE GROUP EDITORS' CHOICE AWARDS RECOGNIZE THE 'BEST OF THE BEST' IN BOATS AND MORE. BY THE EDITORS

More than three dozen boatbuilders were honored during the Fort Lauderdale International Boat Show at the first AIM Marine Group Editors' Choice Awards. (Active Interest Media, AIM, is the parent company of *Power & Motoryacht*.) The awards were among 43 given for individual achievement and for best boats in their categories at the banquet, which benefited Nova Southeastern University's Oceanographic Center.

"The Editors' Choice Awards were developed to recognize the best of the best in production and semicustom yachts," AIM Marine Group publisher Gary De Sanctis says. "It is the only event of its kind that honors these builders on a global perspective."

The Ocean Alexander 120 was named Best Overall Boat of the Year, an Evan K. Marshall-designed 120-foot trideck that Christensen Shipyards engineered and built. The company says the yacht's "revolutionary new approach to the helm layout" will be a signature item for future Ocean Alexander motoryachts.

AIM tapped the editorial team from its stable of marine publications in each category to make the choices. George Sass Jr., the Marine Group's editorial director and editor-in-chief of *Power & Motoryacht* magazine, says the awards reflect renewed vigor, confidence, and innovation among builders and manufacturers.

"After a significant time in the field testing and evaluating these products, the editors of the AIM Marine Group realized it was time to recognize the innovators and the innovations," Sass says. "So last summer we implemented a process that allowed our editors from the individual magazines to nominate the best product in categories aligned with the expertise of their individual brands. The nominees

were reviewed at length, discussed internally, and critiqued against the competitive set."

The decisions were not always easy, but the criteria were clear. "The boat has to be a solid, all-around performer," says *Soundings* senior reporter Chris Landry, who has tested more than 200 powerboats during his career. "It has to have a smart design and layout, and the construction needs to be detail-oriented and of the highest quality. The ride needs to be smooth, and it has to behave well in all sea conditions. If the boat doesn't execute its mission and purpose, it won't be a top choice of mine."

Of course, a 22-foot bay boat won't perform like a 40-foot express boat or a 110-foot motoryacht, Landry says, but sometimes boats try to do too many things and don't do any of them well enough to meet the highest standards. He says he is impressed by the number of high-quality new boats introduced in the past couple of years. "For consumers, that's a great thing," he says. "It's good to have these builders pushing each other to develop better and better boats."

Additionally, Madame Annette Bénéteau-Roux, former chief executive and president of Groupe Bénéteau and now vice chairperson of its supervisory board, received the AIM Marine Group's Lifetime Achievement Award (see p. 48). Robert C. Arzbaecher received the Good Samaritan Award.

Here's a view of each of this year's AIM Marine Group Editors' Choice Award winners. And we're already gearing up for next year. Stay tuned.

— Jim Flannery

Good Samaritan of the Year Award

ROBERT C. ARZBAECHER



In his day job, Robert C. Arzbaecher is CEO of Actuant Corp. in Menomonee Falls, Wisconsin, a \$1.6 billion diversified industrial company with operations in 30 countries; it also owns Marincor and Mastervolt. In his off hours, Arzbaecher races *Sociable*, his Beneteau 40.7, on Lake Michigan. One night in a storm during the Chicago-Mackinaw race, Arzbaecher heard a whistle and then saw a faint light in the water about half a mile away. He sailed over to find half a dozen sailors clinging to an upside-down hull. Arzbaecher was able to rescue the six, although two others, who had been trapped inside, perished. "We were really at the right place at the right time," he says. "To me it wasn't even a decision. It was a reaction."





the company famous—plus a C. Raymond Hunt Associates-designed hull. Our initial sea trial showed a top speed of 35 knots and an easy cruising speed of 27 knots. The flying bridge is accessed by an elegant, curved staircase rising from the cockpit, and has a large L-shaped settee, custom teak table, and Stidd helm chairs. “This is one fun boat to drive!” reported one of our editors.

MORE THAN 65 FEET PALM BEACH 65

With her low profile, flawless finish, flared bow, and tumble-home aft, the Palm Beach 65 comes very close to perfection. Designed by Mark Richards,



the world-renowned Australian ocean racer who owns the company, the 65 offers custom interiors to suit individual needs and a variety of engine packages. Not only that, but her hull, which has a fine entry and hard chines, handles the waves with aplomb. Indeed, the Palm Beach 65 will never be mistaken for any other boat.



speed and stability, and an extended pilothouse and aft deck for comfort. This all-weather performer has a 23-degree, solid-fiberglass hull surrounded by Hypalon UV-resistant tubes with seven separate air chambers. The rugged, go-anywhere Targa 30 can reach 65 miles per hour with twin 300-horsepower Mercury Verados. One editor commented that this was his favorite ride of the year.

The Best Passagemaker

29 TO 39 FEET BENETEAU SWIFT TRAWLER 34



With more than 6,000 miles passing beneath her keel on the Great Loop—many driven by our editors—the Swift Trawler 34 has proven itself as a reliable and comfortable long-range cruiser across a wide range of sea conditions. Our editors applaud the company’s launch of an affordable entry-level boat in this popular market segment. She’s both maneuverable and slippery, and a single Cummins diesel provides a 16-knot cruising speed.

40 TO 50 FEET MAGELLANO 43

Italian boatbuilder Azimut-Benetti is certainly making waves with a refreshing new design that sets itself apart



from the more traditionally inspired designs in the niche. Our editors applaud the innovation and technical advances of the new Magellano series. The entry-level model in Azimut’s Magellano long-range cruiser line, which started with the 74 and last year evolved to the 50, the 43’s hull has proven her efficiency operating at trawler-like seven-knot speeds, as well as at semidisplacement speeds up to 18 knots.

50 TO 60 FEET KROGEN 52

Winner of the People’s Choice Award at two *PassageMaker* Magazine Trawler Fests, the Krogen 52 is the latest in the company’s long line of



ocean-crossing displacement trawlers. With her high bow, Portuguese bridge, raised pilothouse, fully covered aft deck, large saloon, and gourmet galley, the Krogen 52 is made to cruise comfortably anywhere in the world. A single John Deere diesel gives a range of 3,300 nautical miles at 7 knots, and a top speed of 9.5 knots.

60 TO 70 FEET NORDHAVN 63

Nordhavn has earned a reputation for building salty, go-anywhere, bluewater passagemakers. The new 63 extends that



tradition, with a larger saloon, an aft pilothouse, and even a watch cabin abaft the pilothouse. A John Deere diesel powers the 63 at a cruising speed of 8 knots, and a top speed of 9.8 knots, with a range of more than 3,000 nautical miles.

70 TO 80 FEET OUTER REEF 700

“Let’s just say this one was done the right way,” said one editor when reviewing the latest Outer Reef 700 (see page 68 for a full review). The yard continues to produce exquisite, solidly built, customized designs built for long-range cruising. Expect a range of



nearly 4,300 miles at a bit under 6 knots or about 2,600 miles at 8 knots. This gem of a boat will take you where you want to go.

80 TO 100 FEET MARLOW 97

It sure has been tough to keep up with the activities of David Marlow over the past 12 months. The 97, however, stands out as a very worthy accomplishment of this entrepreneurial boatbuilder. The new vessel embraces



Marlow’s “small ship” mentality, where everything is overbuilt and meant to overperform. Indeed, the 97, now the flagship of the Marlow line, is built to tough Bureau Veritas standards, and uses Marlow’s own Full Stack Infusion process to reduce weight and add strength. It has six staterooms and four heads, plus an enclosed skylounge, and can cruise at 25 knots. Dial back to 9 knots and the range is 4,000 nautical miles.