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DISPLAY UNTIL OCTOBER 18, 2022



Elan 50.1



Dufour 32



2023 **SAIL** BEST BOATS  
NOMINEES

Balance 442



Tiwal 3R



**WHERE TO SEE THEM**  
Newport International  
Boat Show  
Sept. 15-18  
[newportboatshow.com](http://newportboatshow.com)  
Annapolis Boat Show  
Oct. 13-17  
[annapolisboatshows.com](http://annapolisboatshows.com)

# BEST BOATS

Lagoon 55



Dehler 38SQ



**T**he more things change, the more they seem to stay the same. Some of it is timing. Some of it is just the way of the world. Either way, it can be fascinating to see the evolution of the boatbuilding industry over the years, as has been evident in *SAIL* magazine's annual Best Boats contest. Recently, for example, it really looked at times as if it was becoming a "multihull world," so to speak, with cats and tris occupying an ever-larger segment of each new Best Boats class. Same thing with the ever-increasing size of the boats coming down the ways, as the world's production builders began inching their way into megayacht territory. The class of 2023, though, has largely turned these trends on their head. This is not to say there aren't some fine new multihulls out there, including the Balance 442 and number of other comfy looking cruisers from Bali, Lagoon and Fountaine-Pajot. However, the monohull contingent is more than holding its own this time around. It also feels like a whole lot of mid-sized boats are leading the charge these days as opposed to the big boys. Examples include the J/45, the Dehler 38SQ and a pair of Beneteau's in the mid-30ft range. Then, of course, there's the latest inflatable skiff from France's Tiwal. *Plus ça change, plus c'est la même chose*, indeed! One thing that hasn't changed is the way *SAIL*'s Best Boats panel will once again be fanning out across the industry throughout this year's boat show season in search of its favorite new designs. Look for our selection of winners in *SAIL*'s January issue.





# MONOHULLS

## ◀ MOODY DS 41

The latest in Moody's DS, or "deck saloon" line, the Moody DS 41 makes possible what Moody calls "living on one level," in which the saloon and cockpit can be easily combined into a single barrier-free living space. Forward, the boat's high-freeboard and equally high bulwarks ensure maximum safety, whether it be while checking the anchor or catching rays on the expansive forward lounging area. Twin helms well outboard provide good sightlines, while the boat's double-headsail rig will make things that much easier for the crew. A protected inside helm station is located to port in the saloon, facilitating yet more comfort and safety. The DS41 can be equipped with auxiliary heating or air conditioning, depending on where you expect your sailing to take you.

LOA 41ft 1in BEAM 13ft 11in DRAFT 7ft 6in DISPLACEMENT 25,574lb SAIL AREA 893ft<sup>2</sup>  
Moody, [hanseyachtsag.com/moody/us](http://hanseyachtsag.com/moody/us)

## ◀ BENETEAU OCEANIS 34.1

For all that today's sailing hardware makes it possible for shorthanded crews to handle larger and larger boats, there's still something special about a well-found monohull in the mid-30ft range. Case in point, the Marc Lombard-designed Beneteau Oceanis 34.1, what looks to be a fine performance-cruiser with twin rudders, twin helms and an easy-to-handle rig with a self-tacking headsail. Blunt ends maximize the boat's sailing length, and a retractable fin is available in addition to a standard or shoal L-shaped keel. A backstay-less rig means the boat is able to carry a high-aspect, square-top main, which will make for great fun, especially on a reach with an A-sail flying from the combination anchor roller/bowsprit. Good things really do come in smaller packages.

LOA 35ft 4in BEAM 11ft 9in DRAFT 6ft 7in (std.); 4ft 11in (shoal); 4ft 1in (retractable keel up)  
DISPLACEMENT 12,046lb SAIL AREA 531ft<sup>2</sup> Beneteau, [beneteau.com](http://beneteau.com)

## ◀ BENETEAU FIRST 36

For four decades Beneteau's "First" line has striven to find that elusive "sweet spot," as the French builder puts it, between comfort, performance, utility, high-tech construction and price point; and it looks like the company has come up with yet another "sweet" design, indeed, with its recently launched First 36. Designed by Samuel Manuard with structural work done by Pure Design & Engineering, the First 36 is intended to bridge the gap between the high-tech world of grand prix racing and mainstream racer-cruisers. To this end, the boat is said to be fully capable of planing in a moderate breeze, while still boasting sufficient accommodations to keep you and your crew plenty comfortable between races. Two distinct layouts are available: a cruising layout, with increased cockpit seating and a nice, big cockpit table; and a racing version, with a more open cockpit designed for shorthanded or fully-crewed sailing. Either version looks like a blast to sail, whether it be in ghosting conditions or when it's breeze on.

LOA 36ft 1in BEAM 12ft 6in DRAFT 7ft 5in (std.) DISPLACEMENT 10,580lb, SAIL AREA 860ft<sup>2</sup>  
Beneteau, [beneteau.com](http://beneteau.com)

## ◀ DEHLER 38SQ

A true "performance cruiser," the Dehler 38SQ is one of those boats that lets sailors have their cake and eat it too by offering a combination of performance and comfort. An assertive-looking fixed bowsprit, plumb bow, slippery hull form with a refreshingly narrow beam and an optional square-top main all serve notice as to what this boat is capable of. Other performance-oriented details include flush-mounted, retractable footrests and extra high stanchions. Twin helms control a single spade rudder. Three rigs are available: standard, competition aluminum and competition carbon. Belowdecks, Hanse has exploited every opportunity to bring in as much natural light as possible to complement the many different finish and textile selections on offer. Interior options include two or three cabins and three different chart table configurations.

LOA 38ft 2in BEAM 12ft 4in DRAFT 6ft in (std.), 7ft 5in (competition), 5ft 3in (short)  
DISPLACEMENT 16,534lb (std.), 15,432 (competition); 16,755 (shoal) SAIL AREA 846ft<sup>2</sup> (std.); 900ft<sup>2</sup> (aluminum competition); 911ft<sup>2</sup> (carbon) Hanse Yachts, [hanseyachtsag.com](http://hanseyachtsag.com)

## DUFOUR 32 ▶

Like the rest of its siblings in the Dufour range, the Dufour 32 is a sporty yet easy to handle boat complete with comfortable accommodations. The latter is achieved in part by creating a number of multi-use spaces both on deck and below. Case in point: the boat's foldable tiller, which allows the skipper to enjoy smooth steerage and instant feedback under sail while also providing guests with plenty of cockpit space on the hook. Despite the focus on performance, the deck has many of the hallmarks of a large cruiser, including an aft sunbathing area and a removable, innovative inflatable aft cockpit "door," which folds down into a water-level platform, adding square footage to the recreation space. The deck is available in either performance or standard versions, with options for things like mainsheet placement on the cockpit sole or out of the way on the coachroof.

LOA 33ft 10in BEAM 10ft 10in DRAFT 6ft 2in DISPLACEMENT 10,802lb, SAIL AREA 603ft<sup>2</sup>  
Dufour, [dufour-yachts.com](http://dufour-yachts.com)

## ELAN IMPRESSION 50.1 ▶

The largest yacht in the Elan Impression family, the 50.1 offers spacious sailing for charter or cruising. Twin helms and twin rudders come standard. Ergonomically designed U-shaped cockpit seating will naturally keep the skipper in the conversation while still providing plenty of space for whoever is at the helm to do their thing. A modular split table serves to keep access to the companionway clear. This same table can also be repositioned to convert the cockpit bench into a sunbed. Harken and Seldén hardware are standard. The hull is built using what Elan calls its "VAIL" (vacuum infusion lamination) process, which in combination with a carefully engineered laminate plan and the use of 3D VAIL stringers ensures uniform resin distribution throughout. A vinylester outer skin helps prevent osmosis. Aft, there's a large "garage" just forward of the drop-down swim platform for storing things like a liferaft, tender or other large items.

LOA 49ft 10in BEAM 15ft 4in DRAFT 7ft 4in (std.); 6ft 1in (shallow) DISPLACEMENT 28,367lb, SAIL AREA 1,170ft<sup>2</sup> Elan, [elan-yachts.com](http://elan-yachts.com)

## HANSE 460 ▶

The Hanse 460 combines easy sailing with easy living, making for an all-around simple, luxurious package. All the sailhandling can be done from the twin helms via a single set of winches, keeping the rest of the cockpit clear for entertaining or stretching out in. The option of a second set of winches is also available, as is electric furling. The comparatively large sail area and Berret-Racoupeau designed hull work together to optimize stability and performance. Swapping out the self-tacking jib for a 105 percent Genoa will boost your speed even more, while going with the optional furling reacher on a second forestay will be great for improving upwind and reaching performance in lighter air. Belowdecks, the 460 is available with a wealth of layout options that can be easily mixed and matched in accordance with each owner's sailing style.

LOA 47ft 11in BEAM 15ft 9in DRAFT 5ft 9in/7ft 4in DISPLACEMENT 27,778lb, SAIL AREA 1,140ft<sup>2</sup> Hanse, [hanseyachts.com](http://hanseyachts.com)

## HALLBERG-RASSY 400 ▶

The Hallberg-Rassy 400 is exactly the kind of boat you'd want for some truly adventurous sailing—a real sailor's boat. Twin helms and twin rudders provide a combination of great sightlines forward and rock-solid control at all angles of heel. The mainsheet block is attached directly ahead of the boat's trademark Hallberg-Rassy windscreen. All control lines are led aft to electric winches. Line tails can be tucked away in designated rope bags. In the event the crew has to go forward, there are good grab points forward to the mast. The headsail can be either slightly overlapping or self-tacking. The combination bowsprit/anchor makes possible the option of flying a gennaker for better reaching speeds. Blunt ends and a nicely sculpted cabintrunk combined with just a touch of sheer create a look that is both purposeful and attractive.

LOA 40ft 4in BEAM 38ft 6in DRAFT 6ft 4in DISPLACEMENT 24,250lb, SAIL AREA 970ft<sup>2</sup>  
Halberg-Rassy, [hallberg-rassy.com](http://hallberg-rassy.com)

