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## Beneteau Gran Turismo 50

The Gran Turismo 50, Beneteau's Sport Cruiser flagship, completes the renewal of the Gran Turismo line. Available as a Hardtop or Sportfly, it is the first of the Beneteau boats to be fitted with on-board Ship control technology.

Based on the 'full space' concept, the main deck of the Gran Turismo 50 is completely open. The boat is equipped with the AirStep2 planing hull, developed together with Volvo, the engine manufacturer, and is designed to be fast, smooth and comfortable. Offered with the IPS 600 propulsion system, she offers enhanced seakeeping and optimum fuel consumption.

In the Hardtop configuration, the Gran Turismo 50 combines a retractable sun visor, side glazing that can be lowered and an opening roof, providing both protection and ventilation.

Meanwhile the Gran Turismo 50 Sportfly has a second driving station with a commanding view of the sea, a double bench seat that converts to a sunlounger and a comfortable saloon seating up to five guests. There is also a tender garage and a large swim platform.

For further details visit [www.beneteau.com](http://www.beneteau.com)

## Swift Trawler 35 to be Launched at SBS

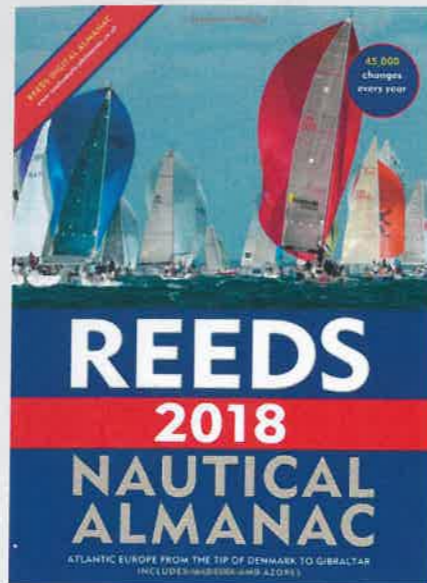


The world launch of the Beneteau Swift Trawler 35 will take place at the 2017 TheYachtMarket.com Southampton Boat Show.

The Swift Trawler 35 is taking over from the successful Swift Trawler 34, which sold over 400 boats in her tenure. This completely new boat with a redesigned hull is designed for comfortable cruising for both long periods and short hops, and features a light-filled wheelhouse with a 360° panoramic view.

The Cummins 425hp engine and newly designed semi-planing hull work together with a view to making the Swift Trawler 35 easy to manoeuvre and a pleasure to pilot. The design team have focused on making the hull shape as efficient as possible to increase her cruising range, while tweaking the entry to make her comfortable at sea. The flybridge can either be protected by a bimini or soft top, and broad walkways, lots of handrails and high pushpits illustrate the importance attached to safety on board.

For more information visit [www.ancasta.com](http://www.ancasta.com)



## New Reeds for 2018

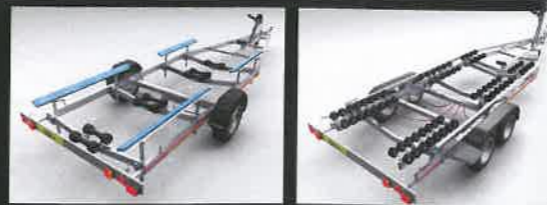
Reeds Nautical Almanac is an annual compendium of navigational data for yachtsmen and motor boaters, and provides all the information required to navigate Atlantic coastal waters around the whole of the UK, Ireland, the Channel Islands and the entire European coastline from the tip of Denmark right down to Gibraltar, northern Morocco, the Azores and Madeira.

The 2018 edition continues the Almanac's tradition of year-on-year improvement and meticulous presentation of all the data required for safe navigation. Packed with essential information for coastal cruises as well as passage making, and with over 45,000 annual changes, it is regarded by many as the bible of almanacs for anyone going to sea.

The 2018 edition has been updated throughout and includes: 700 harbour chartlets; tide tables and tidal streams; buoyage and lights; 7,500 waypoints; invaluable passage notes; distance tables; radio, weather and safety information; a first-aid section; and a free marina guide. [www.reedsnauticalalmanac.co.uk](http://www.reedsnauticalalmanac.co.uk)

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# BENETEAU ANTARES 13.80

Greg Copp inspects a high-quality and exceedingly capable sea boat which offers performance and seakeeping that outstrip most of its contemporaries...



## CHOICE CUT

2005 price: £145,000

Located at Kinsale, Ireland, she is marketed by Network Yacht Brokers in Pwllheli and is one of only two on the market this side of the Channel. Powered by 480hp Volvo TAMD75s, this boat is equipped with a bow thruster and has the extra security of having rope cutters fitted. Her electronics comprise a full Raymarine package, including a 12in plotter, dual-helm autopilot, radar and a second 8in plotter on the flybridge. Internally she has Eberspächer heating, cherrywood joinery, ivory upholstery and a TV. She has the full range of fittings available for her galley, including a microwave oven, and has been maintained to a very high standard throughout.

[www.networkyachtbrokers.co.uk](http://www.networkyachtbrokers.co.uk)

The Beneteau Antares 13.80, in my opinion, is one of the best flybridge boats to have come out of France. Though many will disagree when you consider some of the stylish craft that have emerged from across the Channel in recent years, it is hard to argue with the fact that the Antares 13.80 is an exceedingly capable sea boat. It is practical and minimalist in layout, and offers performance and seakeeping that outstrip most of its contemporaries, past and present.

Launched in 2002, it was built for a period of seven years and sold well on both sides of the Channel, though the Europeans bought many more than the Brits. Price had much to do with this, especially as 10 to 15 years ago sterling bought plenty of euros. This aside, it was still

keenly priced, though to be fair it did not have the bells and whistles one would expect on a Fairline. Its fan club grew quickly as it attracted serious skippers who appreciated its flared seaworthy hull and solid construction. Few 45ft planing boats offered this level of practicality, performance, seakeeping and safety. On top of this, it had 15in side decks, small bulwarks and whopping 16in cleats – arguably more Aquastar than Beneteau.

Power options were originally twin 7.3L 480hp Volvo TAMD75s on shafts, which were then replaced in 2006 by 5.9L 480hp Cummins QSBs on shafts. Both engines proved reliable, but the later common-rail injected Cummins engines had the edge in terms of economy, and were also more responsive at low speed, making for better

**Few 45ft planing boats offered this level of practicality, performance, seakeeping and safety.**



Flybridge access does not get much better, and is ideal for a family on a cruise, but it is no gin palace balcony.



The saloon enjoys an abundance of light.

... if you are after a serious seagoing planing boat that can cope with our ever-changing weather patterns, then seeking to source an Antares 13.80 could be time well spent.

berthing. Flat out with a clean bottom, the 13.80 is good for 32 knots with either engine option, though I have heard that the Cummins QSB does make for a slightly quicker boat.

Based on what I have discovered from speaking to an Antares owner, Dick Sharpe, who has kept his boat in the Channel Islands, the 13.80 has a sweet spot between 22 and 25 knots, where she returns about 0.9mpg with TAMD75s. At this speed she can go through all sorts of weather, he told me, including some awful seas in Biscay. Dick said: 'On some occasions I am down to semi-displacement speed – something the boat is pretty good at, as the sharp forefoot and wide bow flare work a treat at shovelling greens out of the way.' He added: 'You can comfortably plane down to 18 knots, and even slightly less if you use the trim tabs, as the boat has very good natural poise,

which also helps when you need to open her up in a sharp chop.' In such conditions, it is often better to run at 25 than at 18 knots, Dick reckons, as the forefoot cuts more effectively, and unless you are running into a particularly heavy head sea, the ride is unusually dry. One



With the fold-out table, four can dine comfortably.



The galley is certainly on the compact side for a 45-footer, but still realistic.

## POINTS TO CONSIDER



Space between engines is generous.

### ENGINES

There are two engine options: twin 480hp Volvo TAMD75s or twin 480hp Cummins QSB 5.9s. Performance is similar, though the common-rail injected Cummins will be more responsive lower down the rev range – and slightly more economical. Cummins-powered boats, due to being newer, will naturally cost more. Both engines have a good history in terms of reliability.

### DEPRECIATION

These boats have lost most of their depreciation already, and are not likely to lose much more, so you get plenty of boat for your money.

### BUILD QUALITY/FIT & FINISH

A well-constructed boat with engineering to match. However, over time, especially with plenty of sea miles logged, evidence of falling off a few big waves is more likely to be found behind the scenes – in the fixtures, fittings and joinery.

### BUYING IN EUROPE

Though built for UK waters, most of these boats can be found in sunnier climates as the French and their neighbours love them. Aside the ravages of the sun, you need to consider that many of these European boats have higher price tags thanks to the strength of the euro. Finding one on the other side of the Channel would be ideal, if you can't find a UK boat.

### RUNNING COSTS

An efficient hull and a relatively light displacement for its size mean that this boat will return around 0.9mpg at cruising speeds in the low to mid-20s. This is good compared to its heavier rivals like the Fairline Phantom 46.



**What is evident in the Antares 13.80 is that the design is focused on safety and practicality over accommodation and stylish contemporary looks.**

design aspect of the Antares 13.80 that benefits its ride and stability is the location of the fuel tanks centrally in front of the engines.

Engine access is outstanding, as very few boats of this size make life in the engine bay this easy. It is a straightforward affair of lifting the hinged companionway steps to the saloon, assisted by two gas struts. Once inside the engine room, the space between the engines measures well over 2 feet, with the primary fuel filters staring you in the face on the forward bulkhead. Unusually the gearboxes and stern glands are easier to get your hands on than the engines themselves. Access to the oil filters and dipsticks is an easy task, as is getting to the raw-water strainers forward of each engine. For annual servicing, it is a case of lifting the saloon floor. Should the situation warrant it, there is also an access panel in the starboard mid cabin so you can get to the wiring circuits behind the dash.

What is evident on the Antares 13.80 is that the design is focused on safety and practicality over accommodation and stylish contemporary looks. The flybridge is not the usual long, overhung affair that aims to accommodate the boat's full complement up top. It is far from small, but it is designed around providing a helm on top of the wheelhouse, while creating minimal windage and weight

in the process. The wheelhouse itself is naturally limited in beam because of the 15in side decks, as the whole concept of the accommodation inside and out takes second place to the design of a safe and seaworthy boat. Access to the flybridge is up a substantial stairway, rather than a set of steps, so older and younger crewmembers need not be resigned to staying below. For all that cruising kit from inflatable tenders to the obligatory lines



The master cabin has lots of storage.



One of two identical mid cabins with double-berth infill.

**i DATA FILE**

- Build period:** 2002 to 2009
- Number built:** 130
- Designer:** Beneteau
- Berths:** 6 (permanent)
- Cabins:** 3
- Hull type:** Deep-vee planing
- Transom deadrise angle:** 20 degrees
- RCD category:** B for 12
- Length overall:** 45ft 09in (13.95m)
- Beam:** 14ft 11in (4.30m)
- Draught:** 3ft 07in (1.09m)
- Displacement:** 11.9 tonnes (light)
- Fuel capacity:** 330 gallons (1500 litres)
- Water capacity:** 140 gallons (640 litres)
- Cruising range:** Approx. 250 miles at 25 knots with a 20% reserve
- Performance:** 32 knots
- Current values:** From £135,000 to £185,000



It seems that nowhere lacks storage.



Engine access – quick and easy.

### JIM'S WORDS

The Antares 13.80 comes from the high-volume production stable of Beneteau, and so is designed and built to provide maximum function for minimal cost. In this respect, she is a great success, and the product meets the functional requirements very adequately while also providing comparatively long-term reliable service. What more could you ask for? Well, prospective customers with deeper pockets might choose something a bit plusher and with more handcraft in the finish, but that's a matter of choice. Whenever I survey a boat from the Antares range, I do not expect to come across significant problems originating from the boatbuilding factory or design. That's not to say that I don't find defects, but these are nearly always related either to accidental damage or a lack of maintenance.

Jim Pritchard BSC  
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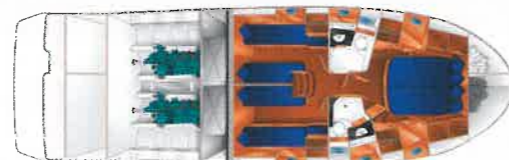


Inside the engine bay you can get to pretty much everything you need to.

and fenders, the lazarette has seemingly endless space underneath an equally large cockpit.

Like most French boats, internally the Antares has a minimalist feel to it – in this case embellished with high-gloss oak joinery. It does not have the same fit and finish as its British rivals, but then it does not have the same price tag. I always get the feeling that the Antares range is designed from the keel up – in other words, the hull and engineering are the focus, while luxury and style are considered overly indulgent. The helm position benefits from an abundance of glass around the wheelhouse, with the only blind spot caused by the flybridge stairs on the port quarter. Driving below is an enlightened affair – literally. By today's standards, the dash set-up looks slightly dated, with an array of analogue instruments, but the 12in plotter is canted to provide the helmsman with a perfect view, while the wheel and throttles are located within comfortable reach of the bolster seat.

Some may find the saloon a little on the compact side for this size of craft, and likewise the galley may seem less than generous. However, the boat makes up for these shortcomings by offering two decent mid cabins and a good forepeak master cabin. The mid cabins have twin single berths that convert to double beds if need be, and both have full standing headroom in the entrance area. The master cabin has an en suite heads, while a day



**Like most French boats, internally the Antares has a minimalist feel to it – in this case embellished with high-gloss oak joinery.**

heads serves the rest of the boat.

Fourteen years ago, this boat cost a shade under £240,000 with a realistic complement of extras. Today, UK boats can be had from £130,000, though they are thin on the ground in this country because people tend to hang on to them. However, if you are after a serious seagoing planing boat that can cope with our ever-changing weather patterns, then seeking to source an Antares 13.80 could be time well spent. **PBR**



The en suite heads compartment. The day heads is quite a bit larger than the en suite heads.