



## In the deckhouse

*A deck saloon has a great deal to offer a cruising family. Matthew Sheahan reviews three examples of an increasingly popular configuration*

**C**all them what you will, pilothouses, deck saloons, doghouses or simply high-topped coachroofs, the fact is, wherever you look, deck saloon configurations are becoming increasingly popular.

Some are sleek, elegant affairs with tinted windows, black anodised windscreen wipers and a low-profile, raked appearance that stops just a set of spars short of a power boat, with all the implications of speed and sophistication.

Others have a more functional, sturdy, go-anywhere look about them, a style which can give quite the opposite impression.

Essentially, the deckhouse is a functional design detail. It allows one to get out of the bowels of the boat and provides light, visibility and a feeling of being in touch with what is going on outside in comfort and safety – often an important consideration for those with non-sailing friends or young families aboard.

Of the many examples afloat, we chose to look at three very different boats which, despite their generic similarities, confirmed the wide range of possibilities.

The Northwind 50 appears the most traditional, her elegant lines making her a pleasure to watch under sail. Her raked bow, matching transom and the gentle rise in her sheer are among the first details to set the style.

A conservative masthead rig, overlapping



**Above, on the face of it, three similar-looking boats, but aboard we discovered three alternative styles**

headsail, teak decks and a centre cockpit with deep teak-capped coamings simply reinforce one's initial impression of traditional values.

Her behaviour is in keeping with her looks. Compared with the other two boats, she is not as sprightly and feels a little numb on the helm, part of which must be down to her centre cockpit configuration which relies on cable connections for the wheel steering.

Nevertheless, she is well mannered to the point of being docile, well balanced and designed to clock up the miles at her own pace, with very little help required from the crew.

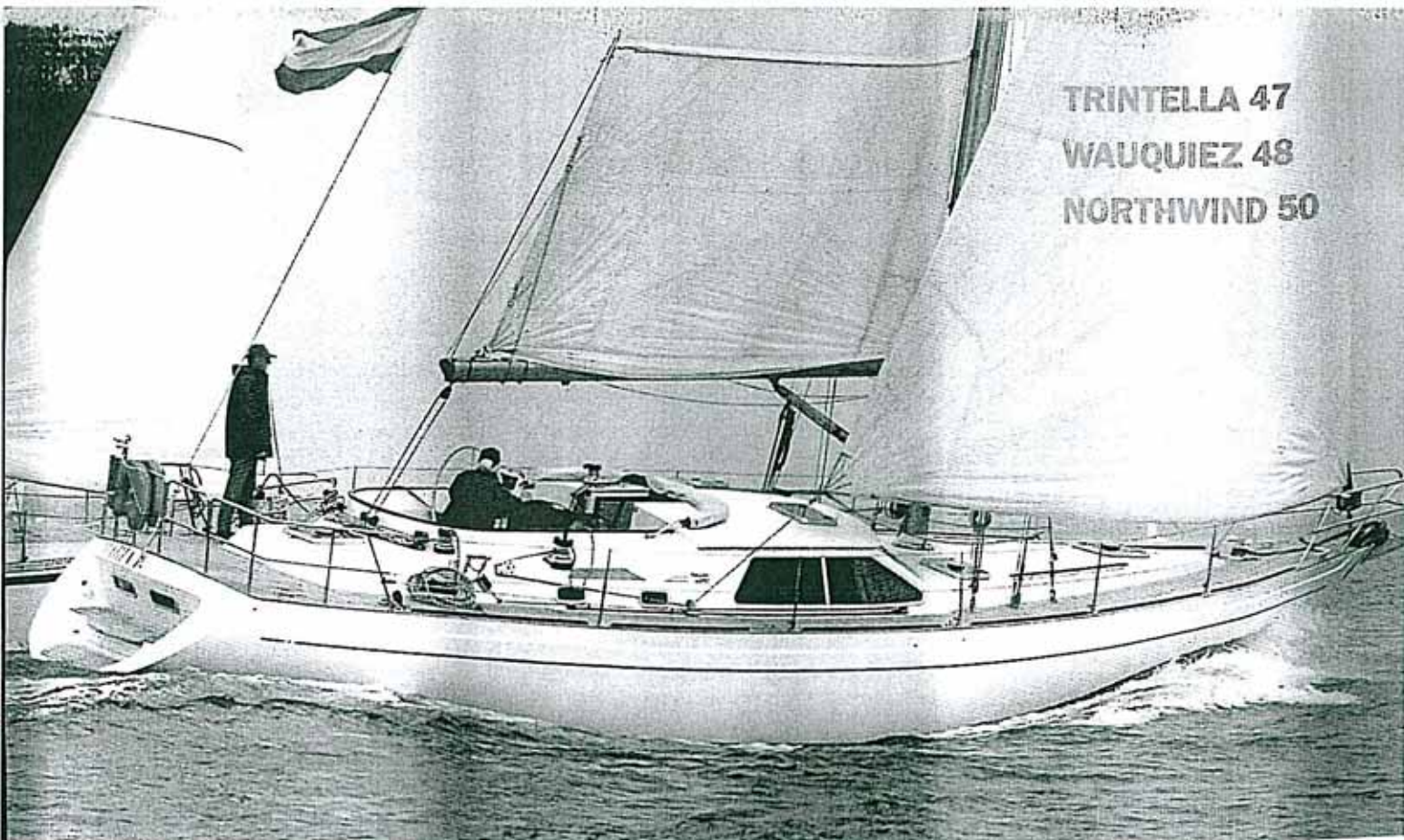
Below decks she's simple and well finished throughout, with few surprises in her layout.

The Trintella 47, on the other hand, represented the opposite side of the court as her layout was about as radically different as you could get. She's an aft cockpit boat for starters, and her high aspect ratio rig is fractional. Her steering is silky smooth and provides good feel for the helmsman, even in light winds.

But the detail that sets this boat apart from the other two, more than anything else, is her open pilothouse arrangement. Her well raked doghouse is open to the elements aft, while providing excellent protection and security for observers on deck.

Unlike the Northwind, the Trintella 47's deck layout and doghouse has been specifically designed to provide a dry, protected space

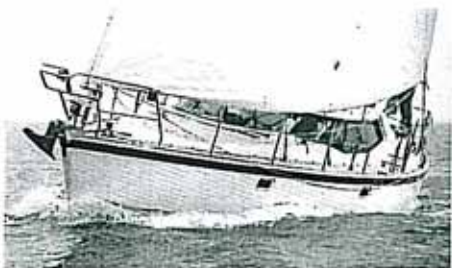
TRINTELLA 47  
 WAUQUIEZ 48  
 NORTHWIND 50



The Northwind 50 is the most traditional of the three, with graceful lines and classic styling



The Trintella 47's doghouse combines comfortable secure seating and a good area for piloting the boat



Aggressively styled and highly distinctive, the Wauquiez 48 was designed in the UK by Ed Dubois

from which she can be navigated and steered and yet still remain on deck. Several of the crucial instruments were mounted here as opposed to below at the navigation station.

She's been designed to be a performance cruiser, easy to handle short-handed. With a fractional rig that utilises aft-swept spreaders in place of running backstays, a self-tacking jib and the prime control lines led back to the cockpit, she achieves this objective with ease.

So does the Wauquiez 48. She also has an aft cockpit, a steeply raked, dark-tinted pilothouse screen and a self-tacking 100 per cent jib. Her three-spreader rig, although masthead, also uses aft-swept spreaders to provide good fore and aft stability in the mast and dispense with the complication of running backstays.

She, too, has modern lines and, of the three boats in the group, repeatedly outperformed the others under sail in the light breezes.

But where the Wauquiez differs fundamentally from the Trintella is in her pilothouse, which is enclosed to form a deck saloon. Despite the fact that she is perhaps the most modern in appearance, with the most aggressive lines and styling, this boat does in fact end up somewhere between the two extremes of the Northwind and Trintella.

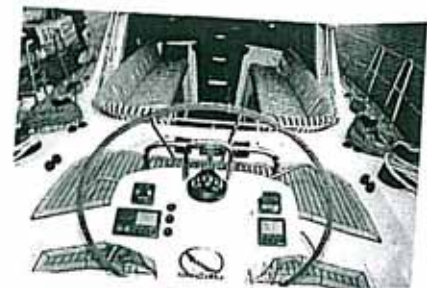
Nowhere is this more apparent than from within her pilothouse. Here, the raised position of the saloon floor gives excellent and near all-round visibility from the luxurious saloon seating.

Her navigation station is set to port and has been specifically designed to allow you to steer the boat from below decks, albeit using an autopilot joystick control.

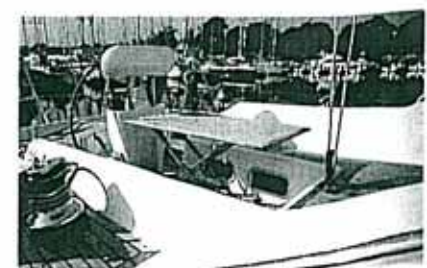
When handling the boat from below decks, the navigation seat is mounted high enough to ▷



Deep coamings surround the comfortable and traditional cockpit aboard the Northwind 50



Looking forward, the Trintella's layout is clearly divided between cockpit and seating



The Wauquiez's novel cockpit table folds out of the floor and provides enough space for six

# Review



Well built throughout, one of the Northwind 50's strengths is her comprehensive standard specification



The space, light and visibility throughout the Wauquiez 48 impressed us. She's very comfortable, too



Modern styling throughout the Trintella 47's luxurious accommodation is practical and easy to live with

provide good visibility, engine controls are close to hand and all primary instruments easy to see. Furthermore, in addition to the good-sized chart table, there is plenty of space for navigational equipment such as pilot books, binoculars, hand-bearing compass and so on.

## THE BOATS Northwind 50

DESIGNED by Marcelo Penna, the Northwind 50 was first launched in 1995, although she was first seen in the UK at the 1996 Southampton Boat Show. She's the mid-sized boat in a production range of four models from 44ft through to 62ft LOA. Northwind do build bigger boats as well, but above 62ft the projects are all one-off custom builds.

From midships forwards, the new 50 is very similar to her smaller 47ft predecessor as the original lines, forward of midships, are

retained. Aft of this position, though, she is a new design, above and below the waterline.

The increase in overall length has meant that the centre cockpit is 460mm (18in) longer, and overcomes one of the criticisms of the 47. During our trials, the cockpit felt spacious enough for four, especially as there are no winches, control lines or jammers mounted inside the deep coamings.

All this deck equipment is mounted outboard of the seating area, with the necessary items such as sheet winches and mainsheet traveller controls reassuringly close to hand.

Clear forward and uncluttered aft, this boat was an excellent benchmark for the other two more radical designs in our trials.

Below decks she is the same: conservative. Simple, effective and well finished, there are few features that really stand out. Her layout is equally conventional, too, with an owner's stateroom aft, including en-suite head and shower, a twin vee-berth cabin forward and a pair of sea berths in their own cabin to port.

The main saloon and navigation station share the midships area of the accommodation, and the galley is longitudinal, set in the starboard side walkway to the after cabin.

All in all, nothing particularly striking. At least, not until you start poking around.

Spend a few minutes with your head buried in lockers and you will not only discover how well built she is, but how much space there is. Virtually every locker can handle at least one normal sized kit bag with ease and there is plenty of space to hang clothes as well. This boat has been designed for real people, who don't want to unpack their smalls into a series of odd shaped lockers.

Space and quality she has, but she comes complete with a comprehensive standard specification, too. Below decks the list includes extractor fans, shore power, inverters, a water heater and fire extinguishers, in addition to the standard items.

On deck the impressive standard list continues: sails, teak decks, Harken winches, a stainless steel passerelle and so on, all of which are included for £289,500 ex VAT.

Modern day innovation may not be this boat's trademark, but value for money is.

## Trintella 47

ALTHOUGH mainly associated with building aluminium and steel-hulled yachts, Trintella were actually one of the first yards to use glassfibre for production yachts. Their first was a 38-footer in 1962.

A year ago, they made a return to composite construction for the launch of their new 47, designed by Ron Holland for the yard's owner.

Her hull and deck were moulded by Westerly Yachts in Waterlooville, (the reason why the boat is marketed in the UK by Westerly's owners, the Bowman Group), and the boat was fitted out and completed in Holland.

The design brief was for an ocean passage-

making yacht, with good enough performance to allow her to be raced from time to time. She had to be manageable by two and comfortable for up to six.

With this in mind, it is clear to see the rationale behind this boat's layout, especially on deck where features such as the fractional rig with aft-swept spreaders have dispensed with the need for running backstays.

All control lines and sheets are led back to positions close to the wheel steering. She has a self-tacking, non-overlapping jib (provision is also made for an overlapping headsail) flown from a conventional manual headsail furler.

Engine controls and instruments are positioned close to the wheel, too – all of which adds up to a boat that can be confidently handled under sail by just two people.

Below decks, she has been designed to accommodate two couples. Broadly speaking, her layout is conventional, with an owner's stateroom aft, complete with en-suite head and shower unit to port.

Her galley is set in the walkway aft that runs along the starboard side and the saloon and navigation station share the midships area.

She strays from convention, though, in her forward areas where a luxuriously appointed double cabin, with en-suite facilities, provides a well proportioned guest cabin instead of trying to squeeze two cabins into the same space.

When it comes to layout and finish, nothing is really standard, yet, if I had my way, the light ash finish would be. The difference in the amount of light and feeling of space below decks, as against a traditional teak finish, is staggering. The contrasting dark green, spinney-backed leather for the upholstery simply emphasised her style and increased her appeal.

Like all Trintella's boats, the 47 is semi-custom and as long as your wish list doesn't alter the layout of the boat's structural members, most things are possible.

Flexibility like this, though, does carry a price, £390,000 ex VAT, sails and goodies.



Above left, simple engine installation – Northwind. Above right, novel deck lead for the jib sheet – Wauquiez 48. Right, self-tacking system – Trintella 47





### Wauquiez 48

DESIGNED by Ed Dubois and built in France, the Wauquiez 48 Pilot House shares her hull with the Centurion 48.

Out of the two boats, the sleek-decked Centurion 48 was drawn first and yet the pilot-house Wauquiez beat her onto the water.

Her modern styling with dark-tinted windows and black anodised frames gives an undeniably modern look, yet her hull is remarkably conservative, with a raked bow and matching stern in profile. She was designed as a performance cruiser, suitable for short-handed sailing.

She has a masthead cutter rig with aft-swept spreaders and a set of twin lowers so that running backstays are not required.

Although she is cutter-rigged in effect, both forestay attachments are close to the masthead and only one of the two sails would be flown at any one time. The innermost headsail is a 100 per cent, self-tacking jib for general use. The outermost is a large overlapping headsail, designed to power her along when reaching or for upwind use in light airs.

Like the Trintella, her chainplates extend to the full width of the beam which reduces the compression loads in the mast and allows a lighter spar than would normally be possible, without jeopardising the security of the mast.

All primary control lines are led back to the cockpit, (many of them running under the deck), where they can be adjusted by the helmsman and crew from within the cockpit.

Under sail, in the light airs during our trials, she felt superb – a light, direct feel through the wheel and a good response to changes in sail trim. She, like the Trintella, is a sailor's boat.

Below decks the saloon is bright and feels spacious, with good visibility when sitting or

standing. Andrew Winch designed her interior and of the three boats, this is the most radical.

Saloon and navigation station share the deck saloon area. The longitudinal galley is forward and to port, beyond which lies the owner's double cabin.

Aft the saloon and to port is a double-berthed guest cabin, while to starboard there are two good seaberths or children's quarters.

The entire accommodation seems to operate on various levels throughout the boat, but perhaps the cleverest aspect is that there is always plenty of light – a feature greatly helped by the light-coloured maple interior which once again gained my approval.

A small criticism of this boat's layout, would be that she can feel a little cluttered when at rest, yet once under way, there is always something solid to hold on to or brace yourself against.

Overall she's well built throughout and comes with a good standard specification. But her strongest card is the thought that has gone into every detail of her design.

Wauquiez may well be able to do us, building a semi-custom boat for you and I'm sure they'd do it very well, but for £35,000 you shouldn't need to talk too much. For this price the thinking and the talking's already done.

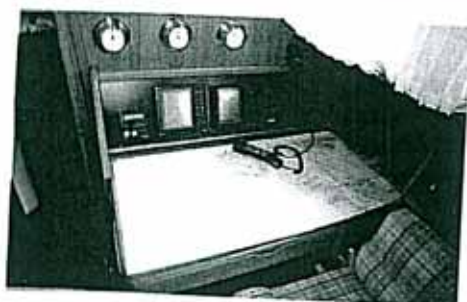
### CONCLUSION

By the time we had finished our trials and crawled around each boat, their individual characters had begun to show through. The Northwind is a conservative cruiser and is very good value for money, while the Trintella 47 is a more individual performance cruiser for an enthusiastic cruising couple.

The Wauquiez 48 is a beautifully built all-round performance cruiser, equally at home on long passages or entertaining in warm or cold climates. Despite her modern styling, she ended up as the mid boat of the three.

In planning the feature, I promised myself that I wouldn't pick a favourite and yet, having sailed them side by side and crawled all over each in turn, it's difficult not to pick one out. For me, it would have to be the Wauquiez 48.

Why? Because she's a pleasure to sail and



The Northwind's navigation station shares the saloon seating, but provides plenty of space for instruments



Much of the navigational equipment aboard the Trintella 47, including the radar, was mounted on deck



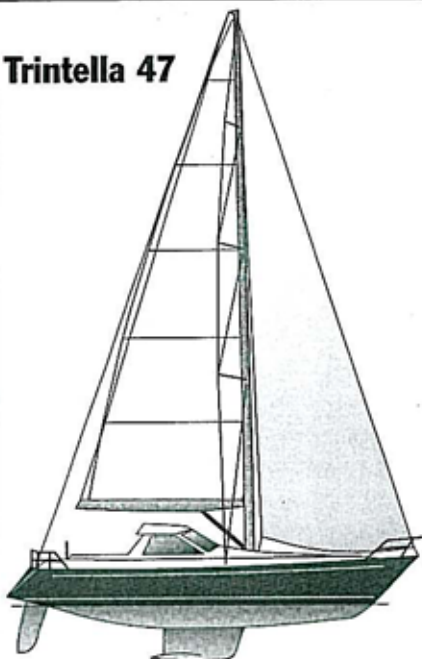
The navigation station aboard the Wauquiez is set to port and allows good visibility in plenty of comfort

easy to handle. Her design above and below decks illustrates a number of simple and effective ideas to make her a rewarding boat to sail, whatever the conditions.

In particular, I was impressed with the clean deck layout and the lack of control lines, blocks and pad eyes. To my mind, she's a long distance, performance cruiser for the family and a refreshing break from the norm. □

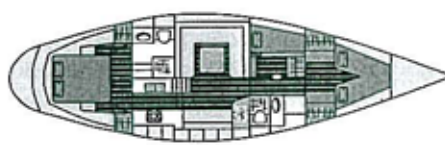
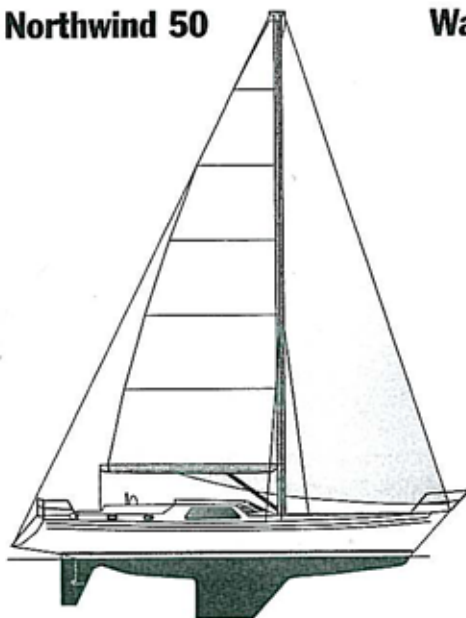
# Technical data

## Trintella 47



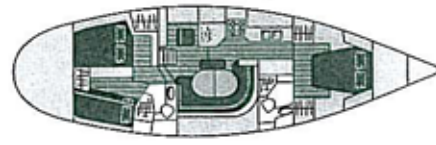
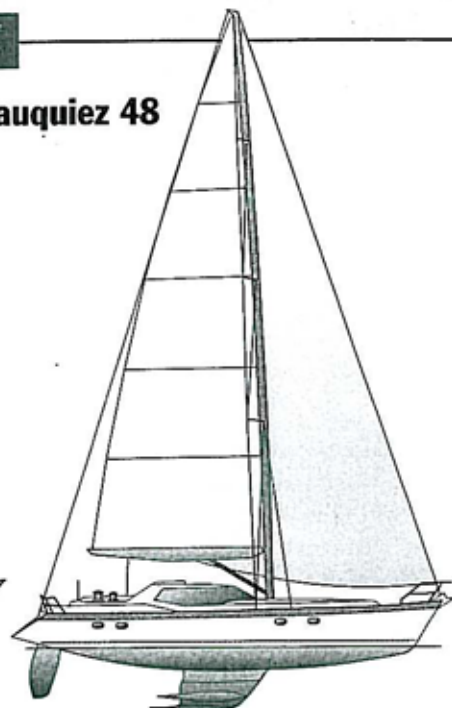
Designed by: Ron Holland  
 Built by: Trintella Shipyard BV, Ertveldweg 3, NL-5231 XA s'Hertogenbosch, Netherlands.  
 Marketed in UK by: Bowman Yachts Ltd, Ocean Quay, Belvidere Road, Southampton SO14 5QY. Tel: (01703) 234777. Fax: (01703) 237444.

## Northwind 50



Designed by: Marcelo Penna  
 Built by: Ola Astilleros sl, Paseo de Juan de Borbon 90, Muelle de Levante, Puerto de Barcelona, 08039 Barcelona, Spain.  
 Marketed in UK by: Island Packet, Deacon's Boatyard, Bridge Road, Bursledon, Southampton, Hants, SO38AZ. Tel: (01703) 402254. Fax: (01703) 405665.

## Wauquiez 48



Designed by: Dubois Naval Architects  
 Built by: Wauquiez, ZI rue du Vertuquet, 59535 Neuville-en-Ferrain, Cedex, France.  
 Marketed in UK by: Charles Watson Marine, 3 The Square, Hamble, Hampshire SO3 5LS. Tel: (01703) 456505. Fax: (01703) 457773.

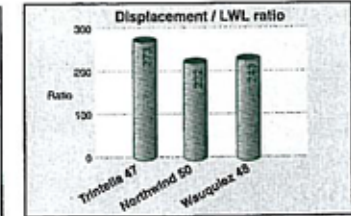
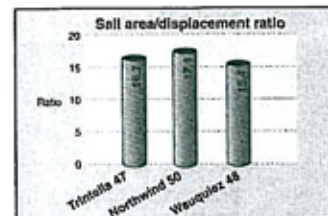
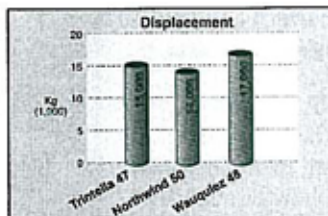
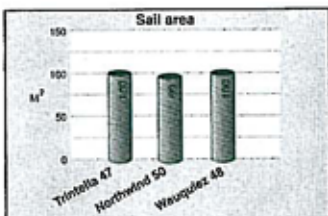
**Stowage factor:** 3ft<sup>3</sup> per person for stowage of personal effects. Factor is shown as a percentage of total volume.  
**Pounds/inch (kg/cm) Immersion:** How much weight it takes to sink the boat parallel to DWL.  
**Prismatic coefficient:** The ratio of volume to displacement to a volume of

LWL and the maximum cross sectional area below the load waterplane. An indication of hull fineness or fullness.  
**Polar diagram:** Shows the optimum close-hauled angle to the true wind. Also shows speed attained on all courses. Important - consider in conjunction with

the true wind speed during the test.  
**Sail area: displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

**Ballast ratio:** A comparison between displacement and the weight of the ballast.  
**Displacement:waterline length:** Performance indicator. Low numbers = higher performance.  
 (Disp (lb) + 2240) ÷ (0.01 x LWL (ft))<sup>3</sup>

$$\frac{SA(ft^2)}{(Disp(lb) \div 64)^{0.66}}$$



BOATS	TRINTELLA 47		NORTHWIND 50		WAUQUIEZ 48	
LOA	14.40m	47ft 3in	15.11m	49ft 7in	14.91m	48ft 11in
LWL	11.53m	37ft 10in	11.89m	39ft 0in	12.49m	41ft 0in
Beam (max)	4.50m	14ft 9in	4.50m	14ft 9in	4.50m	14ft 9in
Draught	1.96m	6ft 5in	2.01m	6ft 7in	2.13m	7ft 0in
Disp (flightship)	15,000kg	33,069lb	14,000kg	30,864lb	17,000kg	37,478lb
Ballast	5,000kg	11,023lb	4,700kg	10,362lb	5,000kg	11,023lb
Sail area (100% foretriangle)	100m <sup>2</sup>	1,072ft <sup>2</sup>	99m <sup>2</sup>	1,066ft <sup>2</sup>	100m <sup>2</sup>	1,076ft <sup>2</sup>
Berths	4		6		6	
Engine	Yanmar 4JH 2-T		Volvo TMD 22		Volvo TMD 31	
Power	46kW	62hp	58kW	78hp	75kW	100hp
Water	500lt	110gal	800lt	176gal	800lt	176gal
Fuel	600lt	132gal	550lt	121gal	600lt	132gal
Sail area:disp	16.7		17.4		15.4	
Disp:LWL	273		232		243	
Price (ex VAT)	£390,000		£289,500		£352,000	