

English version



# BARCHE®

INTERNATIONAL MONTHLY YACHTING MAGAZINE



FEBRUARY 2014

**COVER** Jeanneau NC 14

The ideas factory *Second edition*

Focus on:  
Made in Italy design

MEGA-YACHT

Darwin 96' *Stella di Mare*

ON BOARD

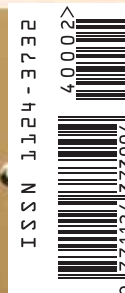
- Itama 62
- Ocean Alexander
- Novamarine 10 m
- Flyer Sportage 560

SAIL BOAT

Bénéteau Sense 46

TECHNOLOGIES

2014 Novelties





tested  
for you *Bénéteau Sense 46*

# Sense good

Only two cabins, two big living areas, one in the dinette and one in the cockpit, comfortable travel and easy to handle: a perfect cruise!

*di Niccolò Volpati  
foto di Nicolas Claris*

95

14,12 m



tested  
for you *Bénéteau Sense 46*

harter version and owner's vision.

There are always two ways to look at sailing, the sea and holidays. They spring from two completely different outlooks, often diametrically opposed, and builders do not always know how to balance these separate sets of demands. To satisfy opposing needs placed on the project, the tendency has been to merely alter the layout. Sense is different. Her vocation as an owner's yacht is in her DNA.

The line began in 2010 with a 50-footer, to which a 43 and a 55 were added, and now the 46 has arrived. What makes her different? The interior design by Nauta is not limited to

reducing the number of cabins to provide more living space. Since the dinette and the cockpit are where people tend to spend the most time when sailing, even on the Sense 46 they have been given priority. The two cabins are situated fore, the master cabin at the prow and the guest cabin aft of it. Headroom in the cabins and the two heads is always at around two meters. At the stern, where a sailboat of her size would usually house two additional cabins, there are instead two large lockers.

The whole dinette area is set back, almost flush with the cockpit. In fact there are only three steps to descend. The galley is situated at the entrance to the dinette, so easily accessible from the cockpit. The result is a spacious living area, both indoors and out. The two areas flow together seamlessly so as to seem practically one single space.

➤ **This kind of boat is suitable for those owners who come from the motoryacht sector, where they are used to having large and comfortable spaces.**

Adding to this feeling of spaciousness is the abundance of natural light, provided not only by the many port holes and skylights, but especially by the glass partition separating the cockpit from the dinette. One thing we didn't particularly like, however, was how many sharp edges and corners there were. Two stainless steel tracks for making the table bigger stick out when it's closed and there's a somewhat dangerous part of the folding glass door that sticks out between the dinette and the cockpit. The cockpit table could have been designed better. Since there lockers rather than cabins underneath the area, they could have come up with a table that could be lowered flat to the deck to keep the cockpit completely free of obstacles while sailing. The position of the

two wheels and relative instrumentation is well thought out. Everything is easy to reach, from the winches to the displays to the compartments for stowing the winch handles. The mainsail sheet tackle runs over the rollbar so is not in the way when maneuvering around the cockpit. The problem is the visibility when you're at the helm, since the rollbar and sprayhood really block the forward view. Sailing performance reflects the basic philosophy behind the boat. Sailing needs to be above all comfort-

able for a family cruise. The optional dock&go system installed on the model we are testing, is a definite plus. The wind is blowing in gusts in Palma de Majorca, but her saildrive lets us move easily from the dock. The dock&go system negates the evolutive effect of the propeller so, even in strong cross winds like those we experienced during the test,



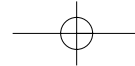
97



The interior is fitted with a lovely, bright dinette, two double cabins and two bathrooms. The design is by Nauta Design, the Milanese studio of Mario Pedol.







tested  
for you *Bénéteau Sense 46*



getting in and out of the dock is child's play. Once the sails were hoisted, we could really appreciate how easily the Sense 46 handles. The winds were pretty strong and the amount of sail unfurled was quite a bit. In spite of this, the rudder performed well, also because one of the two was always submerged, even when pointing at 30°. Sailing close hauled is certainly not the best way to go with this boat. As soon as we bear away slightly, and start sailing at around 40/45°, she picks up speed and reaches seven and a half knots. Bearing up further, the Sense 46 speeds up even more. With the wind abeam, we reached a top speed of nine knots. Despite the letting out so much sail, the gusty winds, the rough sea and high speeds, you never had the feeling of not being in control. She maintains remarkable stability and sailing close hauled we never had the feeling that we were about yaw. Even when motorized, her performance is



The stern which opens onto the sea is a very clever solution and it is also very popular with the more demanding sailormen.



© Bénéteau 2014





tested  
for you *Bénéteau Sense 46*

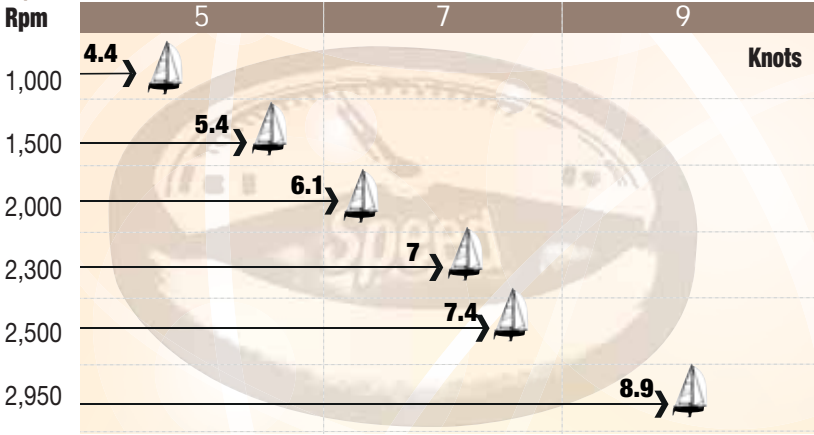
Performance and detail

Top engine speed	Hauling top speed	Deep draught m	Sailing surface mq	Length/width ratio
8.9	8.5	2.05	99.30	3.2

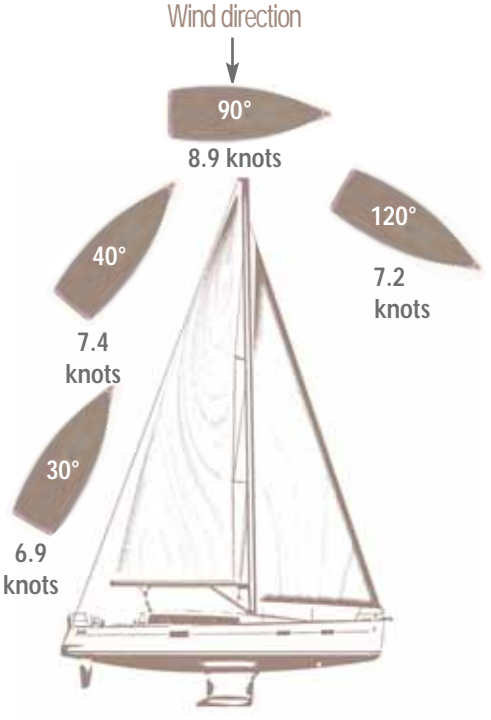
➔ Test condition

Country	Palma di Maiorca, Spagna	People on board	five
Wind	Gusty wind of between 20 and 25 knots	Wave of between 0.5 cm and 1 m	
Sea		Water	half load
	Rough	Fuel	half load

Speed in knots



➤ With a gusty wind of between 20 and 25 knots abeam, the Sense 46 gives the best of herself with a top speed of about 9 knots; close-hauled she sails at 6.9 knots.



**Shipbuilder:** Bénéteau, Saint Hilaire de Riez, Francia  
**Italian Dealer:** Bénéteau Italia, Corso Bolzano 4, Torino, tel. +39 0521 243200, info@beneteauitalia.com, www.beneteau.com  
**Project:** Berret Racopeau Yacht Design (Naval Architect), Nauta Design (Interior design)  
**Hull:** Overall length 14.12 m – Length 13.82 m • Waterline length 12.92 m • Beam 4.43 m • Deep draught (min) 2.05 m • Shallow draft 1.75 m (optional) • Light Displacement 12,303 kg • Deep ballast weight 3,460 kg • Shallow ballast weight 3,880 kg • Fuel tank capacity 400 L • Water tank capacity 690 L • Mainsail area 52.30 m<sup>2</sup> • Genoa 103% 47 m<sup>2</sup> • Asymmetric spinnaker 120 m<sup>2</sup>  
**Engine:** Yanmar 4JH4T-CE - 75 Hp (55,2 kW) – bore x stroke 84x90 mm • 4 cylinders, with 4 valves per cylinder • Direct injection • 3,200 rpm • Alternator 80 A • Weight at dry 207 kg - sail drive - pod 90 Dock&Go (optional) • three foldable blades propeller  
**EC homologation:** category A – 6 people; category B – 7 people; category C – 12 people  
**Price:** 252,300 Euro, excl. VAT , with pod 90 Dock&Go (tested boat) • 228,900 Euro, excl. VAT, standard model

Sail Performance

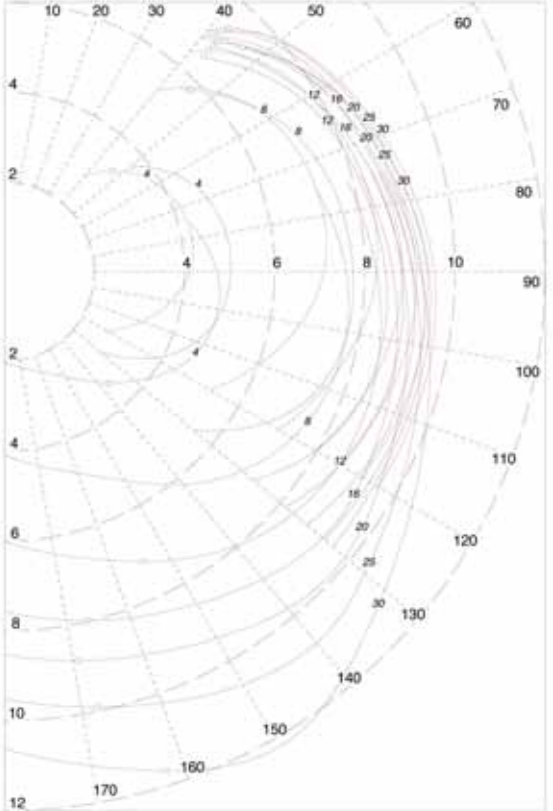
Real wind (in knots)	Point of sailing	degrees	speed (in knots)
25	Close-hauled	30°	6.9
20	Hauled	40°	7.4
20	Close-reach	60°	8.5
19	Wind abeam	90°	8.9
12.5	Broad reach	120°	7.2
12	Broad reach	160°	5.3

Engine powered performance

Rpm	knots
1000	4.4
1500	5.4
2000	6.1
2300	7.0
2500	7.4
2950	8.9



exemplary. She has a 75 hp Yanmar that gets top speeds of almost nine knots and a cruising speed of about seven. In conclusion, we could say that this new model from Bénéteau is an optimum expression of modern cruising philosophy: large, comfortable spaces, both in the living areas and the cabins, easy handling and good performances whether motor propelled or under sail.



The number of people onboard depends on the Ce homologation. If the Ce category is A there will be max 9 people on board, if it is B 10 and if it is C 14.