

TEST

Text: Emmanuel van Deth - Photos: Nautitech Catamarans

New Nautitech 46 Open

EVEN MORE ATTRACTIVE!

Like the 40 Open which had a facelift in 2017, the 46 on display at the last Cannes Yachting Festival has been reviewed and updated.

A new design, more powerful sail plan and reworked interior, we'll tell you everything you need to know about this new boat!



For a good compromise between comfort and performance, architect Marc Lombard has opted for pronounced chines. Note the new hull portlights.



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On the cruising catamaran market, the Nautitech 40 and 46 are in a somewhat paradoxical situation: their Open concept, born in 2014, is clearly up to date. The success of the range, and also that of Bali, easily demonstrates this. The same goes for the performance/comfort positioning, as it is precisely on this balance that makes sailing pleasurable – highlighted by a nacelle with a contained volume – that the new Excess catamarans are positioned. This focus on speed long held back the builder from offering a flybridge version. But this was finally seen in 2016 with the 46, a few months after the launch of the Open. Heavier (by 400 kg/88 lbs) but with 6.5 m² (70 sq ft) less canvas, the Fly version offers a remarkable amount of living space: it corresponds to the demand from yachtsmen looking

THE MAIN SALOON HAS BEEN SET BACK INTO THE COCKPIT, WHICH IS PERFECTLY PROTECTED FROM THE WEATHER

to handle their boat with a 360° view of the water. As for the New 40, she should also be offered in this configuration by the end of the year.

So, were Nautitech ahead of their time? Yes, but they're just getting a bit old now! And that's why the manufacturer is launching new, updated models. That said, real new models would be welcome!

Open or Fly version

It was the Open version – faithful to Nautitech's original values with its twin helms, discreet superstructures and a more powerful sail plan – that we were able to

test during the show. Seen from the outside, the New 46 has a new design with a two-tone coachroof and double windows in the hulls. There's nothing new about the construction: PVC/polyester foam sandwich throughout, which is very stiff, with an excellent surface appearance.

We took advantage of a light thermal breeze in the late afternoon to make a few tacks off Cannes. Upwind, we progressed at 3 or 4 knots in only 6 knots of wind and a bit of a chop. It's hard to say whether the extended mast and lowered boom – 2 m² (21½ sq ft) of additional mainsail area

– gives us any significant bonus. In any case, in these conditions, we missed the extra 12 m² (130 sq ft) of genoa. Admittedly, we'd then lose the advantage of the self-tacking jib – we can't have everything. With the genoa and the new mainsail, the sail/weight ratio of the New 46 climbs to 11.67 m²/t (126 sq ft/t), where most of its competitors don't reach (or rather exceed) 10 m²/t (108 sq ft/t). Either way, we were able to point well thanks to the relatively deep skegs (1.45 m / 4'9" draft). On a fine reach, thanks to the large asymmetrical spinnaker, we managed to exceed 5 knots. A nice speed given the light airs and with the sea state being far from flat. During our test of the first version of the Nautitech 46, we reached 9 knots under gennaker with only 14 knots of wind. The New 46 just does a little better!



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1/ With an extra 2m² (21½ sq ft) of mainsail and a wide range of downwind sails, the New 46 goes well in light airs.

2/ The relatively short nacelle leads to more surface area of the trampolines. The coachroof 'cap' is now colored.

The Open concept, quite a find!

The very wide entrance - 1.76 m (5'9") - and the shape of the table seats, which blend in with the lounge, help to erase any boundaries between the outside and the inside. You enjoy a new feeling of space, whereas the nacelle itself is actually very compact. On the large table measuring 1.76 m by 0.79 m (5'9" x 31"), you can share a meal with ten people, using the extra three stools on board. This optional table top can even be transformed into a lounge bed. The main saloon is therefore set back into the cockpit, which is itself perfectly protected. In addition to being able to enjoy this space, the configuration makes it possible to dispense with a traditional saloon. It is precisely inside the nacelle that the modifications are the most significant. The galley, previously forward, to port,

now adjoins the cockpit on the starboard side. This gives us a proper chart table with an unobstructed view forward. As for the mini saloon, it remains at the front of the nacelle but moves from starboard to port. As an option, it can be transformed in a few seconds into a double berth. During longer passages, this becomes an ideal watchkeeping area. The overall layout is unquestionably happier in this smaller nacelle - it feels less crowded. There are also new materials and a more luxurious style. For example, the yard is now offering leather upholstery as an option. This is also a good point for optimizing the available storage space. In the hulls, no changes for the 3-cabin version, but the 4-cabin version abandons the single bathroom per hull, and there are now two, though obviously they are more cramped. The beds are comfortable thanks to their generous dimensions: 2 x 1.60 m (6'7" x 5'3") ... just like at home!

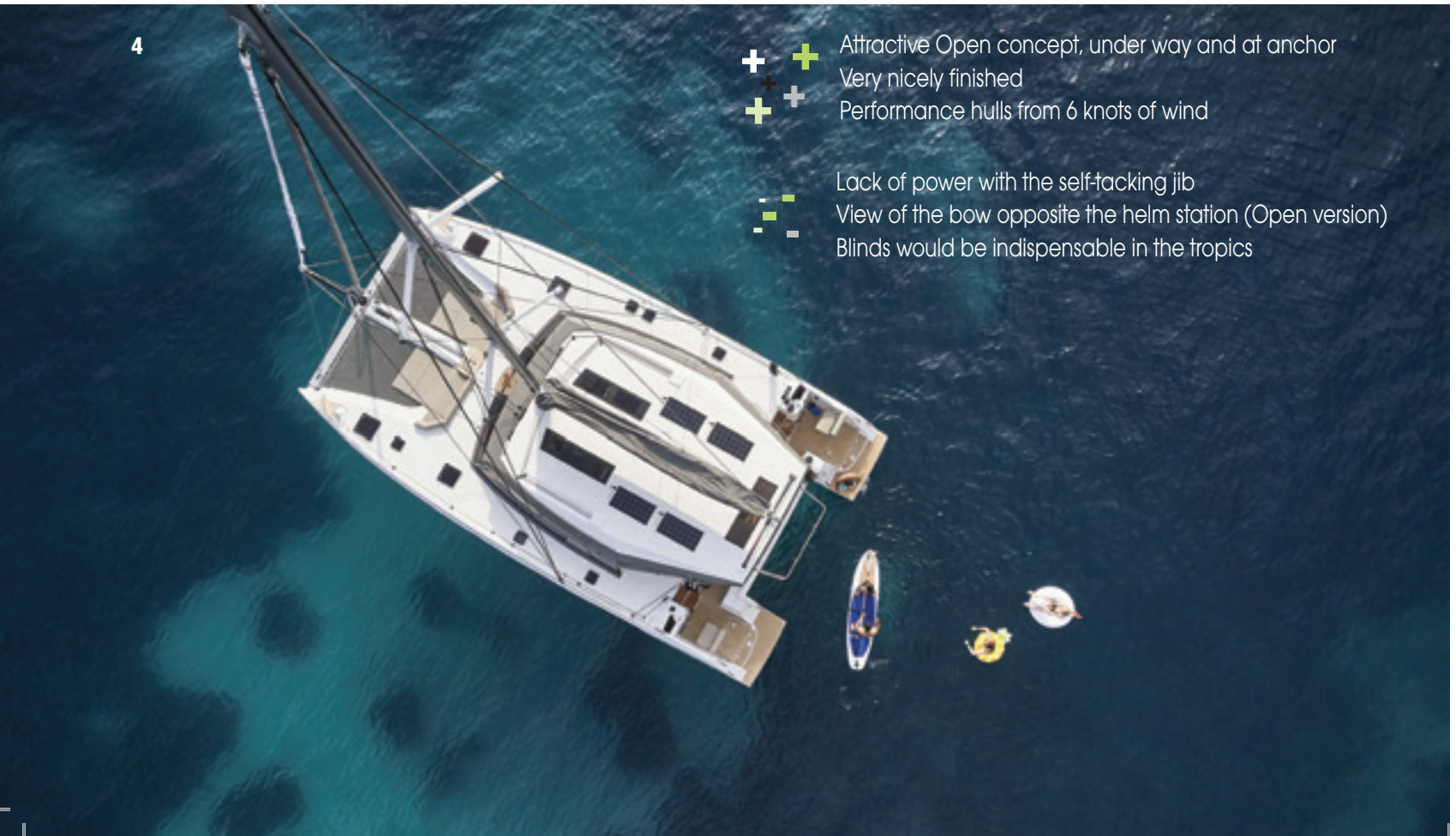
Deck layout unchanged

In contrast to the exterior design, rig and interior, the deck plan is unchanged. In the cockpit, there are three large lockers and two liferaft compartments (80 cm x 30 cm x 52 cm / 32 x 12 x 20"). All sail controls return to the helm stations. The lines, both from the mast foot and from the bimini - for adjusting the mainsheet and the traveler - are very cleverly guided by a set of leads and blocks. At the helm stations you benefit from reasonable protection (mini bimini as an option). But the superstructure hides the opposite bow. You get used to watching this area through the windows. Understandably, the view is better from the raised helm station on the Fly version. Three steps lead to particularly wide side-decks. Effective non-slip and good hand-holds mean that movement around on deck is excellent. Forward of the nacelle, the anchor locker and windlass are set back to center the weight as far as possible. The yard has provided a nice lounging area on the trampolines, with comfortable mattresses and a fold-down table. A ladder is fitted for climbing up onto the coachroof. The boom, already set quite low, has become even easier to access when handling the lazy bag or a reefing line.



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- + + Attractive Open concept, under way and at anchor
- + + Very nicely finished
- + + Performance hulls from 6 knots of wind
- - Lack of power with the self-tacking jib
- - View of the bow opposite the helm station (Open version)
- - Blinds would be indispensable in the tropics



Conclusion

This Version 2 of an already very successful model is convincing: the work on the distribution of the different elements of the nacelle is a success. Mile-eaters will appreciate the potential of the New Nautitech 46 under sail - in Open version with genoa. The more epicurean buyer will opt for the Fly version.

TECHNICAL SPECIFICATIONS

- Builder: Nautitech Catamarans
- Architect: Marc Lombard
- Interior Design: Roseo Design
- Overall length: 3.79 m (45'3")
- Waterline length: 13.71 m (45')
- Beam: 7.54 m (24'9")
- Draft: 1.45 m (4'9")
- Displacement: 10.8 t (23,800 lbs)
- Upwind sail area: 114 m² (1,225 sq ft)
- Self-tacking solent: 38 m² (410 sq ft)
- Mainsail: 76 m² (820 sq ft)
- Gennaker: 96 or 125 m² (1,035 or 1,345 sq ft)
- Asymmetrical spinnaker: 150 m² (1,615 sq ft)
- Engines: Volvo 2 x 40 HP diesel engine
- Fuel tanks: 2 x 300 l (2 x 79 US gal)
- Water tanks: 2 x 300 l (2 x 79 US gal)
- Construction: PVC foam / polyester sandwich
- CE certification: A / 12 persons
- Prices and main options in € ex-tax
- Open 3-cabin version: 455,000
- Open 4-cabin version: 459,000
- Fly Version 3-cabin: 465,000
- Fly Version 4-cabin: 469,600
- Charter Pack: 18,500
- Weekender Pack: 24,500
- Explorer pack: 43,500
- Cruise Nav-Pack: 13,730
- Advanced Nav-Pack: 17,732
- Folding propellers: 2,950
- 50 HP engines: 3,900
- Full cockpit enclosure cover: 3,950
- Genoa (50 m²/540 sq ft): 3,120



3/ The boom, now lower to the bimini, offers easy access to the lazy-bag.

4/ The deck layout is identical to the 46 launched in 2016.

5/ Exterior and interior become one: that's the Open concept!

6/ The layout in the nacelle, with the galley joining the cockpit, has been completely redesigned.

7 and 8/ In the three-cabin version, the port hull is dedicated to the owner.



THE COMPETITION

MODEL	ELBA 45	OUTREMER 45	LAGOON 46	LEOPARD 45
BUILDER	Fountaine Pajot	Outremer	Lagoon	Robertson & Caine
LENGTH	13.45m/44'2"	14.62m/48'	13.99m/45'11"	3.72m/45'
DISPLACEMENT	13.6t/30,000 lbs	8.7t/19,200 lbs	16.6t/36,600 lbs	14.5t/31,970 lbs
SAIL AREA (M2/SQ FT)	124/1,335	108/1,162	137.5/1,480	119.5/1,285
PRICE IN €€ EX-TAX	473,548	575,000	433,000	469,000