



BOAT OF THE YEAR
CRUISING
WORLD
2000
POCKET CRUISER (Under \$100,000)
AWARD WINNER

Catalina 310

A clear marriage of form and function, this boat is designed particularly for couples to cruise comfortably, but not across oceans. Engine access was one of the best in the fleet.

those cartoon Arabian tents: small boat on the outside, but a much bigger boat when you peek into the cabin. You won't find the traditional full-length settees in the main saloon, but you will find a stand-up stall shower and a queen-size berth that's 60 inches wide with an inner-spring mattress. From the outset this boat was never intended to be all things to all people. And therein lies its virtue.

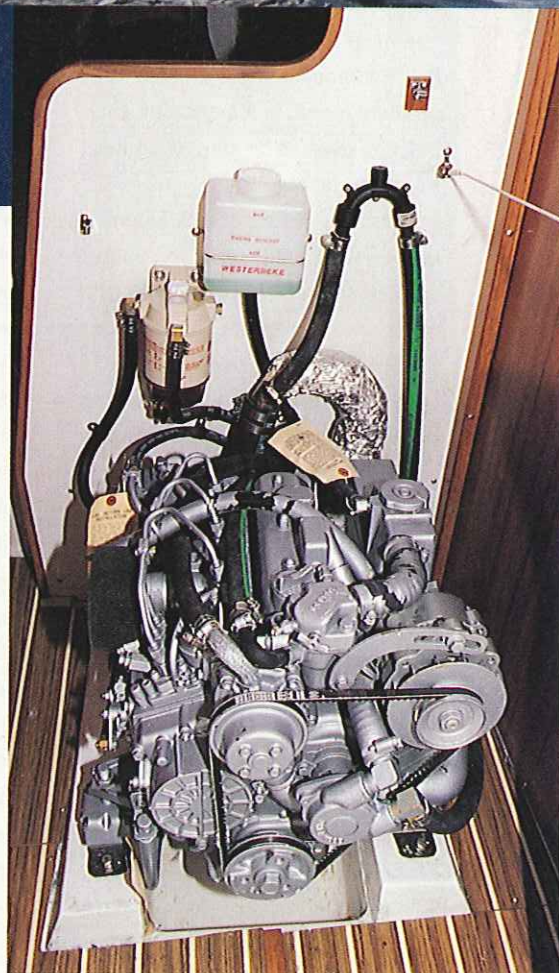
Gerry Douglas's design goal was a small cruising boat with comfortable amenities for two people who didn't intend to make long hauls. But we looked beneath the surface and saw details that will add value years down the road: Those mattress springs are powder-coated to prevent rust; the well-labeled plumbing valves congregate at one manifold under the galley sink; electrical wires are securely bundled and labeled, with messengers run for future circuits. Construction is no-nonsense: True through-bolts join the hull and deck; the rudder structure is all stainless steel; a vinylester skin coat retards osmosis; and the keel is all lead. The deck is laid out well for sailing; though this was one of the smaller boats in the fleet, the dodger was among the easiest to stand under while trimming sails. The

Catalina 310, winner of the Best Pocket Cruiser (Under \$100,000) award, is a clear design solidly executed.

The Midsize Cruisers (\$100,000 to \$225,000)

In the next group were six boats between 35 and 37 feet, their prices ranging from \$124,000 to \$210,000. They were the Bénéteau 361, Jeanneau Sun Odyssey 37, Bavaria 36, Dufour 36 Classic, Saga 35, and Tartan 3700. Two winning boats emerged from this crowd.

"This is a sailboat, not a condo," said Ralph Naranjo of the Jeanneau Sun Odyssey 37. Compared with other boats in the range, her sailing and tacking manners stood out. From space for a life raft to space for a toothbrush, live-aboard cruising details were well thought out. The judges found the Jeanneau's ring-frame structure superior to the liners of other boats in its size range. Installation of electrical and propane systems was above average. For all these



Boatbuilding Trends

Our judges found that compared with the sailboats of a generation ago, today's boats utilize interior space with uncanny precision: Every nook and cranny is made available for storage or some other dedicated use. Furthermore, the builders' commitment to making accessible a boat's hardware, wiring, and plumbing via removable headliners and furniture cutouts has never been better. But the flipside is that today's boats tend to trade away machinery space for living space, with the result that engines and pumps are typically less well ventilated, causing them to run hotter. As for ventilating the boat's living space, the judges commented on the much-improved quality of today's deck hatches but felt that many boats relied too heavily on them alone; in many cases, the hatches need to be shut when the boat's under way.

Dorade vents are scarce among today's fleet. Under way, the ubiquitous aft cabins, built atop or beside noise- and heat-producing machinery, tend to get mighty stuffy.

The layouts of today's decks tend to be well organized, with all halyards and sheets running back to the cockpit. The two criticisms judges had of many decks had to do with roller-furling systems that apparently weren't considered in the overall design of the boat. In many cases, the furler drum was mounted so low that the anchor shank wouldn't clear it. Also, on many boats the furling line crosses from the gunwale either to the cabin top or coamings—right across the side decks. "Trip-me lines," Bill Lee calls them.

In terms of hull and deck construction, the judges remarked on a mostly

impressive state of the art. Today's boats are typically coming through stronger and lighter, with good glass-to-resin ratios and few void contents, thanks to progress in composites technology. The widespread application of vinylester resin promises a future with fewer osmosis outbreaks. One construction trend that disturbed the judges was the increasing number of hull/deck joints secured by self-tapping screws instead of true through-bolts with fender washers and nuts on the underside. For builders, the advantage of self-tappers is clear: It saves the labor of a second worker belowdecks threading the nuts. Many builders maintain that the hull/deck adhesive (usually polyurethane) is stronger than the fiberglass it joins and renders mechanical fasteners all but unnecessary. Still, the judges wondered how long the adhesive would remain 100-percent effective in the marine environment, particularly aboard oceangoing boats whose rigs will transmit the cyclic loading of a seaway to the hull and deck. For more on what you should look for in a new boat, see page 96. T.M.



BOAT OF THE YEAR
CRUISING WORLD
2000
BEST VALUE
COP (Cruising Observer Panel) Official Sponsor

Jeanneau Sun Odyssey 37

With good sailing manners, well-executed systems, and a \$125,000 price tag, this French-built 37-footer earned our Best Value award.

strengths and a \$125,000 price tag, *Cruising World* gives the Jeanneau Sun Odyssey 37 its prize for Best Value in the fleet.

"Well done," said BOTY judge Bill Lee when he stepped off the Tartan 3700. The company that built 486 Tartan 37s knows how to produce a great boat in this size range. Its ergonomic features include cockpit seats you can sleep on, side decks less cluttered than boats 10 feet longer, a generous companionway angle, and a really nice shower stall. Well-placed rope clutches encourage shorthanding. Real dorade boxes with genuine grabrails provide ample ventilation below under sail and comforting handholds on deck. The cherry furniture is superb. Under power she backs easily in either direction, and under sail she balances well. Add it all up, and the Tartan 3700 earns *Cruising World's* award for Best Midsize Cruiser (\$100,000 to \$225,000).

The Full-Size Cruisers (\$225,000 to \$400,000)

This year's category of full-size cruisers broke into two segments: those above and those below \$400,000. The \$225K-to-\$400K category included the Hunter 460, Moody 42, Dufour Atoll 43, and Island Packet 420. Competition in this category was particularly intense, with each boat