

AMERICA'S PREMIER MULTIHULL MAGAZINE

MULTIHULLS TODAY

SAILING
MULTIHULLS
FOR 2022

UPGRADE
YOUR SAILS

OWN A
CHARTER
BOAT

INDIAN OCEAN
ADVENTURE



winter 2022

New Trends in Multihulls for 2022

THE NUMBER OF NEW DESIGNS AND NEW BUILDERS

entering the cruising multihull market astounds me. Who knew there were enough folks with the desire and the ability to buy a new boat that costs over half a million dollars. But the buyers are there, and the builders have stepped up to serve them with a wide array of designs, styles and prices. You can check out our Annual of New Multihulls for 2022 on page —.

In the process of putting this issue together, we spotted some definite trends to look for in 2022.

First, we are seeing the introduction of smaller and more affordable multihulls. Excess, a subsidiary of Groupe Beneteau, is launching their new 36-foot Excess 11; Leopard is out with their new 42; Seawind is launching their 39-foot 1370; HH will offer their new 44; and NEEL is replacing their original 45 with a 43-foot cruising trimaran. Of course, when we say “small” the concept is relative since a 36-foot catamaran has more living space than a 50-foot monohull.

Lounges on top of the cockpit hardtop are in vogue. Leopard made this feature popular years ago on some of their large cats, but now they have it on even their new 42. And several other builders have picked up the feature in their new boats. Even Gunboat, not known for multiple lounges on their performance, rocket ship cruisers, have designed a sky lounge on their new VPLP designed 72V. Comfort and relaxation is now de rigueur.

And, more and more new designs are eco-friendly. Two new examples this year are the HH44, which is a pure hybrid that has both electric drives and diesels, so when not sailing you can motor up to 20 miles without burning diesel but have the option to do so when motoring longer distances. Also, the Xquiste Sixty Solar uses very advanced solar and electric technology that powers their new design. As these technologies become more common and more reliable, I suspect they are in all of our futures.

There has never been a better time to be in the market for a new multihull, even though in some models you may have to wait a while for delivery due to the pandemic and supply chain issue.

Fair winds,



MULTIHULLS TODAY

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NEEL 43

Ten years ago, the introduction of the NEEL 45 revolutionized the concept of cruising trimarans by combining the innate great sailing performance of tris with the full width saloon placed atop the three hulls instead of buried in the center hull. Now, NEEL has phased out the 45 and replaced it with the all-new 43, which incorporates all that the NEEL team has learned in the last decade. The 43 has two double cabins integrated at deck level into the saloon and three more sleeping cabins in the bows of the hulls. The saloon and cockpit flow together nicely as one living space and the raised helm to starboard offers great visibility forward and one-person sail control. Innovative, commodious and a fine sailing machine, the new NEEL 43 is a cruising boat like no other, except the larger NEELs. www.neel-trimarans.com

