

SEMI-DISPLACEMENT HULL, SAILING THE SLOW YACHTING WAY



Aristotle once said, "Virtue is the happy medium between two extremes" a premise which is true of most life situations since generally the results we expect from a determined behaviour are usually fulfilled if we act in a balanced way, striving for a happy medium between opposing factors to compensate for their contrary, and in some cases adverse, effects.

This theory can also be applied to sailing. The laws of physics can of course largely determine the behaviour of all bodies as they move through water, but this cover article is not meant to be a physics lesson, it is about proving that Slow Yachting has a lot to do with the hull shape of a vessel.

“Enjoying the sea in a relaxed way, avoiding any hitches which might prevent us from revelling in pleasure cruising, without any haste...”

It is a good idea to clarify that there are three types of hull shape below the waterline; **displacement, planing and semi-displacement** and the way a boat performs in the water depends largely on its hull shape.

In the first category we have vessels with displacement hulls, which are classified as those vessels whose hull remains submerged by the same amount during sailing regardless of sea conditions. These boats are characterized because they maintain very uniform navigation and have a restricted speed. Because they are heavier, if you try to increase the speed, it causes the boat to submerge further, so it has to displace a greater volume of water and consequently displacement is slowed. But, what if we increase the engine power in a boat with a displacement hull? Well, this wouldn't increase

its speed either, it would only result in a reduction in its performance and manoeuvrability, plus it would increase its fuel consumption.

Precisely the opposite occurs in the case of vessels with planing hulls, generally reserved for sports craft, boats distinguished for the high speeds they reach, since they power over the water with most of the hull out of the water. However, things get a little more complicated when the sea conditions are unfavourable, steering becomes difficult and consequently the vessels become unsafe. In these situations these boats are forced to travel as displacement hulls, by reducing their speed.

It is possible to take qualities from both these options to provide the optimum conditions for us to be able to enjoy peaceful sailing at sea, avoiding any setbacks that might prevent our enjoyment of pleasant cruising and leaving behind our day-to-day hustles... that is, to enjoy Slow Yachting.

At Menorquin we have always worked with the objective that our vessels should offer the perfect balance between steerability and safe sailing; and speeds of between two and three times greater than those which a displacement hull allows but which remain within an economical range. This brings us to the third category of vessels according to hull type: the semi-displacement hull which is the one all Menorquin craft incorporate.

SUMMARY

MENORQUIN NEWS
Nº3 - October 2010
Official Menorquin publication

Avda. Circunvalació, parcela M8
POLÍGONO INDUSTRIAL
07710 Sant Lluís - MENORCA
Spain
Tel.: +34 971 156 725
Fax.: +34 971 156 784
menorquin@menorquin.com
www.menorquin.com

COVER

SEMI-DISPLACEMENT HULL,
SAILING THE SLOW YACHTING WAY

PAG. 2

EDITORIAL

NEW SEASON, NEW CHALLENGES
BY JAVIER CANCELA
MANAGING DIRECTOR

PROTAGONISTS OF THE SEASON

MY 120 AND MY 160,
ALWAYS EVOLVING

PAG. 3

MENORQUIN CLUB

JEAN PAPAGEORGIOU, 3.000 MILES ON BOARD THE
MY 145 *MARMICA*

WHAT THE PRESS HAD TO SAY

SLOW YACHTING DAYS, LOOKING FORWARD TO OUR
NEXT MEETING

PAG. 4

THE MENORQUIN TEAM

MENORQUIN BROKERAGE, THE BEST WAY TO BUY OR
SELL A SECOND HAND MENORQUIN

COMING SOON

THE MLL 44 TOLDILLA RETURNS, SAILING A LLAÛT
WITH THE COMFORTS AND PERFORMANCE OF A
GREAT BOAT

The advantages of this hull type? Clearly it offers all the advantages, if what we are looking for is to sail for the pleasure of sailing, if what we want is for our boat to remain safe in any sea conditions, to keep a stable course and the ability to maintain a cruising speed of between 12 and 13 knots in rough seas. The semi-displacement hull of Menorquin vessels is also distinguished by its full deep keel which runs the length of the hull and acts as a solid block offering robust protection against impacts from floating objects and also avoids uncomfortable slamming.

Another characteristic of the Menorquin hull shape is that these vessels experience very little leeway; this is especially noticeable when you come in to dock or during slow speed manoeuvres.

All of this contributes to the straightforward steering of the vessel and also to reduced fuel consumption.

On the interior the semi-displacement hull design also has big advantages; more cabin space enhances habitability and comfort on board.

Without a doubt the semi-displacement hull of Menorquin vessels brings together all the conditions which make up the *happy medium in virtue of the purest sailing style, Slow Yachting*.



New season, new challenges

Here we are again, fully immersed in the new season, a hive of activity and a great sense of satisfaction watching as the Menorquin family grows each year.

To maintain this status means taking on challenges which affect all areas of the business: upgrading and launching new models; expanding our catalogue of services; participating at boat shows and other relevant nautical events; meeting with our yacht owners, distributors and suppliers... so this is what we are working on full of excitement, like each season.

All of this involves informing our customers and those who identify with our sailing philosophy what our challenges are. We can think of no better way than expressing in this issue of Menorquin News the activities we are currently concentrating on and reviewing our latest innovations; some of which are already on the market and some which we will be presenting in the coming months.

At this stage we have already met two important appointments. The first was Cannes International Boat Show, where once again we were amongst the main international companies in the sector, promoting our particular sailing philosophy, Slow Yachting, which attracts more and more sailors each day. It was here that our updated models of the Menorquin Yacht 120 and the Menorquin Yacht 160 made their debut; we have dedicated a whole section to them in this issue of Menorquin News, and we met up once again with our yacht owners in this area of the Mediterranean. We also attended the Genoa Boat Show again and it acted as the second stage on which to exhibit the MY 120 and the MY 160 in their 2011 editions.

At the beginning of November we shall transfer ourselves to the Barcelona International Boat Show, where once again we shall be at both venues: at Port Vell,

which will be the third mooring point for the 2011 editions of the MY 120 and MY 160; and Gran Vía with the Menorquin Llaüts, amongst which we are launching the MLL 44 Toldilla, a model whose manufacture we have taken up again this season.

Our boat show calendar for the season continues with the Moscow Boat Show (Russia), Palma (Spain), Split (Croatia) and Portoroz (Slovenia).

In the craft section we have already mentioned the new editions of the MY 120 and MY 160; and also the relaunch of the MLL 44 Toldilla, which will captivate fans of the Menorquin Llaüts range.

New firms have incorporated as suppliers this season, in order to provide Menorquin vessels with the latest innovations on the market with regards to engines and electronic equipment.

Before we say goodbye, a special mention has to go to the Club Menorquin. We are confident that the proposals which we are preparing with such enthusiasm will have the same magnificent response as the "Slow Yachting Moments" and "Slow Yachting Days" have had.

We simply can't fit all our new plans into this editorial because new challenges continue to arise on a daily basis, so we look forward to continue supplying you with our updates.

See you soon!

Javier Cancela
General Manager

PROTAGONISTS OF THE SEASON

MY 120 AND MY 160, ALWAYS EVOLVING

Since their respective launches, these two models from the Menorquin Yachts range have evolved in various aspects: new interior layout options, improved standard equipment, new engine options, etc., but care is always taken not to change the Menorquin spirit. This season we have been attentive to the marine leisure industry developments and our own customer requirements and have opted to make improvements both on the interior and exterior of both models, the first units of which are already on the market.

Whilst maintaining the style which distinguishes Menorquin, we have introduced new ideas and improvements which further emphasize the personality of these craft. Increased habitability and comfort are qualities which fans of the Menorquin Yachts range will appreciate.

The 2011 editions of the MY 120 and the MY 160 present interior renovations without straying from the classic trend. The new designs retain the beauty of the handcrafted finishes and the use of fine woods and other prime quality components.

To complete the interior upgrade of the MY 160 – 2011 edition, we have incorporated separate showers in each of the two washrooms and a larger adult size bed in the third cabin for greater comfort. To increase the pleasure of driving this vessel we have fitted the wheelhouse with an ergonomic pilot seat.



“ Whilst maintaining the style which distinguishes Menorquin, we have introduced new ideas and improvements which further emphasize the personality of these craft ”

The exterior of both models has been given a new image this season, the main change is the new design of the hardtop which has a more stylized shape and a gentler profile.

The aim was to harmonize the innovations and improvements on both the exterior and interior of these vessels with their classic image, their timeless style and the handcrafted touch which distinguishes Menorquin. The launch of these new versions of the MY 120 and MY 160 sees an evolution in tune with our characteristic sailing style, Slow Yachting.



WHAT THE PRESS HAD TO SAY

SLOW YACHTING DAYS, LOOKING FORWARD TO OUR NEXT MEETING



The 2010 edition of Slow Yachting Days took place with the Club Menorquin yacht owners last July on the south coast of Mallorca and included an extraordinary participant: Erik Tarrés, editor of NAVEGAR magazine. In the September edition of the magazine he collates the essence of those days shared with the Menorquin family and their way of understanding and living life at sea.

A weekend savouring sea life without any hurry and lots of Slow Yachting moments: fond conversations, incredible sunsets, excursions to magical places, bathing in crystal clear waters, barbecues on board, stary nights...

A weekend savouring sea life without any hurry and lots of Slow Yachting moments

Reading the article in Navegar magazine has the ability to bring back those precious days which seem a distant memory already. As Erik says, a few Slow days which flew by too fast, we are looking forward to the next meeting.



CLUB MENORQUIN

JEAN PAPAGEORGIU, 3.000 MILES ON BOARD THE MY 145 MARMICA

This summer the Club Menorquin yacht owner Jean Papageorgiou, a man of Greek origin and with a passion for the Mediterranean Sea, made a 3.000 miles crossing with his family on board his Menorquin Yacht 145. A journey of two months sailing taking them from Menorca to his native land.

On board *Marmica*, the name Jean Papageorgiou came up with for his MY 145 by joining the first syllables of his family member's names, this sailor's dream became a reality. Leaving the port of Mahón on the first of July this year with his wife, two children and a family friend, Oh! And a very unique sailor, his dog Linda!

“Jean Papageorgiou wanted to share his experience with all those who are fond of Slow Yachting, he has recounted the story of his voyage in his blog 3.000 miles http://www.my145-marmica.com”

Jean Papageorgiou wanted to share his experience with all those who are fond of Slow Yachting, he has recounted the story of his voyage in his blog 3.000 miles <http://www.my145-marmica.com>. It was an ambitious project but he had total confidence in his boat's performance. "I remember one day when we were caught in unexpected bad weather, we sailed for more than 12 hours in a storm with force 8/9 winds ...that day I was impressed by Marmica's magnificent response, her great seafaring qualities and how safe I felt even with all my family aboard", Jean Papageorgiou confesses.

Since their departure from Menorca, our yacht owner started collecting valuable information and recommendations in his blog, which will be very useful for anyone who is planning to make a long crossing at reasonable speed and with low fuel consumption. Jean Papageorgiou kept a precise check on his fuel consumption, speed and the miles they covered. Cruising at an average speed of 7.05 knots, Marmica consumed 14.25 l/hr. "Impressively low fuel consumption", commented our yacht owner.



DATA FROM THE CROSSING ON BOARD MY 145 MARMICA

Sailing time (hours)	433
Diesel consumption (litres)	6.169,36
Diesel consumption (euros)	8.347,15
Distance covered (n.miles)	3.051,68
Average speed (knots)	7,05
Average fuel consumption (litres/hour)	14,25
Average fuel consumption (litres/mile)	2,02
Average Cost (euros/mile)	2,74

Jean Papageorgiou describes his crossing as intense and full of Slow Yachting moments, 3.000 miles of life at sea without a single hurry.

Those of us who have followed *Marmica's* adventure closely, are sure it has awakened and will continue to awaken the passion of many sailors who share a love for the sea, the Menorquin values and the pleasure that Slow Yachting provides.





THE MENORQUIN TEAM

MENORQUIN BROKERAGE, THE BEST WAY TO BUY OR SELL A SECOND HAND MENORQUIN

DO YOU OWN A MENORQUIN VESSEL BUT STILL DON'T BELONG TO OUR OWNER'S CLUB? TO JOIN THE MENORQUIN CLUB AND ENJOY THE EXCLUSIVE ADVANTAGES IT OFFERS, ALL YOU HAVE TO DO IS CONTACT US.

+34 971 15 67 81
MENORQUIN@MENORQUIN

When buying or selling a second hand boat it is fundamental to count with expert advice. The Menorquin Brokerage service was set up to provide the ideal circumstances for buying and selling second hand Menorquin vessels. A team of qualified professionals at the disposal of Menorquin yacht owners and all those sailors thinking of buying a second hand Menorquin.

Jaume Font, from Menorquin Sales, gives us some guidelines on how to get the most out of a sale or a purchase transaction with Menorquin Brokerage.

MN - What factors distinguish Menorquin Brokerage?

JF - There are many different factors but probably the most important is that as the manufacturers and marketers of Menorquin vessels, we know our boats better than anybody. Therefore we are the best advisors when it comes to buying or selling a second hand Menorquin.

We also have the largest collection of second hand units available on the market, which is a good reference and guarantee for both sellers and buyers.

MN - What advantages are there to be gained from buying/selling a second hand Menorquin through Menorquin Brokerage?

JF - Amongst other things, the wide geographical range of our service is organized so that our professionals operate with second hand Menorquin vessels from any country, regardless of the area they are working from.

We also have an extensive data base of prospective clients, for both new and second hand Menorquin vessels. Likewise, we maintain permanent sales promotion activities, reinforced with various marketing communications.

MN - The commercial and administrative procedures necessary for the sale/purchase of a boat are complex tasks which require dedication...

JF - Yes, and this is why at Menorquin Brokerage we provide assistance with all aspects. In terms of the mercantile procedures, from the boat evaluation to its sale, we take care of issuing a report of the boat's condition with recommendations for its improvement to maximize its value, we provide a valuation which is derived from current market prices, we produce a detailed sales dossier, we promote the boat through the most efficient channels and we take care of organizing viewings, demonstrations, inspections, etc.

Our service also offers advice drafting the sales contract; as well as providing the vendor with all the relevant information about taxes, boat registration, change of ownership, etc.

MN -When it comes to buying or selling a boat on the used boat market its condition is very important. Is this a primary consideration for Menorquin Brokerage?

JF - Yes, this factor evidently determines how well the boat will sell on the used boat market. At Menorquin we advise that the boat undergoes an in-depth inspection before it is sold. We can organize for this to be done and once the report is obtained we evaluate the boat's condition.

In this sense, we have created the POP (Pre-Owned Premium) stamp, exclusive to Menorquin which is applied to Menorquin vessels under five years old, which are distinguished by their exceptional condition and have met the requisite minimum quality standards.

The main objective of Menorquin Brokerage is to revitalize and boost the purchase/sale of second hand Menorquin vessels, so that the vendor sells in a reasonable timeframe and with the best possible conditions and that the buyer is completely satisfied with the vessel he acquires.

COMING SOON WITH MENORQUIN...

The MLL 44 Toldilla returns, sailing a Llaüt with the comforts and performance of a great boat



Length in metres*	8,78
Beam in metres *	3,03
Draft in metres	0,65
Displacement in tonnes*	3,47
Maximum power in HP*	260
Maximum number of persons*	8
Berths	3/5
Sailing category*	B
Approx. fuel tank capacity in litres	2 X 125
Approx. water tank capacity in litres	110
Approx. holding tank capacity in litres	61

* Data according to EC standards

This season Menorquin expands the Menorquin Llaüts range, reintroducing the manufacture of the Menorquin Llaüt 44 Toldilla, which becomes the largest model of the range.

Spacious and very comfortable, this vessel of 8,78 metres in length presents a fantastic interior layout with a capacity of up to 5 berths.

The lower deck is accessed via steps leading down from the wheelhouse. The galley is located on the starboard side, fully equipped with a single gas cooker, sink, fridge and stowage cupboards. On from this, a sofa has been installed which doubles up as a bed.

A separate washroom with WC and washbasin is located on the port side. A convertible double dinette bed is also located on this side. The interior layout is completed by a separate spacious bow cabin, equipped with two bunks in a V-shape.

The exterior of the MLL 44 Toldilla is distinguished by its covered helm, protected from the wind, rain and rough seas during sailing. The wheelhouse, together with the awning which it comes equipped with also provide a magnificent space to enjoy the fresh air whilst keeping off the midday sun. This Llaüt also stands out because it has a swimming platform, providing easy access to the sea.

With these features the latest launch of the Menorquin Llaüts range is shaping up as a magnificent option for enjoying the sea all year round, as well as being an ideal vessel to initiate leisure sailing in.

Added to the characteristics which are common to all the Menorquin Llaüts – their small draft which allows sailing close to the shore, a semi-displacement hull which provides stability and safety in any sea conditions, their ease of handling, their low consumption-, is the incorporation of double engines in the MLL 44 Toldilla, which provide a greater range and increased manoeuvrability.