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## SAGA OWNERS GROUP



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## Saga 43 Designed for the experienced sailor

It seems like many boat builders today are vying for boat show bragging rights to the 'biggest boat per foot of length' as their new designs seem to be getting beamy to the extreme. But a new breeze is stirring. SAGA YACHTS is 'splitting tacks' with the fleet. Taking the lead from the shorthanded offshore racing fleets like the Whitbread and BOC around the world races, SAGA has opted instead to maximize waterline length to gain the desired interior space, and to judiciously pare weight, and retain a relatively narrow beam. It is a proven offshore concept with a strong scientific basis.

**The result is the SAGA 43**, a more suitable and more comfortable offshore cruiser with a high range of positive stability and better overall seakeeping qualities than boats with extreme beam. The hull has an ultra-fine entry angle with low drag, and is therefore very easily driven through the water and chop with far less sail area required. That makes for less strain on the rig, lower sheet and winch loads, and most importantly, less sweat for the crew. Coupled with its 18,500 lb. displacement the SAGA 43 will require no more effort to sail than the average 38 footer. But the big bonus is that the SAGA 43's longer waterline length translates to higher speeds under both power and sail than ordinary boats with the same LOA. In fact the 43 performs more like a 50 footer with a dynamic waterline length of over 41 feet when underway.

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The SAGA 43 rig is also heavily BOC-influenced and optimized for shorthanded crews. Nothing on the market is easier to handle. Neither a cutter nor a sloop in the usual sense, the rig has tandem roller furling units for the headsails. The rig is proportioned so that it does not require overlapping headsails for power when sailing close-hulled. The inner furler handles the self-tacking jib for windward work. A custom HARKEN traveler on the foredeck reduces tacking up a narrow channel to a mere turn of the wheel. After bearing away to a reach, the crew simply rolls out the special high clew reaching genoa on the outer furler to increase horsepower downwind. The jib is then furled out of the way. The resulting forward shift in the center of pressure maintains a light balanced helm pressure and superior control on a SAGA 43, in conditions that wider beam boats with conventional rigs will get quite heavy on the helm and tend to want to round-up or spin-out.

Control is very desirable. In light air and at deeper downwind angles, an asymmetrical spinnaker may be flown from the stainless steel bowsprit without the complications of either a conventional spinnaker pole or the associated leaks and problems of a retracting type pole. Mainsail hoisting and reefing chores are taken care of from the inside the safety of the cockpit with a push of a button on the two speed self-tailing electric winch. Mainsail handling is further simplified by a HARKEN 'Batt-Car' system.

Of course with her rig and hull proportions the SAGA 43 is not a 'me too' looking boat, and at a second glance, several unique on-deck innovations really set her apart. The stainless steel bowsprit supports the dual anchor rollers and gets the anchors clear of her near-plumb bow. A combination of dorade vents, opening ports, and lots of hatches provides excellent ventilation even in tropical heat waves. Storage boxes at the mast partnerside away halyard tails and winch handles. Further aft another set of boxes swallow-up the mainsheet, reefing lines, and halyards that are led aft, a thoughtful touch to clear the inevitable clutter in the cockpit. A self-draining storage locker for a 6 man valise life-raft and even a proper CG approved vented locker to store the gasoline for the dinghy's motor are important but usually overlooked features.

The cockpit features 7'6" sculpted seats suitable for sleeping under the stars. Notable is the walkout transom and swim scoop, no strenuous climbing up or over a coaming, simply walk out at dinghy boarding level. A transom door closes off the opening, keeping pets and kids safely on board when underway. Molded in foot braces make the crew comfortable even when heeled. The 'stealth' bridge deck has been cleverly designed so that while it will keep water out of the cabin it does not hinder easy entry below to the cabin.

Up until now, only very large and dearly expensive custom yachts have been available that embodied the same design philosophy. Only a couple steps down the inviting ladder and your eye is carried forward a full 14 feet

across the expansive main saloon. One is immediately impressed with the live-aboard influenced galley to starboard. A large freezer-reefer is equipped with 12v refrigeration (engine drive optional). A microwave, Force 10 stove, and lots of drawers and cabinets are all there too. There is ample room for two gourmets to chop, dice, and saute all at once!

Forward of the galley is a working navigation area and inviting main saloon with drop leaf table. All joinery is hand crafted, hand-rubbed, and satin varnished in cherry-wood. The relatively narrow beam of the hull is never evident when aboard because of the highly efficient layout and a full 6'5" of headroom. And when sitting across from your guests in the settees, the keel-stepped mast does not intrude congenial conversation or your view.

The owner's stateroom is forward with its own ensuite head and shower. The bed is queen size, Pullman style. Lots of drawers, cabinets and lockers are built-in. The guest stateroom is aft alongside the 'public' head which boasts a separate shower stall with dramatic semicircular acrylic shower door on tracks. Both head modules are one-piece molded fiberglass, thoughtfully designed with minimum trim or dirt catching corners, forming a seamless sanitary unit that is a cinch to clean. Especially practical is the fact that there is no exposed woodwork in the head/shower area, not even a teak floor grate to mildew. The shower and head areas have molded-in non-skid floor surfaces for safety.

The specification and features list should make it clear that at SAGA we are in tune with the demands of bluewater sailing. While all boat builders boast equally of the engineering and construction features that make their boat especially seaworthy, few are really ready right "out-of-the box" for around-the-clock sailing and living aboard. SAGA goes the extra nautical mile. Some of the following may seem like trivial items, but we consistently see new-boat buyers spend hundreds of hours and thousands of dollars modifying so-called 'offshore' sailboats with these kinds of features before setting off on a serious cruise.

Padeyes for crew safety harnesses are provided standard, as are two removable jacklines so the crew can work the length of the deck without unclipping. Lifelines and rails are 30" high, not the usual 24". Mast rails are provided for crew support while working at the mast. The main saloon berths are equipped with lee-cloths for off-watch sleeping safety. The galley stove has a stainless steel guard bar to prevent the cook from falling into a hot stove and even the galley belt is provided for cooking underway. The mast comes equipped with a storm trysail track. A spare main halyard is standard. Special attention is paid to making all cabinets and drawers positive locking in a seaway. A captive retention pin is provided to positively lock hatchboards in place. An additional high volume manual bilge pump mounted below the main saloon sole is included besides the usual one mounted in the cockpit.

We intend for the SAGA 43 to set an exciting new trend in production cruising boats. Previously, only very large and dearly expensive custom yachts such as the Deerfoot series and Paine 'Bermuda' one-offs have been available that embodied the same design philosophy. SAGA YACHTS has brought those principles to a size and price that sailors with more modest means and skills can manage.

In the future more cruising boats will be designed along the these lines...