

INTERNATIONAL
MULTIHULL
SHOW

BY
[m2]
ORGANISATION

LA GRANDE-MOTTE
FROM 12TH TO 16TH APRIL 2023

A PASSION
FOR MULTIHULLS



OFFICIAL PROGRAM
PRODUCED BY

VOILES
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LA
GRANDE
MOTTE





COMET C-48

Attractive and fast

The C-48 is a small 48-foot boat on which volume is not what you are looking for at any price. This boat where they have paid careful attention to her finishings is very much at ease on the water, even in light conditions.

CONDITIONS FOR THE SEA TRIAL: Port Ginesta, Easterly wind, 5 to 8 knots, smooth sea.

The C in C-48 refers to the Comet or Comar, the yard, which produced these elegant Italian racing cruisers. It is the very same team and yard that are behind this attractive catamaran that we first discovered at the Show in La Grande-Motte. The second model in the series that we are trying is not equipped with a helm station inside and the absence of this steering system means the whole thing is that much lighter. Light oak has given way to a more classic teak finish, although it still remains quite light. The yard's know-how in terms of woodworking is clear and Massimo Guardigli, the head of the yard still enjoys boats that sail well. He likes to talk about 'real' sailboats. Consequently, this C-48 stands out with her thin hulls and the presence of daggerboards. The two helm stations have been moved towards the rear and

the boom brushes by the well-designed coach roof. There is a short nacelle, which stops a metre in front of the mast to allow space for lockers and an anchor bay. At the stern, horizontal transoms extend the waterline. You should not expect to find huge volumes aboard. The cockpit is simple with an L-shaped bench seating, a table to starboard and a large sun bed to port. A small step enables you to get to the helms, which are off to the side. This position means you get a clear view, but a blind spot to leeward means you have to move away a bit to see the horizon through the glass in the coach roof.

NICE INTERIOR FINISHES

The C-48 is light and very much at ease in light conditions. Upwind or downwind, the helmsman can really enjoy himself, in spite of a mainsail with a large roach, which will go down in history. Nowadays, we find multihulls with sails referred to as square top with a batten angled

at more than 45 degrees, but on this model, the owner went for battens all placed horizontally to make it easier to stow the sail when it is brought down. The cockpit is all on one level with the nacelle and opens out widely into the living space. A large U-shaped galley takes up the space on the starboard side, while the saloon itself is located to port. There is a nice nav console positioned up against the forward glass panes, a perfect watch station from where you can see the horizon under the sails. When you enter the hulls, you can see the fantastic work done by the craftsmen: careful attention has been paid to the finishings with solid wood edging around the furniture and bulkheads and the linings are perfect. We can see that performance out on the water has been obtained by sacrificing volume. The bed in the forward cabin is only 1.2 metres wide at shoulder height, which is a bit tight. The size of the bed in the stern is more generous, but the seating is a bit limited in terms of the depth. We can't find anything particular to say about the large toilet cubicle in the master's hull. It is easy to air out with the large deck hatch above the shower. A pleasing invitation to fast cruising on two hulls. ■

Text Loïc Madeline. Photos Andreas Lindlarh

Video of the trial at voilesetvoiliers.ouest-france.fr



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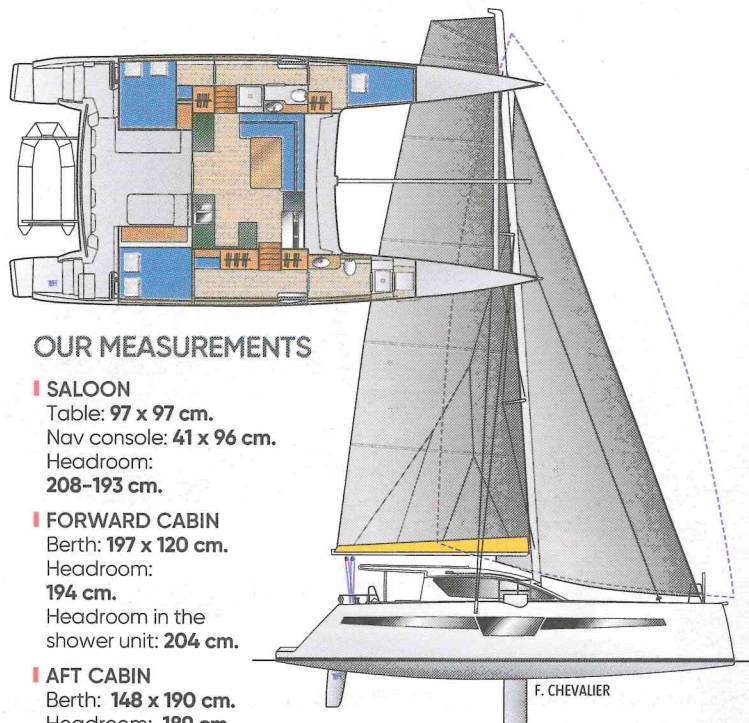


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1 Nacelle. Three distinct, separate areas: a U-shaped galley opening out onto the cockpit with a nav desk to starboard and saloon to port. The whole interior is light and airy.

2 Aft cabin. Some nice finishes, but a limited amount of storage space. The porthole which opens at the stern makes it easy to air out the boat, but you can't take advantage of the view.

3 Shower cubicle. Nice finishes, with storage space accessible in the shower cubicle in the port hull, but a limited amount of space.



OUR MEASUREMENTS

- 1 SALOON**
Table: 97 x 97 cm.
Nav console: 41 x 96 cm.
Headroom: 208-193 cm.
- 2 FORWARD CABIN**
Berth: 197 x 120 cm.
Headroom: 194 cm.
Headroom in the shower unit: 204 cm.
- 3 AFT CABIN**
Berth: 148 x 190 cm.
Headroom: 189 cm.
- 4 COCKPIT**
Table: 113 x 78 cm.

	C-CAT 48	BALANCE 482	OUTREMER 4X
Length	14.80 m	14.71 m	14.63 m
Beam	7.45 m	7.90 m	7.15 m
Draught	0.90-2.50 m	1.16-2.20 m	0.90-2.15 m
Displacement	9700 kg	13,300 kg	8200 kg
Sail surface	139 m ²	125.50 m ²	151 m ²
Mainsail	90 m ²	94,50 m ²	96 m ²
Genoa	49 m ²	36 m ²	55 m ²
Engine	Yanmar (2 x 35 HP)	Yanmar 4JH45 (2 x 45 HP)	Volvo (2 x 30 HP)
Materials	glass-foam-polyester sand.	glass-foam-polyester sandwich	glass-foam-polyester sandwich
Yard	François Pérus	Anton Du Toit	Barreau-Neuman
Price	C-Catamarans	Balance Catamarans	Outremer
Prix	1,182,000 €	1,310,000 €	1,146,000 €

Builder: C-Catamarans, www.c-cat-france.fr

PRICE OF THE STANDARD BOAT (INCL.TAX) 1,182,000 €

CONCLUSION

This C-48 is a highly original catamaran, which has not forgotten enjoyment and performance under sail. They have paid careful attention to the finishings, but to make up for her high performance, she does not offer the same volume inside as mass-produced catamarans.

+ This boat proves to be very much at ease under sail, offering sheer pleasure to the helmsman, who can wait until the very last moment before starting the engines.

- The feeling you get at the helm.
- The position of the 'invisible' daggerboards.
- The quality of the finishings.

- In spite of the inverted bows, there is something rather old fashioned about the design...

- The hull sections mean the internal volume is limited.
- Small sized portholes at the rear of the cabins.
- Just one mast step to get to the coach roof.