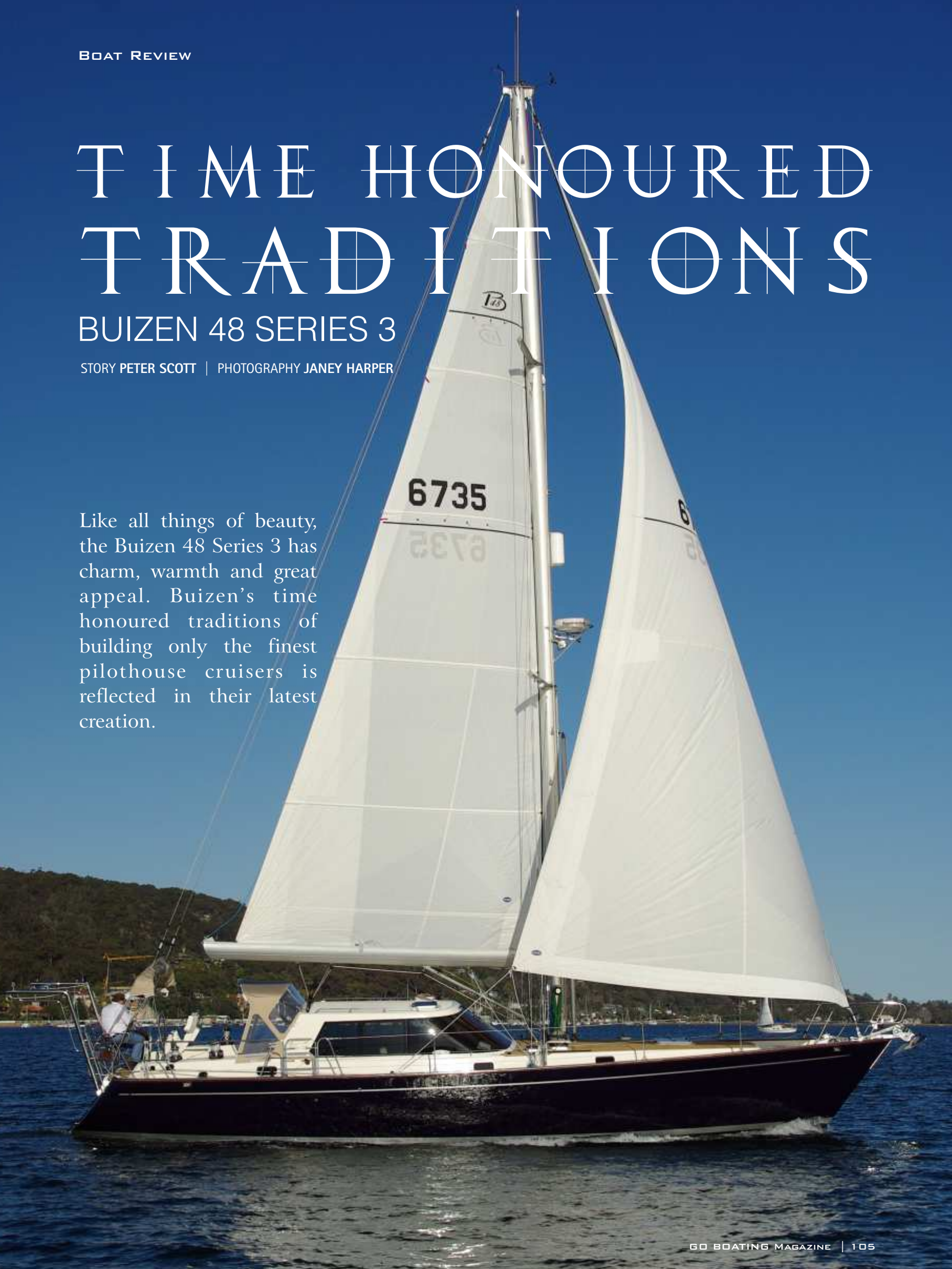


# TIME HONoured TRADITIONS

## BUIZEN 48 SERIES 3

STORY PETER SCOTT | PHOTOGRAPHY JANEY HARPER

Like all things of beauty, the Buizen 48 Series 3 has charm, warmth and great appeal. Buizen's time honoured traditions of building only the finest pilothouse cruisers is reflected in their latest creation.





It is therefore not surprising that the Buizen 48, now being built as a Series 3 with even further refinements, won the Australian Marine Industry Federation (AMIF) Sail Boat of the Year in 2008. The Buizen delivers the best of both worlds - a hand built yacht of superior quality which has been equipped with the very latest in technology. The result is a cruising yacht with comfort, style and ease of operation.

**IT IS RARE** to find such quality in a semi-production yacht with an Australian pedigree as the Buizen 48. This cruising yacht simply oozes charm, sophistication and a finish not seen since the Halvorsen days.

What is so remarkable about the Buizen is that it is 'all Australian' - designed and built in Australia for the domestic market. Despite its 'downunder' parentage, this yacht is by any standard, world class.

Originally designed by master craftsman and boat builder Eddie Buizen, the Buizen 48 is testimony to time-honoured traditions in boat building. Eddie Buizen emigrated to Australia in 1953 and soon started building interior boat kits for Australian manufacturers. Eddie worked closely with industry legend Bill Barry-Cotter when Bill manufactured Mariner and Riviera boats at Mona Vale in Sydney.

Eddie's life-long dream was to build a pilot house cruising yacht and in the early 1980s, engaged another industry legend, Joe Adams

to design a hull on which Eddie could build his dream.

Hence, the Zeston 40 was launched to immediate success. In the mid 1990s, Eddie decided to upscale his yachts and launched the Buizen 48. In 1995, the first Buizen, designed by naval architect Paul Stanyon, was launched. Since then, 32 of these remarkable cruising yachts have been hand built with loving care and attention to detail. Our test boat, 'Alchemy', Hull No. 32, made its debut at the Sanctuary Cove International Boat Show earlier this year.

Buizen Yachts are unique in that they are not production boats - they are custom built with considerable input from their owners. They are built to the highest standard using the skills of master tradesmen to produce an exceptional cruising yacht without equal. Buizen are well known for their quality build. Their hulls are made from heavy, hand laid reinforced fibreglass. Every structural section is glassed into the hull to give a structural integrity not seen since the days of the classic sailing yachts.

In addition to the incredible strength built into the hull of this 48 foot cruiser, the Buizen factory where Eddie Buizen and his brother Fritz still work, carefully supervising the construction of their latest masterpiece, has excelled in finishing this pilothouse yacht to a level not available on any other cruising yacht on the market today.

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The 48 can easily be handled single handed as every aspect of the yacht's sailing operations has been virtually automated to such a level that the Buizen could be sailed by a novice. There are no hand winches to grind, no sails to manually pull on, if you pardon the analogy, this is a gentleman's



cruiser - it is so easy to sail. Unlike many other imported yachts, the Buizen is not a cruiser/racer - it is a genuine cruiser with a 16 tonne displacement, of which 5.5 tonnes is ballast in the flattened lead bulb. The yacht has a fin keel of 3.5 metres in length.

We were on beautiful Pittwater aboard where afternoon Spring airs were increasing moderately. Our main sail was raised with the touch of a switch, mounted on the 'power boat-like' centre console in the cockpit. The Buizen 48 is a conventional masthead rigged sloop with a keel stepped alloy mast, twin spreaders and stainless steel stays anchored to stainless steel chain plates as well as twin backstay and a conventional forestay. Buizen have equipped the cruising yacht with a 'Leisure Furl in boom' hydraulic furling system as well as a hydraulic boom vang. There are twin deck spotlights fixed to the spreaders to illuminate the decks at night and a radar dome is also mounted on the mast between the spreaders.

A traveller is mounted on the roof of the pilothouse, forward of the spray dodger and on the side decks while a spinnaker pole is stored neatly on pins at the base of the mast's forward section. There are two manual winches affixed to the mast as well as a switch to operate the furler. Sail trimming is achieved using Harken two speed electric winches. There are two winches on either side of the cockpit.

I was particularly impressed with the hydraulic boom vang which gives the rig increased stability and is effortlessly operated. I've seen these systems on larger racers and cruiser racers and it is good to see such technology being employed on genuine cruisers.

With the mainsail and jib set, I was surprised at the performance of the Buizen Series 3 even in light airs. Given this is a heavy cruiser, the yacht registered 6.2 knots in a 10 knots breeze at 600 apparent. Her performance in light airs is testimony to the quality rigging which also serves the cruiser well when the breeze fills in and she starts to heel. Impressive is the best way to describe the overall handling and performance of the Buizen. She tacks effortlessly and whether running or reaching, exhibits no bad habits.

Equipped with a 150hp four cylinder Yanmar turbo diesel, the pilothouse cruiser delivers a comfortable 6.6 knots over the ground at 2100rpm. So whether under power or sail, the cruiser is an impressive and economical passagemaker capable of eating up the sea





miles in complete comfort. She has a maximum hull rating of 9.5 knots.

Every aspect of the Buizen 48 Series reflects the manufacturer's desire to build a complete cruising yacht. The yacht is equipped with an 80lb Manson stainless steel anchor with 75 metres of chain on a Muir Cheetah windlass with foot controls on the deck. The deck wash has both fresh and salt water connections and the pulpit, pushpit, safety rails, swim ladder and tender davit are all of highest quality polished stainless steel. There is a neat fold-down ladder for boarding on the portside and a stainless steel rubbing strip for added protection to the hull.

Perhaps the two most impressive aspects of this beautiful cruising yacht are the hull - a royal blue mirror finish and the teak decking. Almost every inch of the Buizen's topsides are covered in teak and there is nothing that gives such an impressive finish as teak decks. Even the foredeck has teak decking and the transom has three inset panels of teak to add even more appeal.

The capping rail is also polished teak and the decks are self draining. There are stainless steel grab rails on the pilothouse roof and split safety rails for boarding amidships. The cockpit features an impressive pushpit seating arrangement. Beautifully crafted stainless steel and polished teak benches provide the most comfortable cockpit seating. The mid section folds out to provide access to the swim platform complete with hot and cold deck shower and access to the transom storage lockers including the gas bottle locker.

The raised aft deck of the cockpit delivers great forward vision and although the cockpit appears small by comparison to the overall size of the yacht, it is more than capable of entertaining a good sized crew or guest complement in comfort and there is a fold-up table forward of the helm. The large stainless cruising wheel gives good steering and as mentioned, the helm is quite modern and sophisticated with only toggle stitches for winch and boom operations, a Raymarine E80 GPS plotter with integrated radar, autopilot, winch control, a Lewmar bow thruster and Plastimo compass. The use of teak on the cockpit benches enhances the overall appeal of the yacht.

Other instrumentation is fitted to the pilothouse bulkhead including Raymarine's Tri Data gauges, a Mobi-lert man overboard system and marine grade speakers.





The pilothouse design of the Buizen 48 delivers the best of both worlds. There are several wonderful features, not the least being the stable door on entry, the superb 360 degree vision from the pilothouse and the helm complete with skipper's armchair. The helm is well appointed with a Raymarine E120 GPS display, Icom HF and VHF radios, Yanmar analogue gauges, autopilot and wind, speed and depth indicator instrumentation.

The internal fitout and design is innovative with the large pilothouse accommodating an L-shaped forward facing leather lounge to port as well as a good sized dining table complete with lip, free standing armchair and cocktail cabinet. There are draw blinds for privacy when required. There are two aft cabins, a lower deck galley and forward master cabin with ensuite and the main head.

The pilothouse features teak and holly flooring throughout with rich blue carpet overlays, large fixed windows, raked windscreens with curved corner glass, overhead grab rails, two deck hatches, a Bose sound system and flat screen television mounted above the starboard side aft cabin entry. The two aft cabins offer full head height, an amazing number of portholes for natural flow-through ventilation (four in the port cabin and three in the starboard cabin), timber lined hanging cabinets and drawers as well as comfortable double beds.

The galley, while set on the lower level, is quite open courtesy of the mezzanine style layout of the pilothouse. Teak and holly flooring has been continued on the lower deck. The galley is set to port and is a traditional U-shaped cruising configuration. There is a gimbal mounted twin ring ceramic hot plate and stainless steel oven as well as a

convection microwave. There is an under bench fridge and freezer, twin bowl stainless steel sink, ice maker and loads of cupboard and drawer storage. All benches have lips and there is a galley pantry in the forward bulkhead.

The main bathroom is situated to starboard and is well appointed and spacious. Although there is not a separate shower stall, there is a seat over the toilet as well as teak floor grates, ceramic vanity bowl, overhead mirror and wall mounted accessories including teak towel rails.

The master cabin is a true retreat. There is a starboard side lounge, above which are book racks for novels, essential cruising guides and magazines. The ensuite is to port and is a similar configuration to the main bathroom. The master double bed is tucked into the fore peak. There are copious storage options





including wardrobes with shelving, wall mounted lamps as well as ceiling down lighting and a separate entertainment system including a flatscreen television mounted on the ensuite bulkhead.

A feature of the master cabin is the teak planking. An overhead hatch gives adequate ventilation. Options on the Buizen 48 include air conditioning, water maker and entertainment systems including televisions. Standard equipment includes bow thruster, a 115hp diesel auxiliary (our test boat had been upgraded to 150hp, genset and all electronics.

Our test boat was fitted with several options which included a Sea Recovery desalinator and upgraded 9kVa Onan genset. The engine room is easily accessible through the pilothouse floor and is very well fitted out with Racor separators and strainers. The

drive train features a stainless steel shaft with low shaft angle and a stainless steel propellor.

Like all things of beauty, the Buizen 48 Series 3 has charm, warmth and great appeal. Buizen's time honoured tradition of building only the finest pilothouse cruisers is reflected in their latest creation. It is easy to fall in love with such a vessel. Not only does it have such good looks, it has excellent sea going capabilities and is fitted out with the most practical of equipment which gives this Australian built icon true passagemaker credentials.

There is just one problem in aspiring to own a Buizen 48 Pilot House Series 3 and that is unless Hull No 32 is still available, you may have to wait 12 months for the boat of your dream as each Buizen takes a year to build and involves more than 10,000 man hours.

**SPECIFICATIONS**

<u>LOA</u>	47ft 6" (14.60 metres)
<u>LWL</u>	39ft 8" (12.20 metres)
<u>Beam</u>	14ft 6" (4.47 metres)
<u>Draft</u>	6ft 6" (2.0 metres)
<u>Keel ballast</u>	5500kg
<u>Displacement</u>	16,000kg
<u>Fuel capacity</u>	1180 litres
<u>Fresh water</u>	644 litres + desalinator
<u>Accommodation</u>	6 + persons
<u>Engine</u>	Yanmar 4 cylinder 150hp turbo diesel with five blade stainless steel prop
<u>Cruising speed</u>	6 knots
<u>Mainsail</u>	48 square metres
<u>Genoa</u>	59 square metres
<u>Warranty</u>	Manufacturer's warranty
<u>Price as tested</u>	\$1,265,000

Test boat supplied by Buizen Pilot House Yachts, Terrey Hills, NSW.

02 9450 2170 | [www.buizenyachts.com.au](http://www.buizenyachts.com.au)