

A new Bob Perry Classic The New Saga 48: Fast & Posh

The Saga 48 raised salon design remains properly low and sleek and yet still features a very desirable "galley up" design!

Order yours with a centerline "king" suite. And don't miss the Captain's office featuring executive swivel chair, dedicated space for PC, and even a flat screen monitor if you wish. The inside helm/nav station seconds as a raised Loveseat. Saga has thought of everything... Fast and POSH!

Cruising World's Boat of the Year: Best Full-Size Cruising Boat

A new Bob Perry Classic The New Saga 48: Fast & Posh

Staff writer: Rex Fayerweather

Page One: Allan Poole on Design



Is there a new Saga 48 waiting for your next leg in life's journey?

At SAGA they think you deserve something new and truly refreshing to cruise into the 21st Century. They've taken advantage of a lack of corporate dogmatism and started from a clean sheet of paper. SAGA started out making waves in the sailing industry and continues to make changes with its latest creation... the new SAGA 48 Deck Saloon.



An exciting new Robert H. Perry design with an ICW friendly standard rig - or deep keel/tall rig for awesome performance.

Hmm ... you won't find one of those "wedding cake" high-rises here -- the Saga 48 raised salon design remains properly low and sleek and yet still features the very desirable "galley up" design!

Owner's centerline "king" suite. Captain's office featuring executive swivel chair, dedicated space for PC and flat screen monitor! Plus an inside helm/navigation station with raised love seat.

Wow, I think I need to find my checkbook. Read on to find out why...

But first, a few words from the President of SAGA Marine

We wanted the lowdown. So Boater's LIFE caught up with Allan Poole, President of SAGA Marine, at the 2003 Newport boat show and asked a few questions about the company, its design direction and the new Saga 48 being shown in Annapolis.



Inside Raised Nav Station

Allan started out with a few words on their company's philosophy. I must confess that I had some fear of being swamped with boring corporate tripe. I was pleasantly surprised to find that I liked what I was hearing, and here's why:

Allan: "We specialize in a specific type of boat.. well, first of all I enjoy sailing, I guess I am passionate about sailing. I like the process and I like the sport of sailing. I've raced for many years internationally, and I like going fast, ... I like being safe,... and I like an easy sail so I can go with my wife."

"At SAGA, we make single-couple boats for people who are going to cruise, that is to cruise fast, ... just the two of them. To that end, we chose a designer, Bob Perry, who is renowned for designing fast cruising boats."

"Our boats are longer and narrower. Our boats are low maintenance, and there is no wood on the outside of the boat so you can spend most of your time sailing. You will find that SAGAs display stellar sailing characteristics that will please any performance sailor, yet have full luxury accommodations for extended cruising and living aboard."

Rex: As Allan went on, I looked over his shoulder to check out his boats... this didn't seem right to me, ... *no wood?*

Being a traditionalist, I expected to miss the glowing teak and the varnished brightwork, but looking over the boat I didn't miss it at all. What I saw was just the pure elegance of form and function. SAGA was onto something and I wanted to hear more.

Consistent with his reputation as a trendsetter and maverick in the industry, Allan is outspoken about what he believes in.

Allan: "Our boats don't have the massive voluminous accommodations of those 'accommodation bags'. If you want that you should buy a cat or a powerboat".



Allan Poole, President

Allan's initial foray into sailboat building was in the role of founder and CEO of MG Yachts in Great Britain. Allan eventually sold MG Yachts and moved to North America where he worked in upper management posts at several of the most respected boat-building companies in Canada and in the US.

Together, Allan and a team of the finest skilled boat-builders in Canada opened SAGA YACHTS in St. Catharines, Ontario, a well-known boat building center.

Rex: That comment certainly underscored the sailing focus of the SAGA line and its intended use. But I didn't interrupt him.

The founder and president of SAGA Marine, Allan Poole is an internationally known sailboat builder.

Allan: "Passage making speed, excellent ventilation, a high level of detailing, and low maintenance exteriors are our hallmark. One of the differences between our boats and other manufacturer's here at the show is that 90% of our owners are sailing our boats all the time."

Rex: I couldn't let that one pass...

'So, are you are telling me that SAGA can now guarantee the wind?' I was being a wise guy, but he deftly used that to his advantage.

Allan: "Well, that's another thing about our boats, if you must power... they power over 9 knots so you can make 200 mile days. And the big, spade ruder is as far aft as I could put it giving the 48 good tracking characteristics."



"Arriving is everything. Getting to your destination is what it is all about. Having the first choice in moorings for the evening is better than not finding one at all."

Rex: I was getting this feeling that he's been there before and that SAGA understands. Things were ringing true.

Allan: "Our boats are not cheap, in fact they're expensive."

Rex: Well, there you go. That was it. But, before I said anything, he continued...

Allan: "But, we're built in Canada, which provides a much better value... that means you get a lot more for your money and our fit and finish is very, very good. Our quality

is superb."

A Deck Salon that Works!

Rex: I mentioned something about Deck Salons becoming more numerous at the show. Trying to steer the conversation to my real subject.

Allan: "There are some, but not like the Saga 48. You don't see many aft cockpit deck salons that work, but ours does."



At last, an aft-cockpit deck-salon that works!

"The deck house is not overbearing, and although very commodious below, it is not visually in the way while in the aft cockpit. You can actually see where you are going! On deck she has a two-wheel arrangement for the cockpit in order to have a clear walk-through transom opening to the swim step. The wheel areas feature sculpted consoles to house instruments and computer screens."

"Our boats are well proportioned, and our sailing performance is well beyond that of others. It's just a mathematical formula, and those wide accommodation bags just can't perform."



Well proportioned and beautiful to look at.

"Our 48 is very new. It's an interesting boat in that it is designed for a single couple. It has a terrific stateroom and a quarter cabin for guests."

Short Specifications List

- LOA 52'3" Sail Area 1,206 sq. ft.
- LOD 47'10"
- DWL 43'7" SA/D 19.98
- Beam 13'9" D/L 160
- Draft 6' L/B 3.47
- Displacement 30,000 lbs. Auxiliary 75-hp Yanmar
- Ballast 9,850 lbs. Fuel 183 gals.; Water 180 gals.

"We have a two-seater inside steering position, so you can sit with your wife if its raining and you're inside. Call it a Love Seat if you would like."



A love seat for you and your wife. Now that is innovation!

Rex: Hmm, ... maybe this guy should talk to my wife when I bring the subject up about possibly getting one of these.

Allan: "Or if you're planning a route, you can have your navigation equipment up there with an office down below. It's also very sociable: the galley is right next to the companionway. We've modeled this somewhat from the powerboats.. if you're entertaining in the cockpit and someone goes down below to the galley, you're still part of the conversation. If you have to go "galley down" past the chart table, past the settee, and down the steps to get to the galley, you're no longer part of the group."

"If you're entertaining inside, the galley in the 48 is right opposite the settee. And it's a soft design without a lot of angles. The settee is long enough that you can have two people with their backs against the back rest, with legs stretched out reading a book. It's a big dinette that you can put six people around without any trouble."

Rex: I am convinced, he's got to talk to my wife.



Allan: "We've sold over seventy boats and our customers are those who are in the process of fulfilling a dream of going sailing full time. Whether they do or not, they aren't just weekend sailors."

"Our rig has a self-tacking jib for going upwind. When you're not going upwind, you simply roll it up and pull out your Genoa."

"Passage making use is standard. You may buy it and use it for the weekend, but you have "going away" in your head. A fairly high proportion

of our owners are actually doing that."

"A good copy line would be to 'fulfill your dreams'. We use 'explore and discover', but the idea is the same. A number of people summer in Maine and winter in the Caribbean. One of our owners is in his 70's and came in second in the Transpak. One gentleman has sailed his boat all the way down to New Zealand, and he's on his way back now."

Rex: Now, I've just got to call that guy and go for a sea trial. My trusty video recorder in hand. What's his name again? Oh yeah, Allan Poole, president of SAGA. A good guy, knows what he's talking about. And SAGA knows what's important in a boat.

I had better transfer some cash into my checking account sufficient to cover a deposit before I go. Let's see, where did I put that check book?

Page Three: A Fine Bluewater Cruiser

Saga 48: A Fine Bluewater Cruiser

Back in the mid-1990s, at a time when a lot of boat builders were biting the dust, Scotsman Allan Poole decided to start Saga Marine and produce a line of sailboats initially conceived as counterpoints to the overly-beamy cruising boats that were dominating the market. Pundits gave Saga little chance of surviving. That was 50 Saga 43s ago and 12 Saga 35s ago.

The new 48 is the next logical step beyond the Saga 43 and is intended to be a comfy, fast and easy-to-handle "mom and pop" cruising boat.

Allan: The hull form borrows the short ends and nearly plumb stem from my Saga 43 and 35, although this time I have chosen to go with more beam. The L/B of the 48 is 3.47 so the 48 is still far from a fatso when you compare it to many other contemporary cruisers, some of which have L/Bs under 3.



A fine entry combined with a waterline length of 43 feet 7 inches, and a D/L of 160 ensures good performance under both sail and power. This design recognizes that most of us end up motoring a lot when cruising. I just had a weekend on Puget Sound of 3-knot tides combined with light, fickle winds. Performance under power is important. I am looking for speed under power of around 9.5 knots. The big spade rudder is as far aft as I could put it and will give the 48 good tracking characteristics. The keel is a moderately shoal fin-and-bulb type, designed more for cruising convenience than blazing upwind speed.

The concept was for a quick cruising boat capable of navigating the ICW with the happy couple snug and cuddly, so I gave the boat a raised, double helm seat and inside steering. The galley is big and that suits me just fine. There is a lot of counter space, and a very large reefer/freezer unit.

The dinette is not raised but extends outboard under the side deck. This dinette is 7 feet 6 inches long, and more than adequate for four to dine in comfort. The two heads share a shower stall. There is a nav station adjacent to the aft head. Note the large hanging locker. The forward stateroom is spacious and features a double berth that is 6 feet wide across its widest point. The plumb stem affords us the volume for a large fo'c'sle, and the aft cockpit layout leaves plenty of room for a huge lazarette.

On deck we chose a two-wheel arrangement for the cockpit in order to have a clear walk-through transom opening to the swim step. The wheel areas feature sculpted consoles to house instruments and computer screens. Just like with the other Sagas, we went with a pipe frame bowsprit that houses the ground tackle rollers.

There is a foredeck hatch that allows direct access to the fo'c'sle. I like the looks of this boat. If I didn't, I would have changed it. I do find it ironic that while I rail against Euro-styling from time to time, my Saga 48 looks more Euro than the Group Finot-designed Beneteau reviewed next. The Sagas, with their truncated ends, have always had a distinct look.

The rig is based on the rigs we did for the other Sagas. There is a self-tacking jib with a single sheet that goes up the mast from the jib track and then down to a coaming-mounted winch. There are tracks for the masthead genoa which is a light-air or reaching sail.

The best way to tack the genoa on this rig is to just bite the bullet and roll it partially or all the way up. You can squeeze it through the small slot without rolling it up, but it "ain't" pretty. In any wind above 8 knots the tremendous convenience of the self-tacking jib overcomes the small reduction in sail area. There is also a taller rig for those who don't have to worry about going under bridges. The SA/D is 19.98 with the tall rig. This is on the high side for a mom and pop boat, but consider that this boat is designed to be sailed primarily with the non-overlapping self-tacking jib.

Page Four: Robert Perry - Design Visionary

Robert Perry - Design Visionary

SAGA's designer, Robert Perry, needs no introduction to cruising sailors. Perhaps no one yacht designer in the past two decades has influenced cruising boat design and thinking as deeply as Perry.

Prior to 1974 the term "Performance Cruiser" was an oxymoron. Perry literally coined the phrase and showed the world validity of the concept with such benchmark designs as the Nordic 40 & 44, Tayana 37, Baba 40, and Esprit 37.



In 1989 CRUISING WORLD magazine established the CRUISING HALL OF FAME naming 15 sailing professionals who "have made a difference to cruising sailors everywhere". Bob Perry was one of the first 15 inductees into this auspicious HALL of FAME group

Perry's designs are widely recognized as fast, capable, and well balanced. The very first design released with the Perry signature was the Valiant 40, and it eventually went on to be named by SAIL MAGAZINE as the "Cruising Boat of the Decade." In addition, he also writes a monthly design review in SAILING which is quite influential and widely read by sailing enthusiasts and industry members alike.

No one yacht designer in the past two decades has influenced cruising boat design and thinking as deeply as Perry.

Page Five: Saga 48 Specifications

General Construction:

10/5/1 Limited Warranty, including 10 year osmosis protection.

SAGA White hull with double waterline stripes. Deck contrasting two-tone (choice of beige or smoke gray) with molded in nonskid surfaces.

Lloyd's approved Martinply® custom woven

Deck Hardware:

HARKEN™ winches, blocks, and deck hardware throughout

2 two-speed, self-tailing primary cockpit winches
2 two-speed electric secondary winches

1 electric two-speed, cabin top winch & one

Kevlar® through 100% of the hull using post-cured premium grade vinylester resin and vacuum cored throughout the laminate.

Premium grade resins, including vinylester laminates and ISO-NPG gelcoat for added strength, osmosis protection and gloss retention

BALTEK™ aircraft grade balsa coring in hull and deck. Core is voided or replaced with high density backing plates in areas of through-hulls or deck hardware attachment.

Structural bulkheads and furniture components fully bonded to hull and deck Thru-bolted Hull/deck joint (4" centers) with polyurethane adhesive sealant.
Aluminum slotted toe-rail; PVC rubrail for full length hull side protection.

Sub floor framing structure, utilizing bi-directional E-Glass reinforcements.

External cast lead-antimony keel attached with double row of keel bolts.

Deep keel sump to lower Center of gravity & contain bilge water

TIDES MARINE™ Low friction, self-aligning rudder bearings

Stainless steel, 4.5" OD rudder shaft, welded substructure

Single Side Band radio ground molded in hull (copper strap and screen)

Deck Features:

Dual steering stations w/dedicated space for instruments, controls

Custom laminated glass fixed portlights, fitted w/space age adhesives

5 closeable mushroom ventilators, stainless steel
6 aluminum framed opening ports, bug screens for ports

2 Opening ports and large escape/vent hatch for aft cabin in cockpit

6 LEWMAR "Ocean Series™" hatches with bug

manual self tailing cabin top winch

Two Quadruple rope clutches; two winch handles: one "speed-grip", one standard

"Spaghetti boxes" for halyards and reef line tails in the cockpit coamings

Self-tacking Jib gear, custom traveler, blocks and single sheet, led aft

Cabin top mounted, mid-boom mainsheet traveler system, led to cockpit

Fairleads, blocks and inboard tracks for reaching genoa.

Dual WHITLOCK™ direct drag link steering systems, 34" leathered wheels.

Inside steering by electronic autopilot control (Raymarine 650/6000 included)

2 RITCHIE™ steering compasses, pedestal mounted; Emergency tiller

SS Bow pulpit & stern rail with integral Radar arch & dinghy hoist bar.

30" high lifeline stanchions, port and starboard lifeline gates

Heavy Duty stainless steel bowsprit, dual anchor rollers

Double deck pipe to divided chain locker below MUIR™ electric anchor windlass with cockpit remote control.

Anchor & deck washdown system with hose and nozzle

Stainless steel welded grabrails on cabin top...
No varnishing or messy cleaning

Four 10" mooring cleats, two 10" spring-line cleats
Jacklines for crew safety harnesses, high-strength padeyes in cockpit

Rigging:

Innovative VARIABLE GEOMETRY RIG™ for shorthanded offshore sailing

Triple spreader SELDEN™ aluminum mast and

screens and Skyshades

Captive safety pin secures acrylic hatch boards in heavy weather

Self-draining, Life-raft locker; USCG approved propane tank storage locker,

One 20 lb. aluminum LP tank (space for two 20 lb. tanks)

Special safety locker for dinghy gasoline tank (holds most model 6 gal. tanks).

Walk-out swim/boarding platform at cockpit floor level with hinged door. No need to climb up and over seats or transom.

Interior:

Fully Hand crafted. Sprayed polyurethane satin-varnish cherry wood interior

1" teak veneer with holly cabin sole; Laminated trim and door frames; Solid Cherry cabinet doors

Teak grate over drip tray/dust pan in cabin sole at bottom of companionway

Gold-plated lighting fixtures

Vinyl and cherry headliner panels & choice of decorator fabrics.

OWNERS STATEROOM: King-measuring double-berth, with 5" waffle foam mattress. 6 drawers under berth. Cedar-lined hanging locker Vanity with mirror, Overhead lockers, both port and starboard. Hatch w/Skyshade™ and bug screen, opening port. White ash hull battens

FORWARD HEAD: Molded head unit. marbleized counter, mirror, storage cabinets, toothbrush and cup holder, toilet paper holder, soap dish, molded-in non-skid floor. Deluxe designer plumbing fixtures. Electric VACU-FLUSH™ toilet, household size. Opening port. Natural overhead lighting.

SEPARATE SHOWER STALL: Opaque acrylic doors, access to both forward and aft heads, soap dish, seat, shelves, non-skid floor, Overhead vent hatch

AFT HEAD: Molded in vanity and stainless steel sink, marbleized counter, mirror, storage cabinets, toothbrush and cup holder, toilet

boom, custom quality

Stainless steel 1x19 standing rigging, discontinuous SELDEN™ Battcar tracks and slides for easy mainsail hoisting and reefing

Two FURLEX™ roller furling system for Genoa and Jib Halyards in low stretch T-900 (Spectra™/Technora™ w/Dacron™ cover) Main halyard and reefing lines led aft to cabin top winches (one electric)

Single line reefing for two reefs, led aft through rope clutches to cockpit.

SELDEN™ mechanical rod vang with 16:1 block and tackle.

1 mast-mounted self tailing winch with rope clutches for halyards

Full-batten Mainsail, 130% Genoa, self-tacking Jib, by QUANTUM™

Plumbing:

All through-hulls UL® listed, 1/4 turn, ball valves of non-corrosive Marelon™

All through-hulls labeled & equipped with double hose clamps

Hot and cold pressure water system; charcoal taste filter at galley faucet.

Shower with automatic sump pump in self-contained sumps.

Hot and cold fresh water shower in cockpit coaming
11 gallon hot water heater, UL® approved, heat exchanger and shorepower.

Manual fresh water pump at galley sink (tip-toe footpump)

Approx. 240 gal water capacity in 4 aluminum tanks, crossover manifold

VACU-FLUSH™ toilets discharge to 50 gal. Holding tank, "Y" valve, seacock, electric macerator pump for overboard discharge without dockside facilities.
HD manual emergency bilge pump mounted in cockpit

Second HD manual emergency bilge pump

paper holder, VACU-FLUSH™ toilet, household size. Opening port.

OFFICE AREA: Cedar lined hanging/storage locker. Desk with drawers. Cabinetry for PC computer and computer screen. Executive pedestal chair. Custom deluxe breaker panel. Space for SSB radio and other instruments. Opening port and overhead hatch.

MAIN SALOON: Large dinette ergonomically designed for maximum comfort. Choice of several superior quality designer fabrics, 5" cushions, Lee cloth provided for secure sleeping while passage-making. Deluxe fold-over cherry table. Storage behind settees. Water tanks and storage under settees. Lockers and bookshelves outboard. Overhead grabrails throughout

NAVIGATION/INSIDE HELM: Elevated double helm seat for visibility forward. Steering via RAY 650 autopilot. Electronic engine controls. Bookshelf and storage outboard and under seat. Chart light, electronics cabinet and shelf, space for a variety of owner installed electronics.

GUEST STATEROOM: Cherry privacy door, double berth. Cedar-lined hanging locker with shelf over, bureau. 5" waffle foam berth cushion, designer fabric. Two opening ports and one deck hatch, with bug screens.

GALLEY: Large U-shaped design with marbleized counters, illuminated top loading Glacier Bay fridge/freezer Micro HPS™ holding plate system, Glacier Bay barrier Ultra-R™ insulated icebox, 4 burner FORCE 10™ LPG stove, remote electronic solenoid propane shutoff valve plus gas detector; Stove safety bar and chef's belt; Polished double SS sinks, designer faucet hardware, manual foot pump for salt water supply to sink; charcoal filter on cold water supply. Generous storage cabinets and drawers for dishes and utensils; Ventilation provided by mushroom vent, 2 opening ports and overhead ventilation hatch with bug screens; waste basket storage locker; Microwave oven

GUEST STATEROOM: Cherrywood privacy door, huge double berth. Cedar-lined hanging locker with shelf over bureau. 5" waffle foam berth cushion, designer fabric. Two opening ports and one deck hatch.

Mechanical (Engine):

WESTERBEKE™ 82B (82HP@3000RPM),

below cabin sole

Electrical:

Six Deep cycle wet-cell TROJAN™ golf cart batteries in 630AH house bank

One 95AH, dedicated 12v engine start battery; BLUESEAS™ main switch and start battery combiner panel with LED indicators.

Two 120v 30 amp AC shore power split buss system; polarity test; GFCI, two 50' ft. power cords, Double pole AC main circuit breakers at power inlets.

FREEDOM™ 2000 Watt 120 volt AC inverter/100amp charger, complete with 3-stage Regulator and LINK 2000-R™ battery monitor.

Entrance lighting with remote switches at companionway and owner's stateroom, wired direct to battery and in-line fused.

Two 2000 GPH Electric bilge pumps with automatic float switches

Navigation lights to COLREG specs; Masthead anchor light; emergency strobe, masthead tri-color running light; Halogen foredeck floodlight; cockpit light. PVC conduits and messenger lines for easy after market wiring.

Chainplates and rig grounded to keel for lightning protection

naturally aspirated diesel

Self bleeding fuel system with engine mounted electric fuel pump

160 amp High Output large case alternator with dual belts

Remote oil filter and electric oil change system, bronze water strainer RACOR™ secondary fuel filter and water separator

TIDES MARINE™ shaft seal, 1 @ 1/2" SS shaft with bronze strut

Three blade feathering prop; Non-corrosive muffler and exhaust system

105 gal fuel (approx.) in aluminum tank, below cabin



Interested in learning more, visit Saga online - click the logo above.
Saga Yachts: 423 Lakeshore Road, St. Catharines, Ontario Canada L2R 7K6

Phone: (905) 646-4040 Toll-Free: 1-800-560-SAGA
Fax: (905) 646-2991 Email: sails@sagayachts.com

*Boater's LIFE™ © 2003 - All Rights Reserved
Not to be reprinted or used for commercial purposes without permission.*