

A LITTLE YACHT WITH MANY LIVES

MONACHUS 45

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THE FRUIT OF THE DESIGNER TALENT OF SRDJAN DJAKOVIC AND THE NAUTICAL EXPERIENCE OF HARI TABAK IS A VERY IMPRESSIVE BOAT, FIRST OF ALL A HYDRODYNAMICALLY BRILLIANTLY CREATED HULL, THEN AN ELEGANT, COMFORTABLE BOAT ADEQUATE FOR A NUMBER OF PURPOSES - FROM A HALF-DAY SWIMMING OR FISHING TRIP TO ENJOYING THE VACATION OR A SEVERAL WEEKS CRUISE





Salon at the level of the main deck is a perfect hideaway for boaters-gentlemen... whether they are up for a glass of fine wine or take a break by the ancient battlefield of wooden armies

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Among the local small shipyards, only a few build yachts - but they are all true pioneers in this industry, creating mostly out of passion for the sea and sailing. Because of this, each of their projects has a story, just like the Monachus 45 by Hari Tabak, a businessman from Split, has its story to tell. His vast experience in the nautical world has triggered his wish for a boat that would not be marked by imperfections in vessels Tabak had seen before in his line of work: thereof the Monachus idea originated - a multi-purpose boat custom-made for the sea and authentic navigators. When asked why a buyer should be interested in this particular boat, and choose this one among so many others alike in the global market, Tabak says: 'Monachus is a yacht of a retro style with modern elements, by aesthetics and variety of possible functions a timeless model, a boat one buys either to cruise for two or three weeks, or comfortably live on it for months. It is a perfect family holiday cruise boat, spacious enough for demanding sea travels, and at the same time agile enough for an afternoon of fishing. A lovely cockpit with a relatively low railing, such as you find on

a 7 meter boat, makes it adequate for open seas planning, or even for squid-hunting... completely in line with our original intention to create a boat to respond to the needs of the local man, or one that lives with the sea. This is precisely why the concept of a boat like this was difficult to define, especially bearing in mind its many uses... this can only be encompassed based on years-long experience, something I am not at all short of. I have been in the nautical business for 25 years, during which I have learnt several trades, from charter business to boat sales. Still, the most important segment in creating the Monachus was shaping the hull, and the talented and already established by many brilliant projects Srdjan Djakovic has done his part according to the strict laws of hydrodynamics. He also respected all my suggestions regarding the various functions of the boat, so all of us involved in this project are more than satisfied with what we have achieved.' When a connoisseur takes even a glance of the Monachus 45 he/she can see this boat is quite different from the contemporary selection, yachts created following the estimate that the modern buyer is firstly interested in comfortable interior, then avant-garde

aesthetics, then speed... so most yachts on the market today was created in a manner that a hull is built around the attractive interior with plentiful space and elements of comfort. Then follows the installation of excessively powerful engines to reach adrenaline speeds and hide the imperfections of the hull, so the end result is a questionable vessel consuming enormous amounts of fuel. Perhaps this was not such a big issue in the past years, or at least it did not discourage buyers, until current recession, but today the consciousness of the necessity of economizing and the fuel price rises, make shipbuilders and their clients think differently, so the market is gradually - but dramatically - being 'filtered'. Builders of vessels which are difficult and expensive to navigate disappear, and builders of real ships will survive. Anticipating this course of events, Hari Tabak defined and built his first model of Monachus beginning of 2008, and after he delivered the first one - he sold two more in 2009. Unfortunately, after excellent initial reactions, the interest of foreign brokers has gone down with the beginning of global financial crisis, although Monachus - compared to foreign competitors in its category of style and qua-

lity of construction and equipment - has an advantage in a 20% lower price, as well as wonderful possibilities of individualization. Therefore, as difficult it is to expect a re-run of the last decade - the years of overheated nautical market in the Mediterranean - Monachus has an impressive quality, and offers a price and value ratio almost impossible to find with other shipbuilders. We have also been convinced of this ourselves - by testing the Monachus 45 we have taken over in Spinut Marina. Elegant lines of this boat reveal its inspiration in the beautiful 'lobsters', while the layout of accommodation deck - where, in a 13.80 m long hull - two cabins are located both with en suite facilities - and indoors, above on the main deck, where the salon with the cockpit and galley are situated, speak in favour of Tabak's claim that Monachus is entirely suitable for long stays at the sea. Small but important details show the exceptional level of quality. Beside the hull's geometry which is truly outstanding, the side passages lean toward the centre of the boat, helping to keep stability during rough seas, 'pushing' the person to the main deck, and not overboard. Several other details indicate that this boat was designed by someone who really



Steering position is carried and fitted in a more than impressive way; below: hydrodynamically perfect hull is a truly impressive feature of the Monachus 45

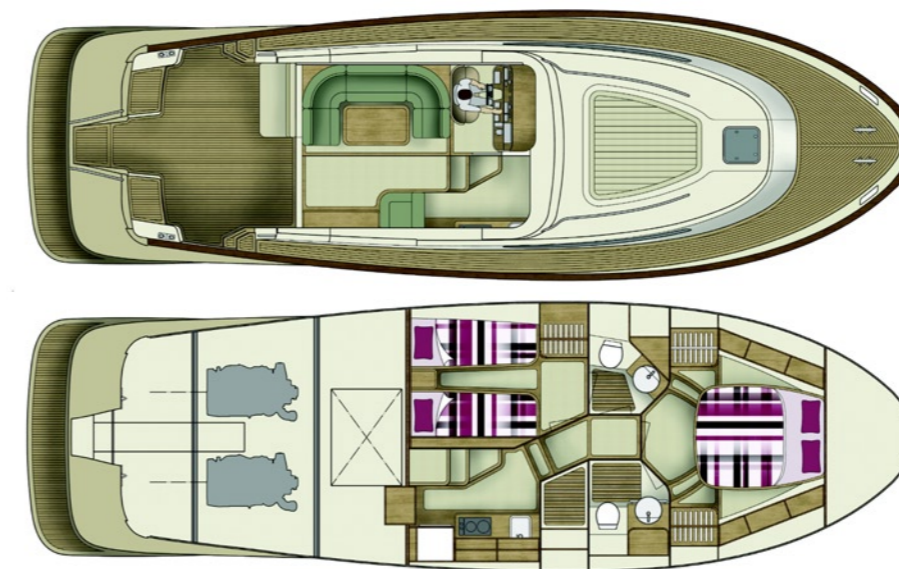


lence which would indicate the fuel consumption 'for rough seas'. At the speed of 10.9 knots the Monachus operates in a semi-displacement regime, while at maximum speed - when at 3,000 rpm reaches 31.5 knots, which is an excellent result for a 'lobster' yacht - it is a powerful speedboat. In all operating modes, the front is only slightly lifted which is another proof of the excellence of the hull, also there is no annoying splashing of the windshield with droplets or spray, a regular occurrence in boats that have the hull 'pushing' the water in front of it and throwing it across the front. Obedience of the helm reveals not only the fine operating set, but also a sports spirit to Monachus 45. All this information speaks of outstanding maritime characteristics this boat has, and we were most impressed by the economy of its two Cummins engines, each 425 hp: a boat weighing 11.5 tons when empty, and 13 tons with full tanks, is driven by these engines with a cruise speed of 20 knots, burning 72 l/h combined - something we have never seen in this category. Of course, today - when yacht owners consider the price of fuel even for a one-day trip - those who choose the Monachus this 'issue' will be considerably smaller. The Monachus is delivered with a 'low sound' certificate, confirming that the average noise of its engines, measured in the salon, accommodation area, and cockpit, is below 80 db. The Monachus's 'loudness' is 72 db - impressively low, especially when we know that some of the renowned shipbuilders refuse to take this test. All in all, the designers of Monachus, as well as Croatian small-scale shipbuilding, have made a noteworthy step forward - and worth market appreciation. ■



The owners cabin is actually admiral's - with windows on both sides, so that you can always see the sea... Left: a small cabin with two separated beds - for guests or children - is set towards the stern

spends a lot of time at sea. Practicality and functionality of all fittings and frames has been brought to perfection, each, even the smallest particularity has been carefully developed. As we started the engines we found out that the sea loves Monachus: the manoeuvre in the narrow marina basin, with good positioning of the engines and the bow thrust, was a piece of cake. The views from the cockpit are excellent - Monachus can with no problems, be operated by one person only, so one does not depend on a crew. The praised characteristics of the hull, checked in practice, have been confirmed already by the fact that at 1,000 rpm and the speed of 8 knots both engines consume only 11 litres of diesel per hour, while at the speed of 12 knots the fuel consumption has risen to modest 29 l/h. The pleasant cruise speed of 19 knots, with an exceptionally quiet engine-work and a moderate fuel consumption - beginning then to depend on the conditions at sea, wind, sea-currents etc. - is the main feature of the Monachus, one which many renowned leisure boat manufacturers would like to share. It is interesting how Monachus, thanks to the specificities of its hull, can operate as a displacement boat, semi-displacement boat, or as a speedboat, leaving behind itself always an identical wake, avoiding the turbu-



LOA	13,85 m
Beam	4,20 m
Draft	0,95 m
Displacement	12,8 t
Fuel tank	1.440 l
Water tank	510 l
Engines	2 x Cummins 425 hp
Maximum speed	34 knots
Cruising speed	28 knots
Dealer	Yachting Plus 27