



Puffin®
YACHTS



Puffin® 27' Classic Standard Specification

Features:

- * Draft 0.65m only, with liftkeel up*
- * Suitable for trailer transportation*

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GENERAL

Puffin® Yachts are designed by the independent Naval Architect Olivier van Meer based in Wijdenes (NL). His team is constantly updating the development of these famous yachts.

The key words for the development of the Puffin® Classic series were: space, speed, easy to handle, able to dry out, strong and safe.

The Puffin® Classic range consists of the following versions (all mentioned lengths are hull lengths):

27' (composite)
30' (aluminium or composite)
33' (aluminium or composite)
37' (aluminium or composite)
41' (aluminium or composite)
42' (steel or aluminium)
46' (steel or aluminium)
50' (steel or aluminium)
58' (steel or aluminium)
65' (steel or aluminium)

PROCEDURE

The following Standard Specification (to be guided with the Standard Presentation Drawing) is a brief description of the standard yacht.

The standard yacht will be delivered complete, turn-key and ready to sail within the standard price.

However, each Puffin® will be customised to the client's requirements; it is a semi-custom concept.

This customization will be done in close cooperation between the client, the yard and the architect.

As soon as we know your specific wishes Puffin® Yachts will make, free of any obligation, the detailed clients Owners Specification and Owners General Arrangement. Guided with these customised documents Puffin Yachts will send you their free offer and date of delivery.

INFORMATION

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INTRODUCTION

***Puffin*[®] : A THOROUGHbred CUTTER**

In 1990 I began designing a cutter to suit my own taste – in other words, a boat that, in the first instance, was not intended with a specific client in mind.

I got the original ideas from my many years of adventures in European waters, sailing in our own schooner, the “Johanna Lucretia”. I was actually born aboard this 22-metre wooden boat. Sailing along the coasts of England, Scotland, Ireland and Scandinavia gave me my inspiration, but my special link with American (Maine) sailing craft, also played a major role. Almost every evening I was sitting at the charttable and started designing, working out on paper everything I had come across with regard to this type of vessel. Many times I could be found surrounded by enormous piles of paper, searching for that one perfect line.

The origins of the various shapes of hull for cutters in these areas fill many a book, but what it all boils down to is that the sailing area and – more than anything – the function that the ships had (and often still have) played a very decisive part in the ship’s design.

It is partly thanks to this explicit functionality that ships become the beautiful things they are, but an additional factor of importance is, of course, the inspiration of the designer and the quality of the builder.

During my sailing trips it struck me that, in our environment, the sort of boat I had in mind lacked a certain “something” as a yacht: that “something was the extra impetus that’s needed to arrive at a new design, such as my design for the “Puffin”. I’ve built a great deal of my own personal taste into the Puffin, and after some 110,000 – often extraordinary – miles at sea, I’ve been able to include a great deal of my own experience of sea-worthiness and comfort at sea as well.

With its flowing lines and exceptional design, the Puffin has an aura that immediately attracts and holds the attention of aficionados and connoisseurs. Many boats are crammed with unfathomable and intricate technology, but their shapes and styles are often “contrived”.

In the Puffin design, on the other hand, elegance, sea-worthiness, personality and simplicity are the key principles – but, after a rough trip, you can still enjoy a hot shower - on even the smallest Puffin!

Strong, reliable and up-to-date materials are used in the hull, the technical equipment and the interior.

The aim has been to achieve simplicity in structure and in the operation of the technical systems for people who don’t want to have to rely on other people.

Originally all Puffins were deep S-bilge long keelers. That, after all, is where my roots are. But in The Netherlands we have a great many shallows, and in other parts of the world as well the most beautiful places are often to be found upstream among these shallower waters. That’s why we’ve developed a centreboard version of the Puffin.

As a sailor in extremely beautiful but often lonely environments I have learned to rely as little as possible on modern facilities in the even of an emergency.

That’s why, for example, the centreboard casing has been designed so that the centreboard can easily be reached from the exterior even when the ship is at sea. A further point to note is that the centreboard has a modern and fully-streamlined profile for optimum sailing characteristics. It is fully independent of the boat’s exceptionally large curve of stability, which has been achieved through the distinctive shape of the hull and the internal ballast.

The Puffin is also ideal for use on, for example, the inland waterways of Europe.

In a nutshell: the Puffin offers you independence in every aspect of sailing.

In a boat like this you can catch people’s eye on a Dutch lake or feel at home off the rugged coastline of Nova Scotia.

The Puffin is extremely sturdily built – a boat that will outlive you!

Quite apart from my own views on strength, the construction and welding are more the kind of thing you would expect to find in commercial shipping than in yachting. The optimum length/width ratio offers a surprisingly large amount of space for present-day comfort, unlike many yachts of similar length.

It’s often forgotten that people are getting taller. It so happens that my first clients were well over 6 feet tall. I decided to adopt a rigorous approach when designing for them and made sure the Puffin had a significant amount of headroom virtually everywhere – and so made a lot of tall people very happy!

Puffin can be built as an S-bilge or with a centreboard, and there is also a choice of sail plans. In principle the hulls can be produced in various materials such as composite, steel and aluminum.

The Olivier F. van Meer Design consultancy uses the latest Computer Aided Design (CAD) techniques and very advanced computer programs.

We invest continuously, a police that extends to innovation and training. This ensures an efficient and flawless construction. The making of any necessary changes and the incorporation of specific customer wishes are dealt with quickly and accurately. Various interior layouts have been produced for the different models. These are all fully customised.

Meanwhile the boat has become extremely popular. I never intended it to go into mass production, but both you and I can relax, for every Puffin has its own distinctive character. Is that, I wonder, due to the owner, the design or to me?

In the interim its sailing characteristics have been proven.

Although it handles like a much larger vessel, with beautiful, gentle movements and a very small angle of inclination, performance characteristics such as speed and its handling close to the wind compare favourably with those of modern, fast touring yachts.

The ease of handling and the supreme level of comfort on deck (and not just in the wheelhouse) and in the interior, even during rough sailing trips, have already been the subject of extensive comment.

Puffin are the one of the few yachts that are ready to sail within the standard turnkey price without having to be kited out with all sorts of expensive options first.

The inspiration for the name Puffin came from the small but sturdy bird of that name, which is famed not just for its curiosity and it's dapper appearance but also for its enormous strength and speed.

Yes, it's an impressive experience seeing a little beast of this kind, with its mysterious aura of laughter and gaiety, flying past.

Quite an appropriate name for my boat, I thought...

Olivier van Meer

1 Hull

Based on composite:

Hullshape: Round bilge hull with classic heart-shaped transom and spoonbow.

Keel: NACA profiled manual operated lifting keel.

Rudder: NACA profiled rudder, protected behind skeg.

Stainless steel permanent Ladder

Selfdraining cockpit with large straight drains.

One watertight forepeak bulkhead.

All tanks of polyethylene.

Separate gaslocker for two Camping Gaz cylinders.

Three generous sized dry cockpit lockers.

On the foredeck/forepeak we find an extreme large selfdraining locker.

All decklockers can be watertight closed .

2 Preservation & Paintwork

Two-component system by International Yacht Paints for the outside hull. Fully supervised and certified by International Yacht Paints.

Ships name on both sides, name, homeport and yachtclub on stern. One color for deck arrangement (crème), one color for hull (dark blue), one waterline stripe (crème). Extra strong underwaterfouling (red). Deck with contrasting non-skid.

3 Entrances, Windows, Portholes, Hatches and Ventilation

The entrance is protected by a high bridgedeck, the teak drop-in washboard has an integrated porthole as well as a ventilation grid. The teak sliding hatch runs into a polyester garage.

In the decksaloon are 3 oval openable portholes per side.

On deck we find 1 stainless steel deckhatch with ventilation position, for ventilation, light and escape.

Ventilation is guaranteed by the deckhatch, the openable portholes and the ventilation grid in the washboard.

4 Propulsion

Yanmar, approximately 12 hp saildrive.

Control panel : In aft front of saloon containing:

- rev. counter
- hour counter
- low oil pressure alarm,
- high engine temperature alarm
- Charging/volt gauge
- key start, stop button.

Mechanical SS (Stainless Steel) Morse system in cockpit

5 Steeringsystem

The rudder is stainless steel hinged with Delrin bearings on the stern equipped with a removable laminated tiller.

6 Interior

See enclosed typical General Arrangement.

Inside hull and deck is off-white painted.

All bulkheads of marine grade plywood with V-shaped classic groove and off-white painted.

Furniture and lockers of varnished massive and veneered mahogany.

Cushions of 3" polyurethane foam with removable covers.

All hinge and closing devices for the interior are solid brass. Various handholds throughout the interior for safety.

7 Exterior

Veneered teak entrance washboard and massive teak sliding hatch (not varnished)

Stainless steel mooring cleats (4x)

Stainless steel hinge and closing devices for all exterior work

Stainless steel swan-neck by the mast for threading of existing and future additional mast cables

Teak handrail on stainless steel stanchions on rooftop

Mahogany toerail varnished

8 Electrical Installation

12 V maintenance free gell battery, 80 Ah.

Charging the batteries is by the main engine alternator.

Halogen light plafonnière in cabin and above double bed.

A 12V socket near the galley.

Navigational lights: sternlight, three color combined in masttop, anchorlight in masttop.

The electric panel has provision for additional outlets.

9 Technical Installation

Waterpressure : With handpump under galleysink.

Stove : Two burner thermally protected gascooker with fiddle rails.

Bilgepumps : Manually operated bilgepump in the cockpit.

Manual operated toilet : Running in the holdingtank

Holding tank : Polyurethane holdingtank to be emptied by gravity or by deck pump out.

10 Navigational & Communication equipment

Magnetic compass on decksaloon rooftop.

11 Rigging

All sail handlings can be done from the cockpit.

Aluminum anodized, one spreader deck-stepped Master Masten mast and boom.

Aluminum bowsprit painted in superstructure color. Not retractable or liftable but removable for transport.

Rodkicker on boom. Stainless steel standing rigging. High durability materials for running rigging.

Mainsail with sail battens, three reefs and acrylic cover. Staysail with hanks. Jib with Profurl furlsystem.

All sails of high quality durable Polyant offshore quality.

Tracks for jib (2x), for staysail (2x) and mainsheet (1x), all adjustable.

Selftailing aluminum winches for jib (2x) and staysail (2x) in the cockpit, multipurpose (2x) on rooftop.

Two aluminum winchhandles.

Stoppers on the rooftop. Preparations for a genaker.

Windex wind indicator on masttop.

Lazyjacks and single line reefing.

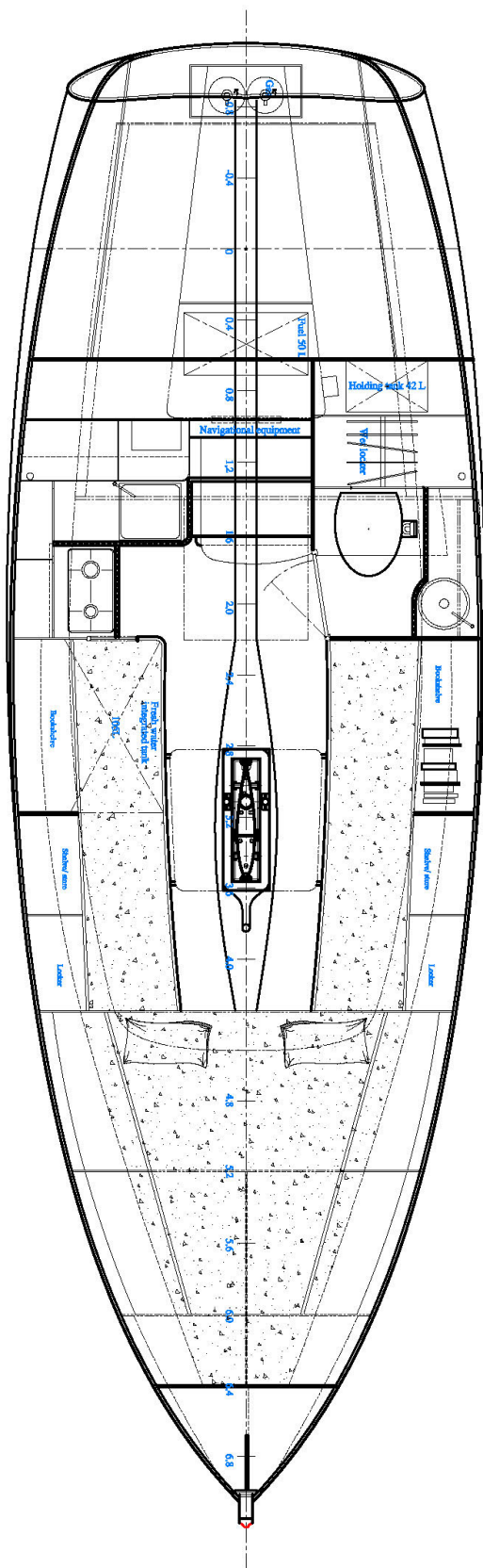
12 Equipment

Anchor equipment: 1 x 15 kg galvanized anchor, chain of 5 meter + 16 mm 8 played nylon rope of 35 meter.
Fenders 4 x
Mooring lines 4 x 10 m
Retractable boathook 2,5 m
Flagpole + flag
Handheld horn
Bucket with line
Deckbroom
Fire extinguishers, 1 x 2kg powder

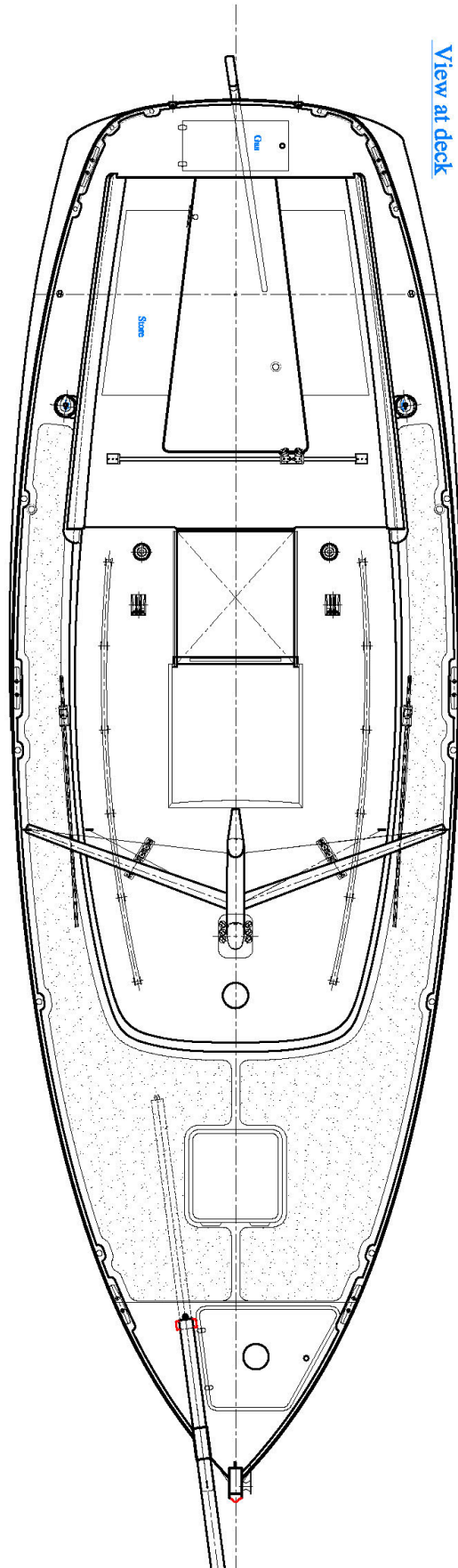
Price: 115.000 euro excl. vat

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View below deck



View at deck





