



Builders of the proven Classic for the Master Mariner



Puffin[®] Yachts



Puffin 41'
Standard Specification

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 chart table 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 versions 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 event 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 steel and aluminium.

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 its 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

MAIN PARTICULARS

Type	:	Puffin® 41 Classic with centreboard
Construction	:	Aluminium or Composite hull and superstructure
CE Category	:	B
Hull	:	Round bilge, cutter bow and cordiform stern with tumble home
Keel	:	NACA profile, manual operated lift keel with lead bulb
Rudder	:	Stern hinged, NACA profiled, tiller steered
Length over all	:	14,14 m (46'05")
Hull Length	:	12,40 m (40'08")
Waterline length	:	10,32 m (33'10")
Beam	:	3,76 m (12'04")
Draft	:	1,05 m/2,30 m (3'05"/7'07")
Displacement	:	11 ton (24,250 lbs)
Ballast	:	3,25 ton internal + 1 ton in centreboard
Headroom	:	2.00 m (6'07") throughout, 2.05 (6'09") in deck saloon
Berths	:	4 persons, all berth lengths 2.10 m (6'11")
Fresh water	:	385 litres (102 US Gallons)
Fuel	:	350 litres (92 US Gallons)
Holding tank	:	100 litres (26 US Gallons)
Engine	:	Yanmar, approximately 70 hp, saildrive.
Cruising range	:	Approximately 500 NM in calm waters
Rigging	:	Bermuda cutter
Sail area	:	96,50 m ² (Bermuda rig) (1039 sq.ft.) (standard)
Air draft	:	17,22 m (56'06")

1 Hull

Based on aluminum:

Certified seawater resistant aluminum AlMg 4,5 Mn 5083 H321, Puls-mig welded.

The hull is built to a transverse frame system, strong and sound and specific constructed to dry out.

Hull shape: Round bilge hull with classic heart-shaped transom and spoon bow.

Keel: Double plated NACA profiled manual operated centerboard.

Rudder: Double plated NACA profiled rudder, protected behind keel.

Aluminum permanent steps on rudder for emergency overboard and access to optional bathing platform.

Self draining cockpit with large straight drains.

Two scuppers on each side with integrated drainpipe overboard just above the waterline to prevent dirt strips on the hull.

Three watertight bulkheads. Aluminum anchor/bowrol system.

All tanks are polyethylene.

Separate gas locker for two 6 kg P6 gas cylinders.

Depending on the general layout there are one or two generous sized, dry storage lockers in the cockpit.

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

All deck lockers to be watertight closed with stainless steel winch handle locks and equipped with gas struts.

Alcoves in the cockpit coaming.

2 Preservation & Paintwork

The hull, deck and superstructure are painted with a two-component system. The deck is treated with non-slippery material.

One color for deck arrangement, including one waterline stripe. Extra strong underwater fouling.

3 Entrances, Windows, Portholes, Hatches and Ventilation

The main entrance is provided with a single massive teak door which is strong and watertight, covered with a sliding hatch and garage.

The watertight hatch to the main engine is integrated in the cockpit floor. This also means that the engine is in reach immediately and full accessible without interference in your interior. The hatch is equipped with a gasstruth. The entrance stair can be taken away for immediate access to the front of the engine.

In the deck saloon are 3 side windows and 3 front windows fitted, for safety reasons and to avoid leakage these windows are not openable.

In the side of the lower raised deck there are fitted 3 openable portholes per side.

In the aft side of the deck saloon an openable porthole is positioned.

On deck we find 8 openable deck hatches with ventilation position.

- Owners cabin
- Sanitary room
- Guest cabin
- Galley
- Deck saloon 4 x

Ventilation is guaranteed by the deck hatches and the openable portholes in the lower raised deck.

4 Propulsion

Yanmar, approximately 70 hp, saildrive.

Control panel : In aft front of deck saloon containing:

- rev. counter
- temperature meter, oil pressure gauge and hour counter.
- displays for low oil pressure, high engine temperature and charging.
- acoustic and visual warning for oil pressure and engine temperature.
- key start, stop button.
- start battery Volt meter.

Mechanical Morse system in cockpit

2-bladed folding propeller

5 Steering system

The rudder is protected by the skeg and equipped with a steering wheel and wire steering system.

Included is an emergency tiller.

6 Interior

See enclosed the standard typical General Arrangement.

The sofa in the deck saloon offers real free panoramic view around and is long enough (2.10 m) to be used as a sleeping berth.

Together with the optional autopilot the panoramic deck saloon offers inside steering.

Chart table with electric panel and space for navigational and communication equipment. Space for books, charts and other gear.

Double extra deep stainless steel sink in galley with all around fiddle rail around working space. Crash bar over the full length of the galley top. In the sanitary unit we find the shower protected with a shower curtain, large mirror. Ventilation by porthole, deck hatch and electric fan.

Built in mahogany and classic V-shaped crème colored planking (upper part of lining and ceiling).

Two component, satin finish.

All floors varnished teak and removable. Hinged floor hatches to use all possible space in bilge for storage.

All berths are extra long (2.10) and the headroom inside the yacht is huge; 2.00 m in the lower saloon and 2.05 m in the deck saloon!

Locker doors with ventilation openings.

Cushions made of various weights, well modeled sandwich foam, resting on unvarnished well ventilated boards to avoid condensation.

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

7 Exterior

Cockpit seats covered with seamed teak (not varnished)

Massive teak entrance door and sliding hatch (not varnished)

Teak handrail (not varnished) on superstructure on stainless steel stanchions

Aluminum mooring cleats (6x)

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.

8 Electrical Installation

Two separate circuits, one with 12V and a 46 Ah start battery for the engine and one 12V 225 Ah batteries for general use. The engine can also be started on the general batteries.

Charging the batteries is by a 60 Amp alternator from the engine.

Halogen lights throughout the interior with switches on the light itself.

A 12V socket near the chart table and in the cockpit.

A 230V double socket near the chart table and in the galley.

Electric panel with circuit breakers near the chart table.

There is a volt, water and diesel meter near the chart table.

Navigational lights: stern light, steaming light, three color combined in mast top, anchor light in mast top.

The lower spreaders have spreader lights.

The electric panel has provision for additional outlets.

9 Technical Installation

Heating	: Alaska Diesel stove
Hot water	: Calorifier 40 liters connected to main engine cooling water and shore power
Hydrophoor	: Sensor pump VSD
Fridge	: 50 liters, with electric Danfoss compressor for chilling.
Stove	: Two burner gas cooker with oven, well gimbaled with fiddle rails and locking device for oven door, electric lighting of burners, thermally protected.
Bilge pumps	: Each compartment has its own floodable electric bilge pump with an outlet above water and automatic switch. : Each compartment has an acoustic bilge alarm : A 165 l/min. manual bilge pump operated from the cockpit is permanently connected to the aft peak (engine room).
Manual operated toilet	: Running in the holding tank
Holding tank	: Holding tank to be emptied by gravity or by deck pump out.
Waste water sanitary	: Shower and washbasin water drained by pump directly overboard without going into the bilge's or the holding tank. Hand switch for shower/washbasin pump for upmost safety.
Wastewater galley	: Water from the galley sink drained by a separate pump, same system as for sanitary.

10 Navigational & Communication equipment

Magnetic compass on deck saloon rooftop.

11 Rigging

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

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

Rod kicker on boom. Oversized stainless steel standing rigging (to avoid fatigue during ocean sailing).

High durability materials for running rigging.

Mainsail with sail battens, two reefs and acrylic cover. Staysail with hanks. Jib with furl system.

All sails of high quality durable Polyant offshore quality.

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

Self-tailing aluminum winches for jib (2x) and staysail (2x) in the cockpit, a furl winch (1x) for the headsails in the cockpit and a halyard (1x) multipurpose winch on and a reefing winch (1x) on the mast.

Halyard stoppers on the mast for jib, staysail and main halyard.

Preparations for a genaker.

Windex wind indicator on mast top.

Navigational lights: steaming light, three color combined in mast top, anchor light in mast top.

The lower spreaders have spreader lights.

12 Equipment

Anchor equipment: 1 x CQR galvanized anchor of 20 kg on bow roller, including locking pin, 5 m lead line + 40 m 16 mm 8 played nylon rope.

Stainless steel push- and pulpit with stainless steel stanchions and wire. Push pit with opening for easy access over the stern.

Anchor bal

Fenders 6 x

Mooring lines 4 x 10 m

Retractable boathook 2,5 m

Flagpole

Boathook

Cockpit table

Handheld horn

Bucket with line

Deck broom

Fire extinguishers, 3 x 2kg powder

Lifelines for ps and sb

Price on request

- We have the right to change prices without prior notice.
- The presentation drawing/photo's may show/mention options which are not included in the standard price
- Chosen extra equipment may influence this standard brochure.
- Weights and measurements are estimates, they can change slightly without prior notice.
- This standard specification is valid at the time of printing, all previous brochures are no longer valid.
- Details of the construction, manufacture, equipment and systems may be changed without prior notice as a result of development from design, engineering and production, and due to regulations from authorities and classification regulations.
The standard of quality and equipment will, however, be at least as specified herein.

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