Goeree 870
Standard Specification
To be guided by the Standard Presentation Drawing

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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 Goeree series were: space, easy to handle, strong and safe. The Goeree range consists of the following versions (all mentioned lengths are hull lengths):

Goeree 890 (Steel)  
Goeree 1090 (Steel)  
Goeree 1270 (Steel)

De Goeree can be built as motor yacht as well as motor sailor.

**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 Goeree 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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**Principal dimensions**

**Standard:**
- Length o.a.: 8.70 m
- Beam: 3.00 m
- Draught: 0.90 m
- Height above w.l.: 1.90 m
- Displacement: 5.25 tons approx.
- Sailarea: 25.8 m²
- Engine: 50 hp
- Max speed: 7.5 knots (14 km/hr)
- Fueltank: 162 litre
- Drinking water: 177 litre
- Holding tank capacity: 210 litre

**As motor sailor:**
- Length: 1.05 m
- Draught: 2.20 m

Due to the tremendous success and at the request of several of our clients the Goeree has now been brought into production again. Besides the standard motor yacht version she is also be available in the popular motor sailer configuration. The Goeree 870 is especially suitable for overnight stays or short holidays. The size and lay out of the 1090 is specifically conceived to make extended stays over a much longer period of time possible.

The large range under power of approximately 722 mires (1300 km) and the CE category B (North Sea and adjacent waters) makes her cruising area virtually unlimited.

Besides her seaworthiness we have naturally also taken into consideration the extensive cruising areas of the European inland waterways system. Her excellent maneuverability at low speeds, her low profile (even the motor sailor version), the maximum all round view and the extremely quiet engine ensure optimum comfort under any circumstance.

There is a surprising amount of space ensuring that your needs can be fulfilled.

With the larger sister Goeree 1090 Olivier van Meer has once more brought an exceptional vessel on the market. (See the test in Waterkampioen nr. 13, 10 July 1998 for an expert’s opinion)

Besides the fact that the craft is of heavier and stronger construction than vessels of a similar size and type, a lot of attention has been given to the aesthetic design aspects. The round wheelhouse and the beautiful lines of the hull immediately catch the eye. The cheeky characteristic bow, the flowing sheer line, the unusual tumblehome and the heart-shaped stern are all immediately recognizable as an individual and original design trademark. Typical characteristic features of an Olivier van Meer design.

The whole concept is based on simplicity and reliability. This no nonsense approach is in fine harmony with the nearly workboat-like appearance of the Goeree.

A design for a discerning owner who dares to state that one can be held accountable for ones taste.
Layout from bow to stern.

There is stowage space in the bow section, which is accessible through a hatch in the foredeck. Behind the watertight collision-bulkhead is a separate and surprisingly spacious owners cabin with a large double bed (150 x 210cm) and a proper wardrobe. There are large drawers under the bed and books shelves and open storage space built up against the hull. Apart from the large cupboard on the starboard side there is also a spacious locker under the comfortable built-in seat.

The owner's cabin is fitted with portholes that can be opened and an air/light/escape hatch in the roof. Amidships there is a U-shaped galley. The standard version has a cooker with 3 burners and an oven and grill. Furthermore there is a fridge and a double sink with hot and cold running water. There is space to install an optional magnetron. Thanks to the open passageway to the wheelhouse/saloon the galley is a pleasant seaworthy place to work in whilst remaining in contact with the rest of the boat. There are two portholes and a light/air/escape hatch. Across from the galley ample space has been allotted to the heads. Just like in the Goeree 870 a “normal” toilet with an electric flushing system has been fitted.

A full sized shower with shower curtain and a large washbasin with mirror and an abundance locker space and shelves. Locker space has been created over the full length of the bathroom. There are two portholes and a solar powered ventilator. All waste water as well as that from the chain locker and the heads empties directly into a holding tank that complies with the most stringent environmental requirements. This also ensures a minimum of through-hull fittings.

Via the stairway from the galley we enter the wheelhouse. Standing behind the wheel or sitting in the comfortable steering position with its adjustable footrests one has an excellent all around view while all navigational and engine instruments are within easy reach. On portside below the gangway a large cupboard has been installed. There is a spacious hatch above the steering position ensuring plenty of light and an unobstructed view of the sky or the set of the sails. On starboard there is a spacious sitting area with a table and plenty of stowage and leg space. Opposite the entrance a similar couch has been fitted. Both these sitting positions provide an excellent all around view. There is ample locker space below these couches that can be reached through hatches under the cushions. This couch can be used as a single berth. An optional extra is to have the second sitting area to port transformed into a fixed and extremely spacious single berth.

The large well-protected self-draining cockpit offers plenty of comfortable seats and is easy to step in and out of. Beneath the watertight cockpit sole there is an extremely large locker. The boat can be easily steered from the cockpit with the standard tiller and the second Morse handle.

There is an extreme specious storage under the cockpit benches and a separate locker for the two large gas cylinders. The gangways are wide and unobstructed and ensure easy access throughout the whole vessel.
Technical characteristics of the standard version:

1. HULL

Steel built, strong and sound and specific constructed to dry out.
Hullshape: Round bilge hull with classic heart-shaped transom and spoonbow.
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. CONSERVATION AND PAINTWORK.

Two-component system for the outside hull.
Shipsname on both sides, name, homeport and yachtclub on stern. One color for deck arrangement (creme),
one color for hull (dark blue), one waterline stripe (creme). Extra strong underwaterfouling (red). Deck with
contrasting non-skid.

3. PORT-HOLES, COMPANIONWAYS AND HATCHES

High quality brass clench-windows with rounded edges and and 6 mm safety-glass.
Six brass port-holes mounted in the lower coachroof.
Large portholes in the aft side of the wheelhouse on either side of the entrance and in the sides.
All portholes are massive, polished brass and can be opened.
The teak door has a window in the top half.
The unobstructed all around view from the wheelhouse of the Goeree is exceptional.
Light/air/escape hatches (50 X 50 cm) have been mounted in the coachroof and the roof of the
wheelhouse (30 X 20 cm).

4. PROPULSION UNIT

- Yanmar, approximately 50 hp.
- Water lubricated stainless steel propeller shaft with rubber bearings and Volvo-seal.
- Bronze 3 blade propeller.
- Dry exhaust. This has been chosen for its low fuel consumption. (environmentally friendly)
- Morse controls in the cockpit and in the wheelhouse.
- Deck-mounted fuel intake with overflow tank that empties into the main fuel tank.
- 162 litre fuel tank with air intake.
- Instrument control panel shows the following:
  - Oil-pressure gauge
  - Water temperature gauge
  - Oil-pressure and temperature alarm
  - Volt-meter
  - Tachometer
  - Starter switch
  - Fuel gauge
  - Fresh water gauge
  - Holding tank gauge
  - Rudder angle indicator
  - Compass repeater
- Cooling system
  The choice of an intercooling system has been quite deliberate. It has many advantages: fewer
seacocks, no clogging or air problems (while drying out), practically maintenance free, no danger of the
system freezing up in the winter (system doesn't have to be emptied)
- Overflow collector mounted under engine with hand pump.
- The engine room is isolated and fitted with noise and vibration absorbing plates, the engine itself has flexible mounts to ensure silent running.
- For the engine room there are two brass ventilators on both sides of the cockpit that can be closed.

5. STEERING SYSTEM

- Hydraulic steering
- Teak wheel with ornamental brass cap.
- The rudderstock is fitted with a connection for either a permanent-, foldaway-, or emergency tiller.
  The Goeree can easily be steered from the cockpit with a tiller.
  There is a second Morse handle for the engine controls in the cockpit.

6. DOWN BELOW

The pleasant interior is constructed in waterproof plywood with mahogany veneer finishing, solid mahogany trimmings and brass fastenings.
Both in profile as well as down below the Goeree 870 has a warm, traditional style.

- The hull has been insulated with fireproof, CFK and Prussic acid free insulation foam.
  This strong foam layer also creates a perfect protection of the inner-hull without so-called cold-bridges.
- The ceiling height in the forepeak is 1.75 m. and 1.97 m. in the wheelhouse.
- Two couches which can double as berths with extensive stowage beneath.
  When lowered together with the two couches the table forms a comfortable double berth.
- In the heads there is a sink with running hot and cold water and a toilet with an electric pump. Further practical stowage space.
  This area has been finished with fillers and a cream coloured gelcoat for maximum hygiene.
- A large hanging cupboard and shelf space with two doors.
- The ceiling is white painted pine.
- Gratings and floors are mahogany with maple-rush trimming.
- Stainless steel sink with hot and cold running water and a two burner stove. Numerous cupboards and drawers below the sink.
  A 50 litre fridge has also been installed below the sink.
- Separate container for garbage.
- Couch/berth with extension for double berth, plenty of good accessible stowage.
- Console for wheel, navigation and engine control panel.
- Driver-seat with armrests with adjustable footrests.
- Mahogany stairs with anti-slip surface.
- Strong and tasteful upholstery of the mattresses and removable pillow covers.

7. ON DECK WOODEN FINISHING.

- Three teak gratings form the cockpit sole.
- Teak covered cockpit benches.
- Teak grabrails on wheelhouse and coachroof.
- Teak sliding hatch and door.
- The saloon table with its stainless steel legs can also be used in the cockpit where there is a recessed holder in the grating.

8. ELECTRICAL INSTALLATION.

- High quality maintenance free 12 V batteries. One 55 Ah starting battery and one 230 Ah illumination battery. Fitted with semi-conducting bridge and main switch.
- These batteries are charged by a 65 Amp. dynamo from the main propulsion unit. The system is laid out in such a way that it is impossible to “empty” the starting battery.
- The whole electrical wiring system runs through insulating pipes with extra ones already installed to facilitate possible later enlargement of the system.
- Four ceiling lights in gilded brass: wheelhouse, above galley, above table, in heads.
- Two gilded brass reading lights in forepeak and one over couch in wheelhouse.
- Navigation lights: port and starboard on wheelhouse, stern light above transom, steaming light and
riding light in mast.
- Electric windscreen wipers (two).
- Control panel with automatic fuses.
- Electric horn.

9. TECHNICAL INSTALLATION.

- 177 litre water tank with inspection hatch.
- Electrical system for running water.
- Heads with electric flushing system and 210 litre holding tank with inspection hatch and odour filter. The holding tank is fitted with an external electric pump and an extension pipe to deck level to facilitate external pumping-out.
- Manual bilgepump with readily accessible sieve under the saloon floor.
- Separate bilgepump for fully isolated engine room.
- Electric 50 litre fridge, Danfoss compressor with coldbuffer.
- Warm water boiler, 40 litres, 220 volt, with an element for use of cooling water from main propulsion unit.
- Heating, warm-air diesel stove with vents in saloon and forepeak.

10. NAVIGATION INSTRUMENTS.

- Fluxgate compass (with optional autopilot connection)
  Readout on instrument panel with transducer in mast.
Various other instruments can be installed on request.

11. RIG.

Teak navigation mast, with stainless steel bolt and captive pin on tabernacle. Mast can be manually lowered. Two ensign halyards and cleats.

12. INVENTORY.

- 6 brass bollards, twee on foredeck, two either side amidships and two on afterdeck. On the fore- and aft deck cove lockers have been built into the bulwarks.
- 25 kg Hall anchor, 30 metres of 8 mm chain, with swivel on anchor.
- Electric anchorwinch by Simpson & Lawrence with remote control that can be stowed in forepeak.
- Separate stainless steel bathing ladder, with fittings for attachment to transom.
- Life buoy with lamp.
- 4 fenders.
- Flagstaff with holder.
- 4 mooring lines.
- Anchor ball
- ABC powder fire extinguisher.
- Boathook.
- Mop & Bucket.

On delivery a complete manual in full compliance to CE standards will be supplied.

Price based on steel hull: on request

- We have the right to change prices without prior notice.
- The presentation drawing 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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