



**Puffin®**  
YACHTS



**Goodvaer 1250**  
**Standard Specification**

To be guided with the Standard Presentation Drawing

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## **GENERAL**

Goodvaer 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 Goodvaer series were: space, speed, easy to handle, able to dry out, strong and safe.

The Goodvaer range consists of the following versions (all mentioned lengths are hull lengths):

Goodvaer 1250 (Steel)

Goodvaer 1560 (Steel)

Both versions are displacement yachts.

For semi displacement and higher speed we built an aluminium version based on double engines and propellers.

## **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 Goodvaer 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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# Goodvaer 1250, professional perfection.

## Principal dimensions

### Standard:

Length o.a.	12.67 m
Beam	4.00 m
Draught	1.10 m
Height above w.l.	2.90 m
Displacement	18 tons approx.
Engine	159 hp
Max speed	10,5 knots (19.4 km/hr)
Fuel tank	1300 liter
Freshwater tank	940 liter
Holding tank capacity	315 liter

Over the past 10 years naval architect Olivier F. van Meer from Enkhuizen, the Netherlands has achieved an enviable reputation built on his aesthetically attractive designs. Designs in which beauty of lines are always foremost considerations.

He has also established himself as a designer of note in projects with a more professional function both in sail- as in motoryachts.

The professional styling used here can also be found in the pleasure yachts that this design office develops

This is one of the reasons why Puffin Yachts chosen him to create a totally new concept for the motoryacht market.

The vessel had to comply to a number of stringent demands.

The design had to be unique with a totally individual character and a new styling concept unlike anything else presently on the market.

It had to comply to the latest CE regulations for yacht construction and also be both environmentally friendly as well as requiring little or no running maintenance.

Naturally none of these factors should compromise its seaworthiness, safety or comfort.

Out of this design brief a vessel emerged that is equally at home at sea as well as for cruises through the inland waterways.

The whole project from the preliminary talks with the future owner right down to the first sea trials is closely monitored by the designer. Your own private wishes are all meticulously incorporated into the design to ensure a vessel that clearly distinguishes itself from anything else on the market.

Due to its streamlined hull and full-length keel the Goodvaer holds its course well while at the same time is easy to manoeuvre both ahead as well as astern.

The fine aerodynamic lines ensure an easily driven hull with little wavemaking tendencies.

Her balanced seaworthy shape also ensure an easy and comfortable motion in a seaway.

The interior is well thought out and aimed at creating the maximum of comfort as well as space.

At all times the designer will be available for advice, questions or possible new options.

Do you wish to use your Goodvaer for weekend trips on the inland waterways? Cross Channel voyages? Extended cruising through the inland waterways of Europe? For every choice the designer will gladly advise you on alternative options.

It is difficult to compare the construction and finishing of the Goodvaer to comparable yachts of a similar size.

The Goodvaer is built heavier and stronger than vessels of a similar size and type and the attention to detail is outstanding.

It is a boat designed and built to last a lifetime.

The Goodvaer 1250 has been designed using the most up to date CAD technology systems.

The engine complies to the most stringent environmental demands.

Thanks to the flexible engine mounting, thorough soundproofing and the special exhaust system vibration and engine noise are reduced to the absolute minimum.

To ensure optimum safety the Goodvaer is fitted with several watertight bulkheads.

## Layout from bow to stern.

A large comfortable area has been created under the raised foredeck.

The sturdy round wheelhouse immediately draws your attention. Thanks to its unusual and daring shape it gives a feeling of space both within as well as on deck.

Besides the large deck areas which are ideal for sunbathing etc the Goodvaer also has wide unobstructed gangways.

The aft deck can be fully enclosed using the fold-away awning [optional extra] making a comfortable extension of the main saloon.

Together with the striking styling of the stern the round aft side of the deckhouse with its large door offers an attractive sight.

Because there are no fixed cockpit benches and once the hatch to the bathing platform has been locked the cockpit forms one large child-friendly area. A large locker space for bicycles, deck chairs etc is built into the inside of the cockpit coaming. In this way the aft deck can easily be adapted to fit every possible activity: fishing, diving, children playing, dining or just relaxing.

The fo'c'sle can be reached via watertight hatch on the foredeck. There is ample stowage space and a chain locker.

The owner's cabin is situated directly behind this and has a spacious double bed with stowage space and the freshwater tank beneath it.

There is also ample stowage space in the lockers, drawers and open shelves.

Making the bed is a simple matter as the whole length can be reached.

The whole design of this cabin is aimed at creating an intimate atmosphere.

Wheelhouse and saloon are on the same level as aftdeck and bathing platform.

Because of this a large open space is created for swim, surf and diving activities.

The many portlights in the hull and the light/air/escape hatches assure excellent ventilation and a pleasant atmosphere.

Going up the stairs you enter the "bridge" and the saloon. Here there is a spacious sit-around couch. The table can be lowered on its pedestal to create a large double berth.

As the floors in this part of the saloon have been heightened there is still a good all-round view even if you are sitting.

Because of the typical rounded windows in the wheelhouse it offers a truly unique view.

Good accessibility to the engine room is guaranteed by the hatch above the engine (the main propulsion unit actually fits through this opening) and a further entrance through the cockpit.

The navigation and steering console is ergonomically designed and offers enough space for the installment of further instruments.

A swivelling steering position of which the height is adjustable gives a comfortable and clear all round view.

Standing height in the cabins is 2 metres and 2.06 metres in the wheelhouse.

The wide door to the cockpit is solidly built.

The cockpit is selfdraining and the door through the bulwarks to the bathing platform is watertight.

All possible care has been taken to efficiently use every part of the vessel to create as much as possible inside and outside stowage space so necessary for long stays on board.

## **1 Hull**

Based on steel:

Certified steel, grade 42, Puls-mig welded.

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

Hullshape: Round bilge hull with V-shaped bow section.

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

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.

One watertight bulkhead between accommodation and forepeak.

Stainless steel anchor hawse system.

All tanks are integrated bottom tanks with manholes

Separate gas locker for two 6 kg P6 gas cylinders.

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

The forepeak contains the PVC chain locker as well as an enormous storage space.

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

## **2 Preservation & Paintwork**

The hull is outside and inside fully sandblasted to S 2,5.

Two-component paint system for the in- and outside hull.

Above the waterline the outside hull is faired, under water it is not.

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

## **3 Entrances, Windows, Portholes, Hatches and Ventilation**

The windows, port-holes and hatches have to comply to the same stringent quality standards as the hull.

High quality aluminum clench-windows with rounded edges and safety-glass.

The heavy and handsomely finished profile is clench fitted which means that there are no holes drilled for screws which naturally cause rust build up after a number of years.

Everything is maintenance free and finished smoothly.

The windshield has been fitted with horizontally moving windshield wipers. There are sliding side windows.

In the deck of the low coachroof 6 round light/air/escape hatches have been mounted. These are fitted with a permanent ventilation position.

Aluminium portlights have been built into the hull while aluminum portholes have been built into the coachroof.

Whether you are seated or standing there is always a clear view, space and light.

## **4 Propulsion**

- Yanmar 4 cylinder, approximately 159 bhp.

- Gearbox Hurth-HSW630 PRM, 2,5:1 reduction.

- Water lubricated stainless steel Ternet (no electrolysis) propeller shaft.

- Homokinetic with thrust bearings.

- Manganese bronze, 4 blade propeller.

- Water-cooled exhaust through transom fitted with waterlock.

- Morse controls.

- Three stainless steel fuel tanks: 2 x 235 liters crosslinked and 1 x 165 litres.

Fitted with a fuel intake overflow which preempts future environmental requirements.

Deckmounted bleeder and filler cap with inscription.

- Oil-pressure and temperature gauges in instrument control panel are fitted with alarms,

- Tachometer and revcounter, Volt- and Ammeter.

- Fuel gauge, fresh water and holding tank gauge in control panel.

- Electric 12 bhp bowthruster. This has been fully insulated to reduce noise to an absolute minimum.

- Oil overflow collector mounted under engine with hand pump.

- The engine room has been expertly insulated and the bottom of the hull has been fitted with sound and vibration

absorbing material.

- The engine itself has flexible mounts to ensure silent running.

The cruising range of the Goodvaer is approx. 650 miles (1200 km) at a cruising speed of approx. 8 knots.

## **5 Steering system**

- Hand hydraulic steering
- Aluminum steeringwheel (inside and out) with teak hoop.
- The rudderstock is fitted with a connection for an emergency tiller.
- Ready to use emergency tiller provision.
- Rudder angle indicator.
- The standard steering position in the cockpit has a second Morse handle.

## **6 Interior**

See enclosed typical General Arrangements variations.

Entire ship, except aft- and forepeak, is thermal insulated with foam up to 20 cm under the soles.

The sofa in the deck salon 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.

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

Two component, satin finish.

All soles with carpet and removable, the deck saloon sole is varnished teak. 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 cockpit floor (not varnished)

Stainless steel 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**

- Every cabin has been fitted with gilded 24 krt, brass ceiling lights and a 220 V wallplug.

There is a gilded brass reading light above the head of every bunk.

Two stainless steel outside lamps above the cockpit in the roof of the wheelhouse.

- Navigation lights: port and starboard on the front of the wheelhouse, stern light above transom, steaming light in mast.
- Riding light in mast.
- Red flashing repeater in mast for when horn is sounded.
- 3 windscreen wipers with 12 V drive and 3 speeds
- Distribution panel with automatic fuses for all users and sufficient unused fuses for possible enlargements of system.
- Electric horn in mast with air compressor.
- High quality, maintenance-free 12 Volt batteries. 2 x 135 Ah starting batteries, 2 x 230 Ah service batteries,

- all in acid proof tray.
- Separate starting and service batteries with battery switch.
- Shore power plug, charger/converter 220 Volt, 1100 Watt.
- Silent running hydrant booster with autoclave.
- Electric anchor winch.
- Electric bowthruster.

## **9 Technical Installation**

- All sanitary units empty into a 315 litre holding tank with bleeder and odour filter.
- Aluminum navigation mast can be lowered electrically.
- 2 lockable ventilation hatches for engine room.
- Pressure system for running water.
- Heads with electric flushing system and 210 litre steel holding tank with inspection hatch and odour filter.
- The holding tank is fitted with an external electric pump and an extension pipe to decklevel to facilitate external pumping-out.
- Electric bilgepump and electric pump for hosing on deck. Fitted with hose and on deck tap.
- Electric as well as manually operated anchor winch, 12 V, 1000 W, with 50 metres of 8 mm chain and an anchor.
- Kabola hotwater system and central heating throughout the whole vessel.
- Central vacuum cleaning system.
- Outside shower in cockpit.
- Insect screen for all windows, portholes and hatches which can be opened.
- 2 stainless steel freshwater tanks, 490 + 450 litres with bleeder and deck mounted filler cap with inscription.
- Readouts in steering console for diesel, fresh water and holding tank.
- Absolute top of the range 3 burner stove with oven and grill.
- Sealed locker for two gas bottles with bleeder and pressure regulator. Fully certified.
- Bilge alarm in engine room.
- Gasetector in galley and engine room.
- Smoke alarm in saloon

## **10 Navigational & Communication equipment**

- Log and depth sounder.
- Windspeed/angle indicator.
- Fluxgate compass (with optional autopilot connection)
- Rudderangle indicator
- VHF
- GPS
- Multifunctional combined antenna for TV, radio, VHF. This unit can easily be upgraded to accommodate further instruments.

The area around the steering console has been prepared for the further installment of other instruments such as mobile phone, radar, auto pilot, navtex, weatherfax, etc.

Provisions have also been made for the fitting of antenna cables in the mastfoot and the mast itself.

## **11 Rigging**

Hydraulic foldable navcom mast.

## **12 Equipment**

- Stainless steel bathing ladder with teak steps attached to bathing platform
- 6 fenders.
- National flag
- 4 mooring lines.
- Anchor ball
- Bucket.

- Mop
- Boathook.
- Flashlight with power socket in console.
- Fire blanket
- 1 life buoy with lamp.

Standard price Goodvaer 1250, based on steel hull: € 375.000,- excluding VAT

## Goodvaer 1560

As follow-up to the Goodvaer 1250, the Goodvaer 1560 is now being developed. The very striking and stalwart lines of this truly innovative design by Olivier F. van Meer result into even fuller advantage with the dimensions of 15.62 x 4.47 metres. As is the case with the Goodvaer 1250, the special design plan will contribute to comfortable behavior in rough seas and at higher speeds, as well as during easy sailing on narrow waterways.

Although the Goodvaer 1560 can be planned according to personal preference, its basic plan shows: A commodious owner's cabin with shower/toilet.

To ensure privacy, two guest cabins with double beds have been kept separate. A second shower/toilet has been reserved for guests and general use.

There is a very complete galley with folding bar, opposite an ample dining-table. The special layout creates a pleasant ambience and ample floor-space.

As in the case of the Goodvaer 1250, the bridge offers a magnificent view. The aft deck and bridge are larger, of course. Also, the aft deck is fitted with an electrical powered folding platform as standard. This forms an "entertainment island" for swimming, diving, surfing and the like. This enlarged platform has been fitted with folding railings to form a sort of second terrace where deck-furniture can be placed. Together with the double bulwark doors this makes for a luxurious multifunctional aft deck.

### Preliminary dimensions:

Length	: 15.62 m
Beam	: 4.47 m
Draft	: 1.20 m
Displacement	: 24.00 m3
Height above w.l.	: 3.30 m
Engine	: 1 x approximately 250 bph, Yanmar diesel
Max speed	: 12 knots

Standard price Goodvaer 1560, based on steel hull: € 650.000,- excluding VAT

- 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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