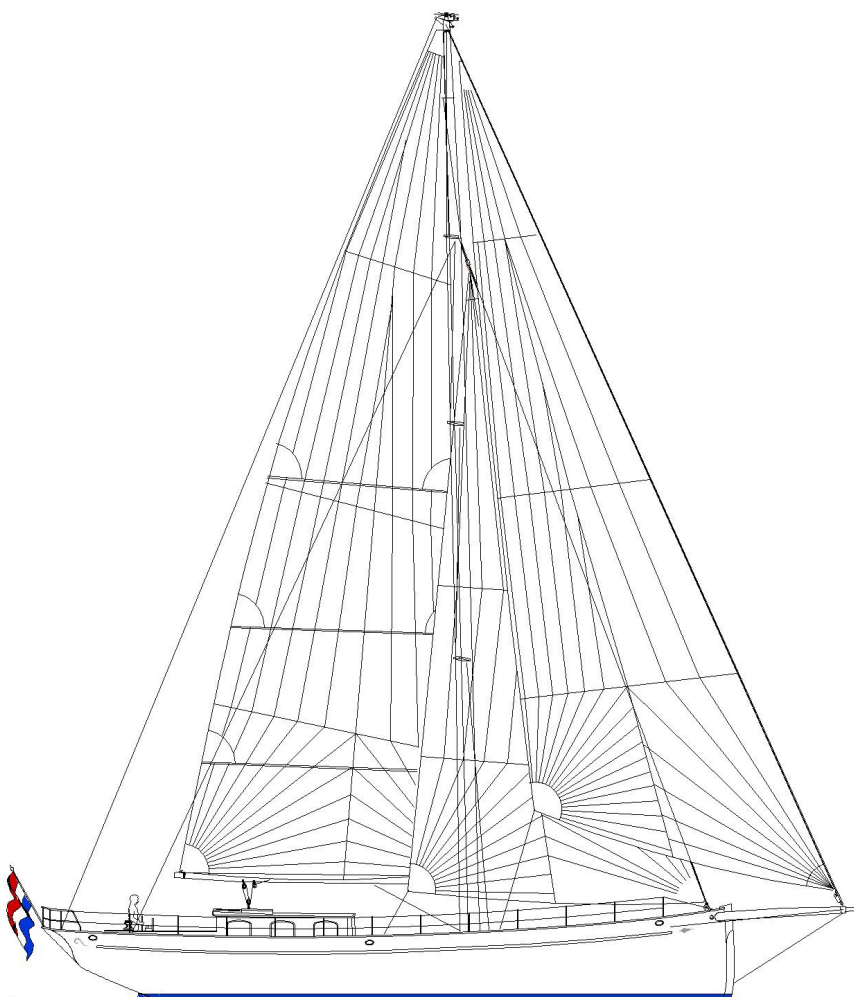




**Puffin®**  
YACHTS



**Puffin® 65' Classic  
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 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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## **MAIN PARTICULARS**

Type	: Puffin 65', fixed keel cutter
Construction	: Full steel hull, deck, bulwark, decksaloon and cockpit,
CE Category	: A (Ocean), unlimited ocean voyages
Hull	: Round bilge, cutter bow and cordiform stern with tumble home
Keel	: Double plated, NACA profile, electric/manual operated centerboard
Rudder	: Stern hinged, double plated, NACA profiled, mechanical steered
Length over all	: 23.00 m
Hull Length	: 19.82 m
Waterline length	: 16,50 m
Beam	: 5.42 m
Draft	: 2.50 m
Displacement	: 43 ton
Headroom	: 2.05 m throughout
Berths	: All berth lengths 2.10 m
Fresh water	: 750 litres
Fuel	: 2 x 1200 litres
Holdingtank	: 530 litres
Engine	: Yanmar, approximately 160 hp
Rigging	: Bermuda cutter
Sail area	: 245 m <sup>2</sup>
Airdraft	: 28.10 m

## INTRODUCTION

### **Puffin<sup>®</sup> : 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<sup>®</sup>”. I’ve built a great deal of my own personal taste into the Puffin<sup>®</sup>, 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<sup>®</sup> 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<sup>®</sup> 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<sup>®</sup>!

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<sup>®</sup>.

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<sup>®</sup> is also ideal for use on, for example, the inland waterways of Europe.

In a nutshell: the Puffin<sup>®</sup> 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<sup>®</sup> 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<sup>®</sup> 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<sup>®</sup> 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<sup>®</sup> 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<sup>®</sup> 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

## **1 Hull**

Certified steel, grade 42, Puls-mig welded.

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

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

Keel: Double plated NACA profiled fixed keel.

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

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

Selfdraining 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/bowrol system.

All tanks are integrated bottomtanks with manholes

Separate gaslocker 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 chainlocker as well as an enormous storage space.

All decklockers 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 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 main entrance is protected by a single massive teak door and sliding hatch.

In the decksaloon are 6 side windows and 4 front windows fitted, for safety reasons and to avoid leakage these windows are not openable. All equipped with removable blinds.

In the aftside of the decksaloon four openable portholes are positioned between the decksaloon seat and the cockpit.

In the aft cockpit, above the owners cabin four openable portholes are integrated.

On deck we find 8 Lewmar Ocean hatch openable deckhatches with ventilation position, also there is a customized skylight with openable hatches and the entrance to the crew cabin on the foredeck.

A total of eight large airducts with dorades are placed for ventilation.

## **4 Propulsion**

Engine	: Yanmar, approximately 160 hp. With connection for hydropump for the hydraulic bowthruster. Closed keel cooling water system, wet exhaust line with swan neck and silencer. Engine can be replaced through a hatch in the saloon floor and through the main entrance.
Control panel	: Location in cockpit to be determined by the architect: <ul style="list-style-type: none"><li>- rev. counter</li><li>- temperature meter, oil pressure gauge and hour counter.</li><li>- displays for low oil pressure, high engine temperature charging.</li><li>- audible warning for oil pressure and engine temperature.</li><li>- switch for instrument lights and alarm test.</li><li>- key start, stop button. Centerboard up- and down button with indicator.</li><li>- start battery Volt meter.</li></ul>
Reduction gear	: Hydraulic.
Propeller shaft system	: Stern gland with water lubricated rubber bearing.
Propeller	: Three-bladed Gori prop or similar (no Maxpop).

## **5 Steeringsystem**

Steering pedestal with double spoke leather covered wheel, mechanical system by Jefa, including disconnection possibility for the wheel.  
Combined with engine lever and stainless steel protection bar for compass.  
Support for cockpit table.  
Aluminum emergency tiller with tackles.  
Robertson autopilot with slave/joy stick for operating in decksaloon (inside steering).  
Including tableau for all cockpit navcom items

## **6 Interior**

Entire ship, except aft- and forepeak, is thermal insulated with foam up to 20 cm under the soles.  
The sofa in the decksaloon 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 decksaloon 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 fiddlerail around working space. Crashbar over the full length of the galleytop.  
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 decksaloon 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 decksaloon!  
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**

Massive teak paneled entrance doors, (varnished) with large sliding hatch and teak decked garage, unvarnished.

Massive teak caprail over full length and stern, unvarnished.

Cockpit seats complete covered with teak and margin planks, unvarnished.

Teak deck on the cockpit floor with margin planks and drain openings in the side, unvarnished.

Massive teak on the horizontal cockpit winch console, unvarnished.

Massive teak skylight with doors and sliding-hatch + garage on foredeck, varnished.

All glass of teak skylights to be protected with stainless steel polished bars.

All ironmongery of stainless steel.

Deckfillers for water and fuel and for evacuation of the holding tank, all lockable with winch handle.

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

## **8 Electrical Installation**

24V DC

Engine batteries : 44 Ah/24V

Alternator : 24 V, 90 Amp.

Domestic batteries : approx. 800 Ah/24V, 2 V cell batteries with 12 Volt converter for instrumentation.

Current controlled relay.

Charger 2 x : 24V/100 Amp, Mastervolt.

Main switch panel with circuit breakers adjacent to navigation table.

Water, fuel and holding tanks meters, voltmeters.

Two main switches.

Generator 12 Kva in silentpack for battery charging and 220V supply.

220V AC

Shorepower : max 16 Amp-50 Hz

Converter : 24/220V, 2500 W, sinus, Mastervolt.

From generator

Interior lightning : SS/Chrome cabin- and ceiling lights.

Navigational lights : Sternlight, Portside light, Starboard light: see further in Rigging (12) chapter (mast).

Electrical fridge, approx. 100 liters each.

Electrical freezer, approx. 100 liters.

Only standard fridge & freezer units will be used

Washing machine

For USA waters the electrical system will be executed to the 110 V/60 Hz system.

## **9 Technical Installation**

Heating : Kabola (combi system for hot water also) central heating by integrated convectors, on/off for each cabin.

Hotwater : By Kabola mentioned for heating.

Cool & fridge : Extreme insulated boxes in draining board with Danfoss compressors.

Electric Bilgepump : with automatic and electrical switch.

Manual Bilgepump : 165 l/min., operated from the cockpit.

Bilgepump manifold for separate bilge stations.

Electrical holdingtank pump

Electrical pumps (3x) for showers waste water.

Hydrophore with pressure tank.

Footpump for freshwater at galley sink

Separate locker for six large gas bottles, with remote controlled shut-off valve.

Force 10 gas cooker (three burners) & oven & grill.



Double sink in galley.

Electrical flush toilets (Tecma), flushed on both fresh or salt water. One toilet to be equipped with a 3-way valve for direct overboard.

Hot/cold water connection with shower in cockpit, also deckwash connection with fresh water.

### **10 Navigational & Communication equipment**

Illuminated magnetic compass on steering pedestal.

- wind

- log

- depth

All Autohelm standalone system, all with reading on the decksaloon roof.

- GPS

- Sailor VHF

- Simrad 45 M radar/electronic chart, open array with protection bars in aft mast above first spreader, second screen at steering position.

- Space reserved for possible future SAT com/ Iridium.

- Insulated stern stay (antenna) for future SSB.

- All equipment with reading at standing charttable inside + steering position in cockpit decksaloon.

The yard will built in the above mentioned items in both the inside navarea as well as on the steering pedestal. The equipment itself is owners delivery.

### **11 Rigging**

Bermuda cutter rigged, triple spreaders + jumpers.

Deck stepped mast.

Mast and boom of Master Masten: Aluminum.

Main boom with sail rack. Full battened mainsail with lazy-jacks

All painted with Awlgrip in color to be decided.

Bowsprit : Aluminum painted in superstructure color

Mast fitted with decklights under lower spreaders, steaminglight, anchorlight, signal horn, red above green nav lights.

Boom fitted with dimmable deck & cockpit lights.

Masts equipped with Fredericksen tracks for mainsail.

Mast steps up to 2.5 m from deck and 1.3 under masttop.

All sails Polyant Touring Quality (Dacron), White, complete with yacht type Puffin logo.

Sail area : 245 m<sup>2</sup>

Winches : Andersen, electric, 2 speed, stainless steel, selftailing, all with foot buttons and main on/of relay on steering position  
Jib sheet 2 x Cockpit  
Staysail 2 x Cockpit  
Mainsail sheet 1 x Cockpit  
Running backstay winches 2 x Cockpit  
Main halyard winch at mastfoot for mainsail 1 x Mastfoot  
Main multipurpose winch at mastfoot (genaker) 1 x Mastfoot  
Mainsail reefing winch at mastfoot 2 x Mastfoot

Standing Rigging : All Dyform with Gibb open tensioners (stainless steel/brass).  
Jibstay  
Staysail stay  
Jumperstays  
Top shrouds continuous to deck  
Intermediates 2<sup>nd</sup> spreader continuous to deck  
Intermediates 1st spreader continuous to deck

Lower shrouds double  
Standing backstay  
Sternstay (isolated) and splitted with double navtec hydraulic tensioner

Running Rigging : All halyards Spectra, all sheets and reefing lines Admiral sheet.  
Headsail furlers for staysail & jib : Proful, manual  
Deckfittings : Lewmar Ocean line.

## **12 Equipment**

Anchorwinch : 2 x Vertical electric, with independent capstan.  
Chains : 2 x 80 m, 13 mm shortlink, in two selfdraining PVC boxes.  
Anchors : 2 x Pool bow stowed, 1 x spare Pool anchor.  
Mooring cleats : stainless steel, through bolted, 2 x on bow, 2 x on stern, 2 x amidships.

Stainless steel push- and pulpit with stainless steel stanchions and wire. Pushpit with opening for easy access over the stern, also opening on ps and sb.

Anchorbal  
Fenders 8 x  
Mooringlines 4 x 200 m  
Boathook 3,5 m  
Flagpole  
Flag  
Cockpit table  
Electrical horn  
Bucket with line  
Deckbroom  
Fire extinguishers, 8 x 2kg powder  
Lifelines for ps and sb  
'Puffin' davids on the stern with two hoisting tackles

Standard price, based on steel hull: € 1.395.000,- 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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