

# Seahorse

## International Sailing

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**Very fast**  
**(Not awfully**  
**polite...)**

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## New Boats Table in association with the Spinlock Special Projects Team

# There is a choice

While big multihulls grab the headlines there are some satisfactory canoes appearing too

### Oceantec 50

There can be no denying the current explosion in popularity of the large high-performance cruising multihull. Fast, stable (up to a point) and with high volume for their length, it is a platform that lends itself to the modern fast cruising concept.

But much the same can also be said for some of today's dual-use Open-style monohulls; the work our office has been involved with over the years in Class40, Imoca and Volvo 70 design has always reinforced the connection with what this style of design can also deliver for a fast, long distance-capable cruising yacht.

It's not a new concept, but in many previous cases the balance has perhaps swung a little more in favour of production friendliness and cruising comforts, at the expense of weight and genuine sailing performance. So we were extremely excited to be approached to design the new Oceantec 50 where we have had the opportunity to turn the dial back the other way again!

Ocean Tec's latest offering is designed for fast, efficient, comfortable and safe cruising for a family or couple. The design incorporates a powerful, refined hull form with excellent sea-keeping qualities, very generous comfortable and practical living spaces, a rugged high-tech composite structure, and simple, reliable sailing and service systems. An optional water ballast package allows the design to be tailored more for shorthanded crews or for those unable to convince the family to hit the rail on their holidays...

On the design development side, once again we worked closely with our regular project partners, Pure Design & Engineering for the structures and KND Sailing Performance on performance optimisation, to bolster our own in-house analytical work. A series of hull candidates were run through two different CFD panel codes and analysed in the VPP, before two of these candidates were then run by KND through a more comprehensive CFD Rans code (STAR-CCM+) with a focus on transom immersion and aft buttock slope to identify the best balance between light air and upwind performance and faster downwind and reaching potential.

Some of our early concept sketches quickly revealed that a long, flush foredeck was to become a key design feature for this project.



With freeboard therefore driving headroom requirements in the large owner's suite forward, we experimented with different topside and deck edge treatments before settling on the reverse bow and heavily chamfered sheerline. This allowed us to push freeboard to deliver generous headroom, while minimising its impact on global VCG in addition to helping to visually – and structurally – break up the large topside panels. Careful attention to detail to design and engineer out as much redundancy as possible and strict weight control measures, commensurate with a race yacht project, result in an empty weight displacement of just 8.5 tonnes.

Production has now started at Ocean Tec in Slovenia, with project management and systems integration being carried out by Segelwelt. Full production tooling is being utilised, with the hull plug currently being milled. Various specifications are available, with build options ranging from a more economical infused vinylester E-glass laminate with gelcoat finish to full carbon-epoxy with a paint finish. The client for hull number one is extremely performance focused and this boat will feature infused carbon-epoxy and SAN foam core laminates throughout, a fabricated Weldox box section keel fin with composite fairings and lead T-bulb, plus other features still in the throes of being finalised...

A comprehensive base specification starts from 630,000 euros.  
Tom Humphreys, Humphreys Yacht Design

## Custom builds

BOAT	LOA	DESIGNER	BUILDER	LAUNCH	COMMENTS
Mini 6.50	6.5m	Thomas Tison	Knierim Yachtbau	Jan 2019	This one's the full toyshop, scow hull, powerful foils and a stonking-looking rig
Solo 38P	11.52m	Stephens Waring	SoCal	April 2019	Swift-looking café racer for shorthanded sailing. Lots of buttons and (gorgeous) varnishwork
NMD 43	13.03m	Nivelst & Muratet Design	Ocean Tec Slovenia	Sep 2017 onwards	Tidy-looking development of the A13 <i>Teasing Machine</i> . The first boat quickly impressed
Carlini 43	13.1m	Carlini Design	Piermarine Argentina	May 2019	Contemporary-looking shorthanded tool par excellence... but with a full (if light) interior
Tison 48	14.54m	Thomas Tison (and Airbus...)	Multiplast/Jan Bruegge	Spring 2019	Very light cruiser-racer. Spruce hull, carbon structure and deck and weighing just eight tonnes
Oceantec 50	15.15m	Humphreys Yacht Design	Ocean Tec Slovenia	May 2019 onwards	Spacious and stylish performance cruiser that actually promises some real performance
Cape Fling	16.97m	Botin Partners	King Marine	Late 2018	This custom IRC56 will give <i>Teasing Machine</i> 3 some trouble (inshore at least)
Natural High	18m	Bakewell-White Yacht Design	Noosa Marine	April 2019	Very good-looking one-off catamaran cruiser-racer from a shrewd Kiwi designer
Imoca 60	18.28m	Sam Manuard	Black Pepper	July 2019	Long overdue... top Class40 designer Sam Manuard's first Imoca is for Armel Tripon
Apivia	18.28m	Guillaume Verdier	CDK	July 2019	Another Figaro frontrunner gets the big break – François Gabart protégée Charlie Dalin
Arkea Paprec	18.28m	Juan Yacht Design	CDK!!	May 2019	This will be interesting, a new Imoca 60 for Sébastien Simon managed by Vincent Riou
Hugo Boss	18.28m	VPLP	Carrington Boats	Mid-2019	With so much team input expect another Imoca 60 that diverges a bit from the herd
Felci 65	19.7m	Felci Design	Persico Marine	Dec 2018	Whizzy IRC-targeted racer-cruiser. Resembling a small <i>Cannonball</i> (which can't be bad – ed)
Baltic 68 Custom	20.83m	Reichel/Pugh	Baltic Yachts	Oct 2019	All-carbon, twin-rudder and typically sleek new performance offering from Reichel/Pugh
Goetz 70	21.8m	White/Koopman	Goetz Composites	Oct 2018	Very light (1.7-tonne) all-carbon double-una-rig cruiser-racer... Got that?
MD73	22.2m	Mills Design	MD Technologies	Late 2018	Contemporary performance cruiser – maybe series production? Well, maybe...
Flying Ahead	24m	Chaves & Bottino	MCP Yachts Brazil	April 2019	Interesting performance cruiser with foil-assist for righting moment and pitch damping
Wally 93	28.3m	Judel-Vrolijk	Wally Yachts	Feb 2019	Smaller (even lighter) Wally is aggressively styled and reflects the latest Maxi72s
Sodebo	30.3m	Bañuls/VPLP/Fisher	Multiplast-CDK	Spring 2019	Thomas Coville is breaking with the herd with his new Ultim. Much anticipated puppy
Baltic 112	34m	Malcolm McKeon	Baltic Yachts	March 2019	All-carbon build, hybrid power and lots of sail for this sporty little number
Swan 125	37.9m	Juan Kouyoumdjian	Nautor's Swan	Jan 2019	Lots of wrapping paper needed – a first one-off custom Superyacht from Swan
Wally 145	44.2m	Frers	Persico, Italy	2019	The biggest yet from Persico. Very light at 171 tonnes. Hybrid power means silent running



NEW

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