

# Yachting World

MAY 2017

## Hit or miss?

Are ship containers  
really a risk?

### HOW TO...

- NAVIGATE SAFELY AT NIGHT
- SIMPLIFY YOUR REEFING SET-UP
- SAIL THROUGH A WARM FRONT

### PHOTO SPECIAL

J CLASS ACTION IN ST BARTH

**TOM CUNLIFFE**  
ON SPARRING WITH THE  
GIANT SCHOONERS

**'I GAVE THIS RACE MY ALL'**  
CONRAD COLMAN'S  
INSPIRING VENDÉE STORY



**THE 3ET BOAT BUILT TO CROSS THE ATLANTIC**

MAY 2017 £4.90  
C\$13.99 US\$10.99 A\$11.75  
NZ\$16.70 Holland €6.99 Spain €7.90  
9 770043 999234 0 5 >



## Saffier 37 Lounge

Over the last decade, Saffier Yachts – the family-run yard based in IJmuiden – has become one of the world's most popular brands of daysailer by consistently developing inviting new additions to its fleet. Saffier yachts are always very pleasant to look at, surprisingly nimble and slippery on the water and enjoyable to helm.

Other than being the largest Saffier model yet, there is one immediately noticeable difference on this latest design – the twin wheels are located unusually far forward. The benefit of this for the helmsman is an unobstructed view ahead and easy access to the control lines. Aft of the wheels, though, is a huge, rope-free guest cockpit, an area comparable with a yacht twice its size, with seating for up to ten people (hence it is called the 'lounge' model).

The aft deck has a large sunbathing platform, while a section of the transom opens to provide water access. Just one step separates the cockpit from the leather- and wood-finished interior that features four berths, a heads and a compact galley area.

The 37 has an appealing and particularly modern-looking hull shape,

although the narrow beam and traditional styling fit in with the Saffier family line. She has a powerful sailplan, with a fixed bowsprit for flying sails and is offered with single or twin rudders. Saffier's Dennis Hennevanger says the new hull design has very low wetted surface and predicts she will be fast.

The first 37 is scheduled to launch in time for the autumn boat shows. Saffier now has increased presence in

Above: A daysailer to delight the performance sailor yet one that's able to host a party of friends aboard too

the UK through Imperial Yachts and hopes to have three or four boats at the Southampton Boat Show.

**€185,000 ex VAT**  
[www.saffieriyachts.com](http://www.saffieriyachts.com)

<b>LOA</b>	12.00m (39ft 4in)
<b>LWL</b>	10.00m (32ft 10in)
<b>Beam</b>	3.45m (11ft 4in)
<b>Displacement</b>	4,800kg (10,582lb)
<b>Draught</b>	1.70m or 2.10m (5ft 7in or 6ft 11in)



## Vismara V67 Mills

This slippery new design is the latest collaboration between Viareggio-based carbon custom specialist Vismara and in-demand Irish designer Mark Mills.

It is inspired by the two-year-old V62 *SuperNikka*, which was built for 151 Miglia race founder Roberto Lacorte and designed as the most competitive cruiser-racer possible. That hull mould was tweaked to produce a semi-custom

Above: The V67 combines Mark Mills's modern race boat lines with Vismara's custom fit-out

series of V62s and we've since seen a more cruising orientated V56.

The V67 stays true to Vismara's philosophy of building lightweight boats that are easily handled by a small crew. This custom model is being built in carbon and epoxy, with a Corecell hull core, PVC deck and structural furniture.

Sheets and running rigging are led to just four electric winches located abaft the long cockpit benches. The jib sheet angle is controlled via hydraulics. Down below, a lifting keel reduces draught from 3.60m to 2.40m and there is a large tender garage aft.

The Vismara-designed interior has three guest cabins, a longitudinal galley opposite the saloon and crew quarters in the forward ends.

Planned launch is for the end of 2018.

[www.vismaramarine.it](http://www.vismaramarine.it)

<b>LOA</b>	20.50m (67ft 3in)
<b>LWL</b>	20.10m (65ft 11in)
<b>Beam</b>	5.30m (17ft 5in)
<b>Draught</b>	2.40m to 3.60m (7ft 10in to 11ft 10in)
<b>Disp (lightship)</b>	21.5 tonnes (47,399lb)