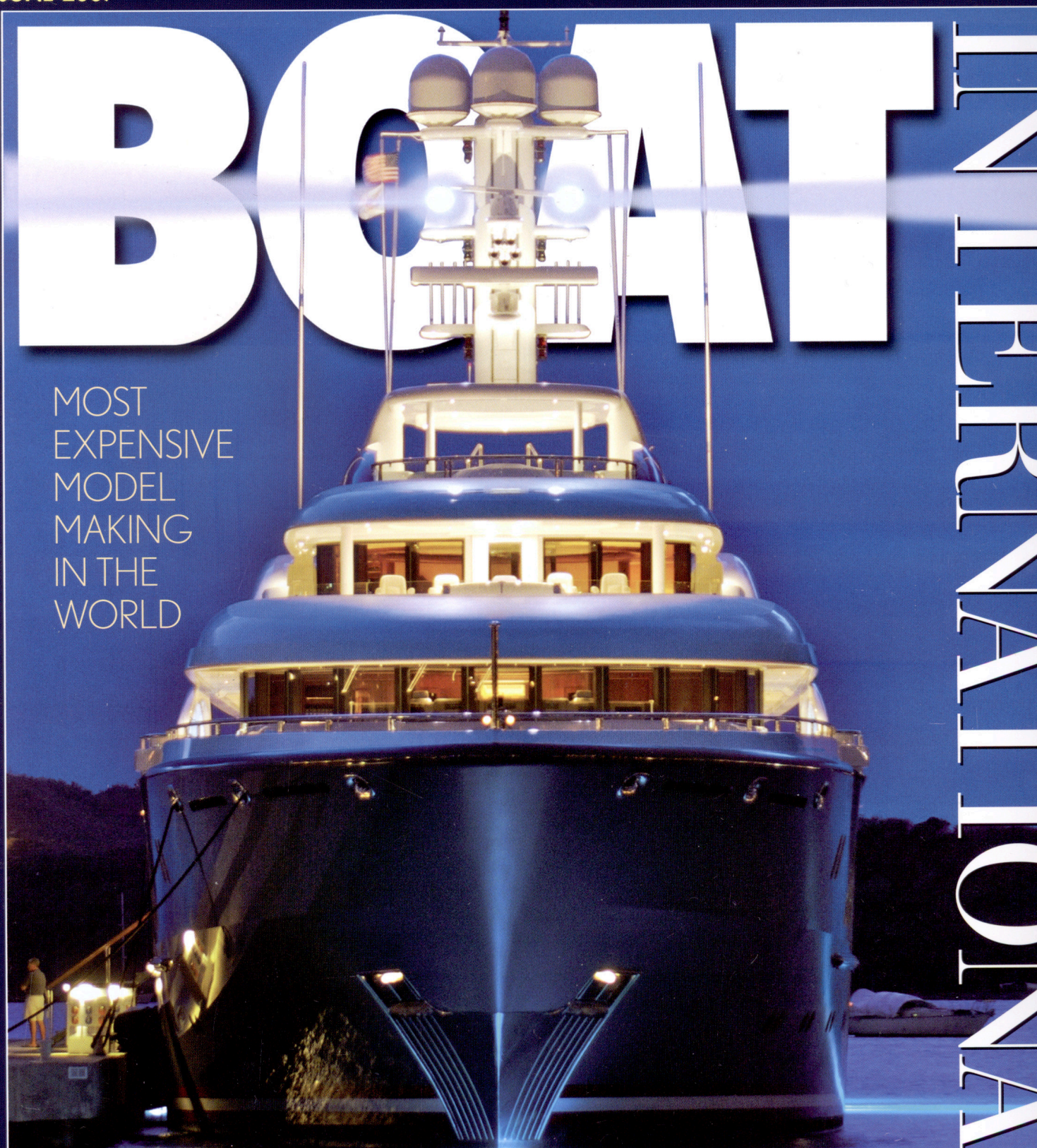


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BD A-100



Built for an owner devoted to speed, this custom sailing yacht is a real thoroughbred with some interesting features as **Oliver Dewar** discovers. Interior photography by Stéphane Bravin

While the eyes of the yachting world are focused on the Louis Vuitton Cup and America's Cup Challenge in Valencia on the Spanish east coast, equally important events are taking place 90 miles further north towards Barcelona. Here, in the ancient port of Tarragona – once a Roman stronghold, now a UNESCO World Heritage site – a 117-berth deep-water marina is being built as part of a major regeneration programme.

Tarragona's mayor has assured the 138,000 inhabitants that their town will be 'the new Nice' within 20 years, although proud Catalonians maintain that it will be far better than the jewel of the French Riviera. The new marina, Puerto Tarraco, is rising out of the old commercial port. It will be linked to the Astilleros de Tarragona facility, which is capable of refitting yachts of 45 to 50 metres, and a key element of this marine cluster is the Barcos Deportivos shipyard and its most recent showcase, the 30.21 metre BD A-100 sloop. Barcos Deportivos has a reputation for

building and refitting exceptional motor yachts and sailing boats, and its close relationship with designer German Frers has produced impressive boats such as the 43.5 metre *Syl*, launched in 2002, and the 24.3 metre *Fortuny*, completed two years later. The yard's racing pedigree was strengthened with the 2005 launch of the Reichel & Pugh-designed Transpac 52 Lexus-Quantum Racing, and it has carried out refit work on two America's Cup yachts from Valencia, *Desafío Español* and *China Team*. Against this background, the visual appeal of the BD A-100 mixes seamlessly with a huge sail area and an outstanding performance range. Her European owner greatly influenced the design and build, says Alberto Paz, project manager for Barcos Deportivos: 'He has 30 years' sailing experience in 16 different production boats, so he really knows what he wants.' Above deck, one priority swiftly became clear, as the Spanish skipper, Sergi Medir, explains: 'The owner likes a lot of wind. He likes to go fast and is always looking for the action.'

With a vectran-carbon and cuben fibre sail wardrobe from Quantum, the BD A-100 carries a total of 463.7 square metres upwind and 934.32 square metres downwind, producing 11 knots beating and 13 knots running. The yacht's 41.5 metre carbon mast from Southern Spars can be spotted easily from any location on Tarragona's waterfront, while the boom's additional girth – capable of furling the fully battened 234 square metre mainsail – is absorbed by the rig's huge overall proportions.

Once the brain has adjusted to the powerful scale of the BD A-100, other less obvious performance details come into focus. In profile, she is sleek, her low coachroof barely higher than the main cockpit combing, which leaves an unusual amount of space between the coachroof and boom and gives an appearance of utilitarian racing lineage. However, this is not mere window-dressing – the BD A-100 is rigged for speed. Her jib is permanently attached to a hydraulic furling system and the Code Zero, controlled by a fast Cariboni furler installed in the bow, is fixed to



BD A-100

a bolt rope and stowed in the sail locker on the foredeck. For the staysail, there are two options that hint at the owner's intentions. In front of the sail locker hatch, a recessed stainless steel fitting in the teak deck acts as the base of the inner forestay. For passage making, a staysail is hanked-on, but for inshore sailing and racing, which require quick manoeuvres and a rapid change in sail plan, a furling staysail with bolt rope is preferred. In both cases a custom hydraulic ram in the sail locker tensions the inner forestay.

Other tantalising details emerge to reinforce the owner's predilection for 'action'. The yacht is fitted with a hydraulic backstay and two running backstays – on most yachts of this size a member of the crew would usually be sent to 'walk' the lazy, leeward backstay forward and tape or fix it to the shrouds with bungee cord. On the BD A-100 this system is considered too time-consuming. Instead, a block is attached to the Aramid standing rigging, allowing the backstays to be hauled forward to the shrouds by a crew member in the cockpit, suggesting a gybing and tacking



frequency normally associated with the Grand Prix yachting circuit and far smaller craft. Further clues to the demands that will be placed on the BD A-100 can be found all around. Her decks are virtually clear of objects that can break toes, tear sails or snag sheets.

All the cleats on the fore, side and aft decks rotate longitudinally and can be locked upside down when at sea. Similarly, the bow and stern mooring line Sanguinetti winches are redundant when the boat leaves the dock and retract flush with the deck. Indeed, the only gear that is permanently fixed to the deck are four fittings fore and aft for the webbing jackstays, essential for crew safety when the BD A-100 sails offshore and across oceans.

However, the yacht is not rigged solely for hardcore sailing. The social cockpit aft of the main companionway is large enough to seat eight round a table, while protection from the elements and privacy are provided by three different cockpit cover layouts: a dodger at the rear of the coachroof provides shelter from spray and wind across the deck when under way, a Bimini with side panels can enclose the entire cockpit, and a mini-marquee roof can be attached by its ridge to the boom's underside and slung between six removable carbon fibre poles running along the cockpit combing. Although the usual toys found on a charter yacht are absent, the lazarette contains a



The owner's cabin situated away from the yacht's 'business area' to improve privacy, is fitted with two en suite heads connected by a central shower. The modern and striking saloon features a stylish six-step ladder to the outer deck



custom-built Zodiac tender, which is launched through the transom door along a Teflon track, as well as a diving compressor and tanks.

Another innovation is the articulated, hydraulic gangway installed on the port side of the yacht, level with the main cockpit. A barely visible panel let into the hull just below deck level conceals the gangway, which, when remotely launched, slides from a compartment above the engine room. Once clear of the hull it can be lowered in two configurations: a steep gradient for use as a bathing ladder, or a shallow incline with a horizontal folding platform at sea level for transferring crew and guests from a tender. This practical equipment was designed and built by Yacht Tech in Southampton and installed by technicians at Barcos Deportivos. It is fitted with a fail-safe system that prevents the ladder being retracted inboard before it is fully raised, thus stopping it from slamming into the hull and damaging the paintwork. Once fully retracted, a pneumatic seal is inflated to ensure the hatch cover is watertight.

This year's busy programme for the yacht involves passagemaking and extended periods at sea. Destinations include Valencia, Brittany,

the south west of England, Ireland and Scotland's Western Isles, with a return passage through the Straits of Gibraltar towards the end of the season. Privacy for the six guests and four crew is essential on these long voyages, says Albert Paz, and is enhanced by an internal layout that positions the owner's twin-berthed cabin forward of the mast rather than in the



stern. This break with tradition has great value as the crew quarters, galley, engine room and navigation station are located in a distinct area and the owner and four guests are removed from any engine noise or galley activity.

Interior designer Iñigo Güell, who has a background in stylish and unostentatious hotels, worked closely with Barracuda Yacht Design to bring his flair to the BD A-100. The result is a deceptively simple and unfussy scheme that, in reality, demanded high levels of skill from the Barcos Deportivos craftsmen. The corridor from the saloon to the owner's cabin, for example, runs either side of the mast, widening with curves that match the lacquered carbon fibre sleeve surrounding the spar. Forming bands of maple into these flowing shapes is complex, and ensuring that so many joints and separate surfaces of timber are entirely silent in the most demanding sea conditions required that all panels were soft mounted and fully sound insulated. Either side of the mast are two matching, compact twin-berthed guest cabins with en suite showers. Both are fitted with two removable carbon fibre bunks suitable for children.

Aft of the mast, the saloon's maple and teak


BD A-100

Left to right: one of the two compact twin guest cabins, the galley, and the navigation station, fit for a racing thoroughbred

curves are mirrored by the leather-lined main bulkhead. The curious camber on the bulkhead below the forward windows is designed to admit more light into the saloon, but this appealing and unusual shape is a dominant feature of the space and it becomes difficult not to touch the soft surface. In harsh sailing conditions, when the yacht may slam upwind, the owner has the option of moving aft towards the boat's centre and can sleep on the dining table, which converts to a bed.

Moving to the 'business area' behind the main companionway, immediately aft of the door from the saloon is a starboard twin-bunked crew cabin with en suite shower. On many yachts the galley would be positioned nearest the saloon for ease of access, but on the BD A-100 this crew cabin is intentionally placed to distance the galley activity from the saloon and avoid disturbing guests. Before the decks were fitted to the hull, the large freezer, refrigerator and the entire galley worktop of white Corian were assembled in the yard before installation in the stern.

Midships, beneath the cockpit and directly forward of a second aft companionway, the navigation station is fitted with a large bench where the owner and skipper can jointly plan sailing routes, assess the weather and monitor every system. In the port quarter, the engine room is just forward of the crew eating area, with the twin-bunked skipper's cabin and en suite shower aft, between the hull and the stern garage.

Without a doubt, the BD A-100 is a performance machine. If she is put in racing competition against similar yachts, the results are likely to cause a stir. 

BD A-100

LOA 30.32m	Fuel consumption 30 litres per hour	Tender-launching system Come-up winch
LWL 26.09m	Bow thruster Lewmar retractable	Passerelle Multilplex, carbon
Beam 7.13m	Stabilisers n/a	Paint Awlgrip
Draught 4.5m	Generators (main/emergency) Northern Lights 20/10kW	Construction Aluminium (Alustar)
Displacement 67.5 tons	Watermakers Sea Recovery 56,775 litres per day	Classification Lloyds Register of Shipping
Rig Sloop	Freshwater capacity 3,000 litres	Yacht management n/a
Mast and boom Southern Spars (carbon)	Grey/black water capacity 900 litres	Naval architect German Frers
Sail areas Main 234.3m ² , jib 229.4m ² , staysail 85.3m ² , spinnaker 700m ² , gennaker 660m ² , total upwind 463.7m ² , total downwind 934.3m ²	Sewage systems Rheinstrom, Sealand, Tecma	Exterior styling German Frers
Sailmaker Quantum	Fire-control systems Aquilere Electronics, Firepro	Interior designer Inigo Güell and Barracuda
Furling systems Reckman, Cariboni	Security systems n/a	Yacht Design Yacht Design
Winches Lewmar, Rondal, Sanguinetti	Monitoring system Spin	Broker n/a
Engines Perkins Sabre M265Ti, 250hp	Air-conditioning Marine Air 120,000 btu	Charter n/a
Propellers Hundested, 4-blade variable pitch	Communication/navigation electronics Furuno, B+G, Fleet 55, Simrad	Builder/year Barcos Deportivos/2006
Speed (max/cruise) 13/11 knots	Entertainment systems Fibratel	Port Commercial Tarragona Moll de Castella
Fuel capacity 4,100 litres	Owner and guests 6	43004 Tarragona Spain
	Crew 4	Tel:+34 977 231165 E-mail: jbisbe@barcosdeportivos.com
	Tender Custom Zodiac	Web: www.barcosdeportivos.com
		Price guide Not available

