

# SUPERSAIL

A large, sleek sailboat is shown from a low angle, moving across the water. The boat's hull is dark, and its deck is visible. The background is a dramatic sunset sky with orange and yellow clouds. The water is dark with some ripples. The title 'SUPERSAIL' is written in large, white, sans-serif capital letters across the top. The word 'WORLD' is written in smaller, white, sans-serif capital letters to the right of 'SUPERSAIL'.

WORLD

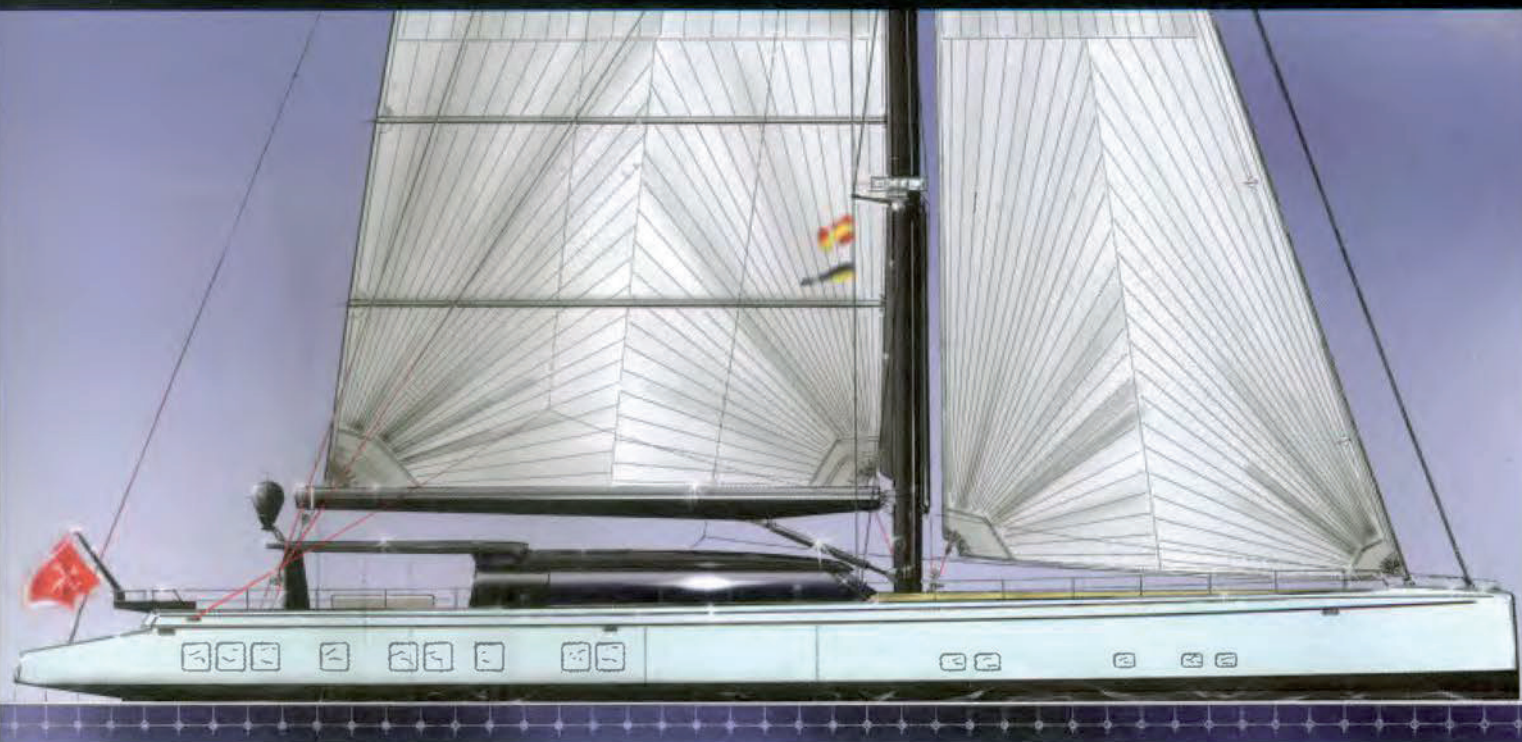
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# SUPERSAIL<sup>WORLD</sup> NEWS

Rupert Holmes unveils the latest concept yachts, new launches and award winners – and looks at what's currently in build



## NEW CONCEPT

### 40M EXPLORER YACHT

Íñigo Toledo of Barracuda Yacht Design believes the sailing world has been too complacent for too long. "There are fewer sailing yachts being built than in the past," he says. "The ratio used to be around 20 per cent sail and 80 per cent motor, but now it's as little as 5 per cent sail and 95 per cent motor."

"The motor boat market took notice [of what people wanted] and came out of the recession very strongly, but the sailing world hasn't changed. We are not properly selling the glamour of sailing to new people coming to the market, and are not listening to their complaints about a lot of things on sailing boats."

This 40m concept yacht is intended as a step to remedy the situation and show what can be achieved on a sailing boat of this size. It aims to eliminate the differences in terms of accommodation volume typically found between sailing boats and motor boats of a similar size.

"Motor boats have square cabins that guests like, so we need to find a way to incorporate them in sailing boats," Toledo says.

The Madrid-based designer also believes heel angles under sail don't get enough attention from designers. If a boat heels more than 10° guests become uncomfortable and are inconvenienced. And that figure is just as important for performance as for comfort: "It's great if you can sail with 20 knots of wind on the beam, 14 knots of boat speed and only 10 degrees of heel," he explains. This design therefore has a huge amount of water ballast – more than 30 tonnes – arranged longitudinally between the hull windows and the sheer line.

The motor yachting world does access to the water really well, so this design has a generous owner's terrace to starboard, one to port that's geared more towards watersports, as well as more conventional access from the transom. Toledo says that tenders are important for a good guest experience – if they are too small guests get wet.

So there's space for two RIBs, one of more than 6m.

"We call it an Explorer design," he says, "because it's long range in every sense, with big tankage, plenty of space for refrigeration and stores, and excellent crew accommodation." The latter includes a full motor yacht-sized galley. There's also an engine control room, an important factor to help make the engineer's life easier.

To avoid the complexity of lifting or telescoping keel systems, the bulb is fixed at the relatively shallow depth of 3.5m. An unballasted centreboard increases draught to 7m, which reduces leeway by almost 5°.

[barracuda-yd.com](http://barracuda-yd.com)

## DIMENSIONS

LOA	44.00m	144ft 4in
LWL	40.00m	131ft 3in
Beam	9.55m	31ft 4in
Draught	3.5/7.0m	11ft 6in/22ft 12in
Displacement	220 tonnes	
Fixed ballast	60 tonnes	
Water ballast	32 tonnes	