

THE NEW CE SERIES

BARRACUDA YACHT DESIGN™



65' - 72'

Designed and Built by:

OFFSHORE YACHTS

VISION

OFFSHORE YACHTS has built a legacy and reputation building high quality semi-custom coastal cruisers. The boats have been known for their seakeeping ability and extremely comfortable ride, hence the “Softest Ride on the Water” moniker. OFFSHORE has built 300 + yachts with a lifecycle that has spanned typically over 20 years for each model. This lifecycle is a tribute to their well thought out designs. Resale is very strong for the Offshore Yachts brand and the goal with this new offering is to build on that strength while broadening the base of prospective owners.

The vision for the CE 65-72 Series was to create a new model with a broad market reach while maintaining the essence and DNA of the Offshore brand. The CE 65-72 is to build on the updated classic styling of her predecessors and bring a more modern interpretation that will be relevant for years to come. Below are the key points executed in the design.

DESIGN GOALS:

- Offshore DNA:

- New model built on the successful sea keeping of the Offshore Yacht Hull. Not a revolution but a modern evolution. The Offshore enthusiast will see the DNA with boat deck supports, flybridge and arch design structure and easy step up to wheelhouse/helm lounge.
- Full walkaround decks are ample and have an added benefit of only one step for the full perimeter
- Built with latest technology multiaxial frp materials, she will be lighter displacement, yet seaworthy, comfortable and more efficient overall.
- Well balanced styling as opposed to myriad kooky looks in today’s contemporary market. The lifecycle time will benefit from the balanced and clean lines.
- Made to last in terms of design and construction. Her high quality fit and finish will be familiar to our existing base and very impressive to newcomers.

- (2) Models to suit owners “perfect” day on the water

- **“The Explorer”** version – This is for the more distance oriented traveler with the tender located up top and a fixed swim platform.
- **“The Cruising”** version – This for designed for the entertainer. The tender is located on the swim platform, with tender lift which frees up the tremendous space on the aft flybridge deck.

- What is new in Hull Design:

- The soft, predictable ride will continue. The more vertical bow produces an even deeper V sections that assures an even softer ride. The longer waterline by virtue of the more vertical bow provides a thinner angle of entry producing a steady ride with less tendency to accelerate and decelerate (less pitching effect) as it enters a wave.
- The longer WL due to the more plumb bow design provides better efficiency and lower fuel consumption at all speeds. To illustrate this point, if you have a #100,000 lb. displacement and the waterline is 65’ instead of 60’, the cross section of the yacht is about 8% smaller and so is the hull drag. WL matters most.
- Her hard double chine hull is more powerful at the bow and assures stability and a dryer ride underway with no hull noise/slap at anchor or in a marina because it does not cross the WL save for the lower chine and at the very forward bow.
- Her aft sections are flatter to gain more efficiency at higher speeds as well as to contain draft to a minimum.
- She has a more classic hull forward and more modern aft.
- Her prop tunnels are extremely soft and we expect to have good control in following seas with a skeg/short keel that has been well tested.

- Layout(s):

- Uncomplicated, simple and very straight forward.
- No corridors at all. There is no space wasted with companionways
- (3) VIP Cabins are possible by having 2x stairways. 3 VIP’s in 65’ feet is a “Home Run”. Of these 3 cabins – (2) are full beam!
- If 3 cabins with ensuite heads is not enough, (4) stateroom layout(s) are also available to sleep 8 in berths.
- A Crew cabin/and utility room provides flexibility for owners to enjoy the boat for many years without having to “go bigger” to accommodate crew.
- Main Deck layout offers versatility with galley aft or midships depending on the desire to integrate the galley with the aft deck or salon space.

- Amazing Vistas - Windows on the world:

- Large hull Windows in all lower deck cabins and stairwell feel almost like house windows. This is so important for today. Bringing the outdoors – In! This makes fantastic private or community space.
- The inflow of light brings an added feeling of space on the main deck as well as all staterooms
- Exterior is integrated into the interiors with so much transparency.
- Almost all glass main deck superstructure, provides great views and gives the yacht a feel that it much larger.

- Modern Entertainment space and access to the water:

- Modern Swim platform with very easy access to the sea. We call this the “teak beach”.
- Large Forward Deck Solarium. (Cruising version)
- Larger Flybridge with option for additional entertainment area for everyone.
- Large aft deck that connects with interior for great indoor/outdoor entertaining

- Mission Critical Design Specifications:

- Maximum draft of 4' 6" - This will allow anchoring in the skinny waters of the Bahamas and the like. Immersion studies show it requires 4300 lbs. to drop her 1" in the water. We could come in at 4' 4" which would be even better.
- Cruising speeds between 18 and 25 knots
- Easy access to the water and entertainment being available at water level. "Teak Beach".
- Integrating indoor and outdoor entertainment and community spaces.
- Incredible views, tons of light available on deck and below decks
- All of these mission critical design specifications have been met.

- About Achieving Performance Results from Barracuda Yacht Design:

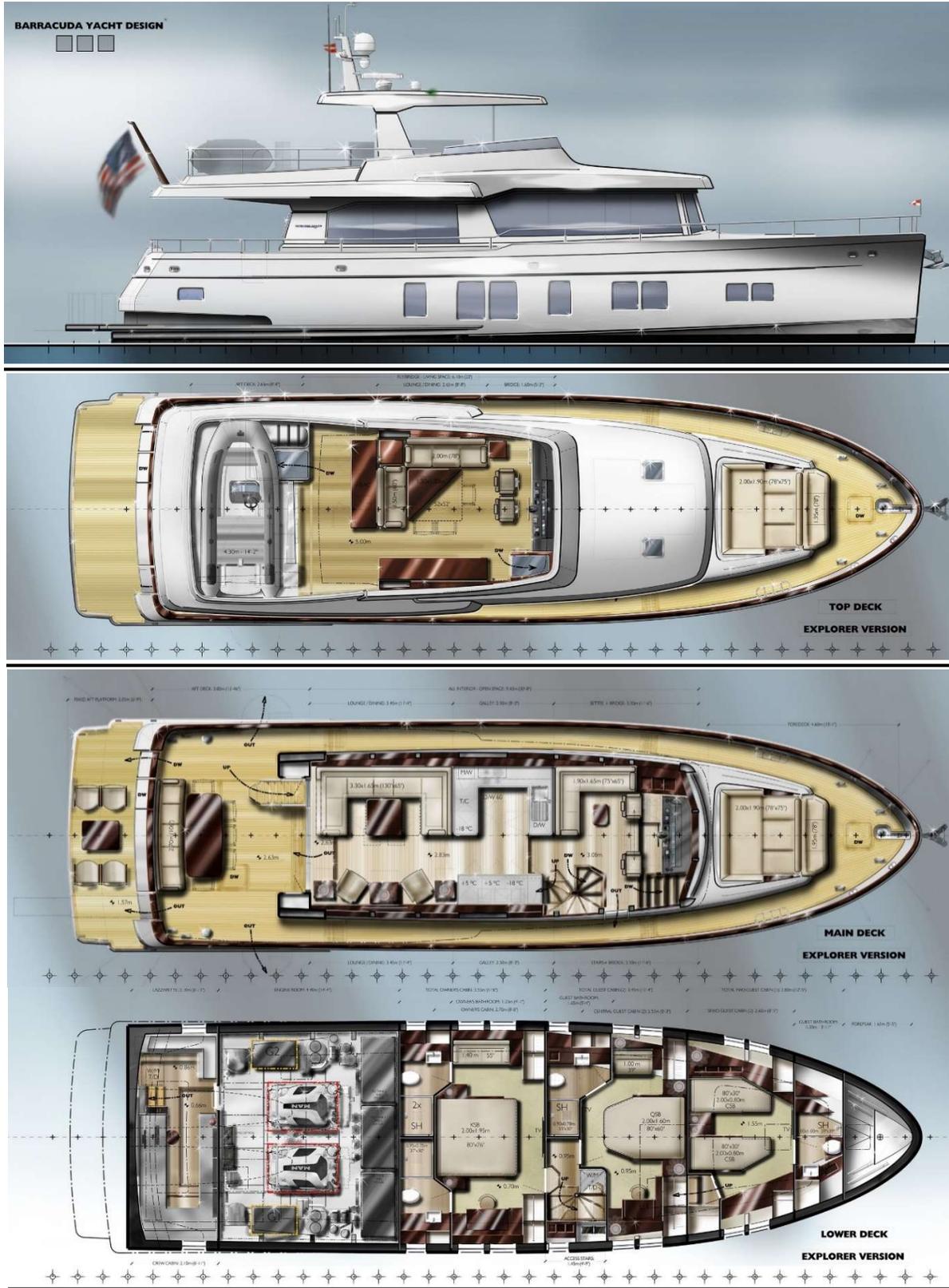
- We have been developing performance prediction tools along the years (Power required vs Speed), fine tuning and achieving predictable results when key parameters are as designed. Those being Displacement, Trim, Propeller Efficiency and Engine Power. Displacement is the key parameter in this case.
- To control Displacement and Trim, we check weights of every single part being designed and run a continuously evolving Weight Estimate. Results are compared with the original estimates, to assure that we are on the right track. If not then we make adjustments as it may be necessary.
- For peace of mind of the builders add some small percentages as safety margins onto calculated weights, so that construction is not critical but feasible at the yard.
- A weight control routine will be run afterwards while building, monitoring the weight of the main parts to see if we are within the estimates. If differences are found then we deal with those, until we match our original estimates.
- At a later stage, propellers will be selected according to the final displacement figures to squeeze the last bit of speed possible. Propellers are to yachts like shoes to athletes. Quite critical.

- About Barracuda Yacht Design:

- Iñigo Toledo (1967), Yacht Designer by the Southampton Institute of Higher Education UK (1989)
- Barracuda Yacht Design founded 1989.
- Involved in Sailing Yachts and Motoryachts. Some highlights:
 - 2 America's Cup Sailing Campaigns with the Spanish Team, 1992 and 2007.
 - 'Fortuna' / Spain's Royal Motoryacht: Project Manager and Owner's Rep, 142' – 21,000Hp – 70 knot top Speed.
 - Many Production Yachts of both sail and power. 25', 26', 33', 34', 42', 44', 48', 50', 54', 60', 68', 70', 85', 87', 100', 115', etc...
 - Also involved in Commercial ships, mainly on Naval Architecture activities.
 - Many One-Off Yachts designed and built in Spain, Italy, UK, France, NZ, Turkey, and other places.
- Full Member of the SNAME (Nr 9582), US Society of Naval Architects and Marine Engineers by invitation (1997) following a remarkable UK motoryacht project, a 65' carbon built yacht, 50 knot top speed with just 2x 1400 hp engines

LAYOUTS AND RENDERINGS EXAMPLES

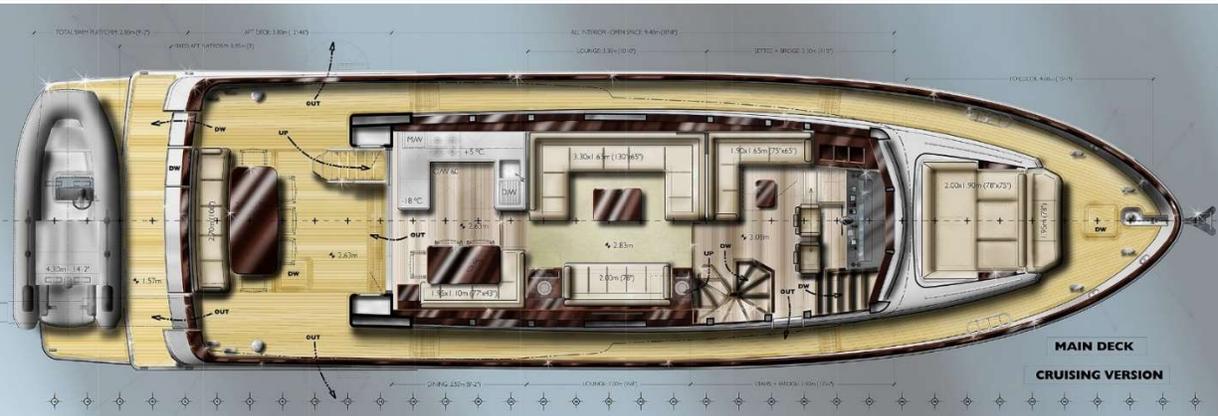
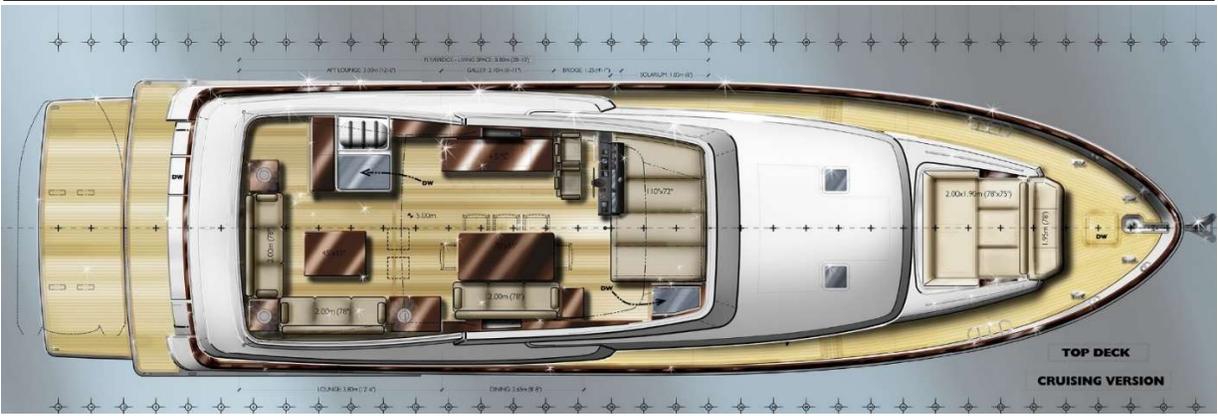
EXPLORER VERSION:



Classic Design Concept



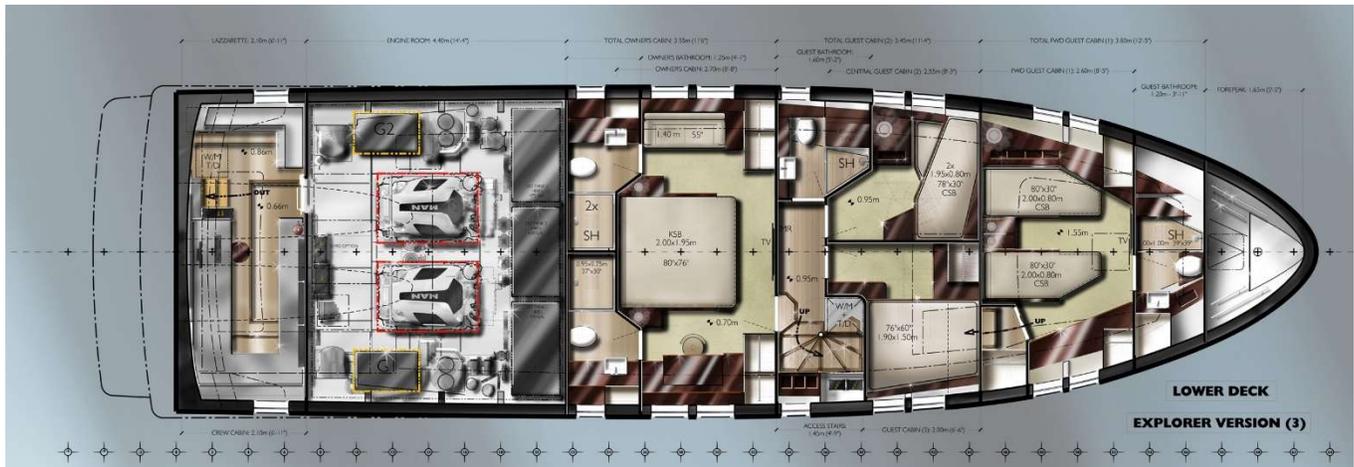
CRUISING VERSION:



Contemporary Design Concept



Explorer Version: Lower Deck Option



FOUR STATEROOM OPTION WITH PORT STATEROOM BUNKS

Cockpit Version:



Flybridge



Aft Deck



Tooling is under construction.

Delivery February 2023.



Reserve your spot now!!
