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Vilm - Newsletter # 31

In the February 2008 issue of Sail Magazine, there is an easily overlooked, short article by Bill and Laurel Cooper under the headline "Sailing Sense."

It deals with the appropriate size for "live aboard" cruising yacht.

The **Vilm 117** falls squarely in that range. But because of its deckshouse, the **Vilm** offers so much more living (and storage) space than other sailing yachts between 39 and 42 feet long. This is particularly true for the **Vilm 117** with its new, full-length hard top – see the pictures on our website under **Vilm**, then **Vilm 117**, then hard top images.

We have just completed the installation of a 150 gallon Spectra watermaker in our **Vilm 117** demonstrator, providing us with water for daily showers during our upcoming summer cruise to New England. It was a joy to install the unit because of the perfect access to all areas of the boat. What a difference from most other boats we had to deal with during our 25 years as Marina owners!

During the next two months we will have the new full-length hardtop installed, before we head to New England again for the summer.

Because of the ever increasing boat show costs, **we will exhibit our Vilm only at the Newport, RI Show in September**, however, we will have our **Vilm 117** available in Annapolis during the Sailboat Show, **outside** of the show, for inspection and test sailing. Please contact us if you are interested.

Bootsbau Ruegen, builder of the **Vilm Yachts**, presently has two **Vilm 117s** under construction for European owners; both were ordered with the new full length hard top/deckshouse.

Interesting:

The German Sailing Magazine "Yacht" started a "new design and ideas" contest a few months ago. It led to a flood of letters and e-mails from readers, many of them criticizing and complaining about designers and builders of production sail boats with impressive looking interiors, upholstery fabrics, gadgets etc., but which are not practical and in many cases unsuitable for the marine environment.

They complained that this trend is trapping less experienced boaters into "fashion products" where essentials, like secure hand holds, sea berth, access to chain plates, systems and engines are lacking and which will have very low resale values down the road.

It is the same trend we experienced in the power boat sector where a typical 30 foot boat loses 50 % or more of its value in three to four years.

Let me finally close by addressing again the ever asked question "Why is the **Vilm 117** so much faster than most other sailing yachts, even those that are larger?" The answer: The underwater body and the perfect windflow over the superstructure, undisturbed by canvas, dodgers and ugly bimini tops.

Then there is the concentration of water tanks, fuel tanks, and engine close to the center of the boat, which avoids the speed-robbing hobby-horsing in choppy water. Production boats often have their water tanks and fuel tanks located forward and aft, not a good solution.

There is one other important point affecting the speed: The new in-mast reefing main sail with its full length, round, carbon fiber battens provides not only the same sail area as a standard main with horizontal battens, but also avoids the flapping, jack lines, reefing lines and the speed-robbing bulk of the sail cloth on the boom when the main is reefed. This system also avoids the now common zipbag system or the new, wide, bowl shaped booms to catch the main, which add lots of turbulence to the wind flow. Contrary to this, the new in-mast reefing main sails provide a superb "airplane wing" shape even in any reefed state!

We have a list attached with surplus items from our marina sale - compare these real bargain basement prices.

There is also a email attached regarding our Buegel anchor, see also our web site.

PS . One of our customers sent me a copy of an article from Cruising World, August 1997,

Pages 33-35 Headline: **"The Older, The Better."**

It is one of the best and funniest descriptions of sailing at age 60 and up.