

## WHIMSY



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### Main Characteristics

<b>Type</b>	Performance Cruising Sloop	<b>Construction</b>	Composite / Carbon composite
<b>Shipyard</b>	Vaudrey Miller Yachts, NZ	<b>Length O. A.</b>	24 m (78.8 ft)
<b>Naval Architect</b>	Philippe Briand Yacht Design	<b>Length W. L.</b>	21.93 m (72 ft)
<b>Int. Designer</b>	Franck Darnet Design	<b>Beam</b>	5.93 m (19.5 ft)
<b>Year</b>	2005 last refit 2023	<b>Max Draft</b>	3.20 m (10.6 ft)
<b>Registry</b>	Cayman Islands	<b>Displacement</b>	38.5 t
<b>Lying</b>	Marseille, France	<b>Ballast</b>	13.5 t
<b>Price</b>	1'390'000 EUR	<b>Engine</b>	Volvo Penta D4-210 Hp
<b>VAT Status</b>	VAT paid	<b>Accommodation</b>	6 guests in 3 cabins 2 crew in 1 cabin (+ 1 in crew mess)

## INTRODUCTION

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WHIMSY is a beautifully designed and perfectly laid out sailing yacht by Philippe Briand. She was built at Vaudrey Miller (New Zealand) for an experienced racing yachtsman, heavily involved in the design process and with guiding principle "less is more."

Briand has shown his French flare for design to create a polished, modern look with sleek, well-proportioned lines. Her large sail area and optimized waterline length provides fast average cruising speeds under sail at 10kn.

**The result is a striking sleek and fast sloop that is easy and fun to sail and offers long distance, high-performance touring. She has the sensitivity and performance of a racing yacht but fulfills all criteria of a true blue-water cruiser, conceived to sail around the world in all comfort and security.**

**WHIMSY is in exceptional good condition.**

### Construction:

Constant attention was paid to weight. Half-load displacement of around 40 tons was made possible with the use of composites - kevlar, carbon, glass - and a T-shaped bulb keel. The mixture of E-glass and carbon fiber has produced a light, robust, easily maintained hull that meets ABS standards and is pleasurable to live in.

The fact that she is relatively light but has a large sail area (more than 300 m<sup>2</sup> upwind) and optimized waterline length means that WHIMSY easily attains speeds of 10 knots with a small crew, (a couple since launch) largely facilitated by the mainsail's 'magic trim'.

Designer Philippe Briand summed up the yacht by saying that "*WHIMSY's displacement is on the performance side of moderate and for a comprehensively equipped cruising yacht she is relatively light*", Carbon fiber offered big performance gains and it was judiciously used in the chain plates, inner deck laminate and the rig where it contributed most by minimizing the structure and weight above the waterline. E-glass was chosen as the primary hull laminate because it transmits less noise and reduces condensation, and is relatively easy to repair should hull damage be sustained in remote locations."

### Deck :

The deck features an exceptionally clean and clutter-free layout with flush hatches and color coordinated sailing hardware. Behind the coach roof, the deck is divided in three areas:

- **A spacious social cockpit amidships**, designed to be easy to get in and out of, with two flow axis in order to enhance the fluidity of the moves on the deck and when seating around the foldable composite table (comfortably 6 to 8).  
This cockpit can be easily covered with a bimini that retracts into the superstructure to keep guests in the shade while relaxing.
- **A separate working area** with dual steering positions, both with excellent visibility. All winches and sheets are behind the two helms in order to improve the security of guests, particularly the children who remain totally safe in the guest cockpit.
- **A large sun-bathing area aft** with easy access to the sea thanks to a large bathing platform.  
The **drop-down transom** has room to store a 10-foot tender, which can be launched using the boom as a derrick.

### Interior layout:

Franck Darnet created a sober and welcoming interior, using quality materials such as anegre wood (Angola), rosewood, brushed steel and subtle tones of grey and white, with touches of soft colors. The result is elegant, innovative and timeless.

The layout has been customized with accessibility in mind and for the purpose of relaxed day-to-day living. **The yacht is optimized for socializing, assigning more emphasis to the large saloon than to the guest and owner area.** The roomy and slightly raised saloon is brightened by large windows.

The guest and owner accommodation consists in **three equal cabins**: two identical forward (each with double bed 140cm and en-suite bathrooms) and one cabin amidships with twin beds (110cm and 95cm) and en-suite bathroom. This compromise solution has revealed itself very positive in terms of flexibility.

The **comfortable and independent crew area** is located aft, separated from the saloon by the galley and with direct access to the deck to provide maximum privacy on board.

This crew area is divided in a cabin with double berth (140cm), a separate bathroom, and a crew mess which can be transformed in a cabin for a third crew member (additional single bed 90cm).

## CONSTRUCTION

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<b>Hull/Superstructure:</b>	Composite / Carbon Composite
<b>Deck material:</b>	Teak
<b>Hull:</b>	AWLGRIP Matterhorn White, repaint in 2021
<b>Superstructure:</b>	DUPON Grey Metallic, repaint in 2021

## RIG

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<b>Standing Rigging:</b>	NAVTEC (inspected 2023)
<b>Running Rigging:</b>	DONAGHYS, sheets new 2023, backstay PBO
<b>Mast:</b>	MATRIX (now HALL SPARS NZ) carbon fibre
<b>Boom:</b>	MATRIX (now HALL SPARS NZ)
<b>Furlers:</b>	RECKMANN hydr. Genoa furler HARKEN manual Staysail furler SEARIG forestay furler

## SAILS

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<b>Upwind sail area:</b>	300 m2
<b>Downwind sail area:</b>	540 m2
<b>Mainsail:</b>	160 m2 ALL PURPOSE Trilam main sail with 2 reefs, grey, 2019
<b>Furling jib:</b>	142 m2 ALL PURPOSE Trilam roller furling jib, grey, 2019
<b>Spinnaker:</b>	380 m2 NORTH Asymmetric spinnaker, A5 heavy AP Reaching Norlon 150, 2005 (excellent condition)
<b>Gennaker:</b>	274 m2 ALL PURPOSE 2022
<b>Staysail:</b>	ALL PURPOSE Trilam roller furling staysail, grey, 2019
<b>Trysail:</b>	35 m2 NORTH trysail, 2005 (never used)
<b>Storm jib:</b>	NORTH, Orange Dacron 2005 (rarely used)

## DECK EQUIPMENT

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<b>Winches:</b>	HARKEN hydraulic 2x 980ST, 4x 66 2ST, 2x 1110
<b>Mastjack:</b>	1x hydraulic mastjack with pump
<b>Main sheet regulation:</b>	Magic Trim by CARIBONI
<b>Windlass:</b>	LEWMAR 3000 hydraulic, either with 24V electrical pump or PTO Generator (2-speed)
<b>Anchor:</b>	1x CQR 63 kg with 110m 14mm Chain 1x FORTRESS emergency anchor 110m Rope
<b>Gangway:</b>	MULTIPLEX carbon
<b>Bathing platform:</b>	integrated in stern
<b>Bathing ladder:</b>	to be connected to bathing platform, stored with deck ladder in stern
<b>Deck shower:</b>	hot and cold on bathing platform
<b>Deck wash system:</b>	saltwater/freshwater

<b>Awning:</b>	Sun awning in two parts, fixed on the boom, that covers complete cockpit area and steering position Bimini over cockpit table can be extended and connected to dodger and also closed by zippers on both sides + aft part
<b>Cockpit cushions:</b>	SUNBRELLA new 2021
<b>Sun mattresses:</b>	SUNBRELLA 3 +2 for aft deck new 2021
<b>Deck chairs:</b>	2x folding chairs
<b>Fenders:</b>	12x fenders 110 cm x 70cm, 1x 200cm x 70cm, new in 2020 1x electric air compressor for fenders

#### MACHINERY

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<b>Engine:</b>	VOLVO PENTA D4 - 210 Hp, new 2016 Approx. 180 hrs (10/2023)
<b>Generator:</b>	NORTHERN LIGHTS M864K, 20Kw, new 2023 App. 3'700 hrs (10/2023)

#### AUXILIARY EQUIPMENT

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<b>Water maker:</b>	SEA RECOVERY SRC AWM 1500, app. 250 L/h, new pumps
<b>Bow thruster:</b>	LEWMAR 300 SVT
<b>Air conditioning:</b>	2x CRUISER MTC 24, (24.000 Btu)

#### TANKAGE

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<b>Fuel tank:</b>	2'300 litres
<b>Fresh water tank:</b>	1'200 litres
<b>Grey water tank:</b>	3 x 250 litres
<b>Black water tank:</b>	2 x 200 litres

#### PERFORMANCE

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<b>Max. speed:</b>	under power: app. 10kn under sail: app. 14kn
<b>Cruising speed:</b>	under power: app. 8.5kn under sail: app. 10kn
<b>Range:</b>	2'800 nm

#### ELECTRIC SYSTEM

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<b>Voltages:</b>	12/24/110/220V
<b>Inverter:</b>	2x MASTERVOLT Colorado 24/2500W
<b>Batteries:</b>	MASTERVOLT 1100 A/h new 2021
<b>Battery charger:</b>	2x MASTERVOLT Mass 24/100A
<b>Shore power:</b>	Shore Transformer for 110V / 220V

## NAVIGATION EQUIPMENT

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<b>Self-steering system:</b>	NKE new in 2020
<b>Gyrocompass:</b>	NKE new in 2020
<b>Navigation:</b>	FURONO TIMEZERO
<b>Navnet:</b>	FURONO TZT2
<b>Radar:</b>	FURONO
<b>Extras:</b>	Fog horn
<b>Repeater:</b>	in crew mess, in nav station and on the two steering positions

## COMMUNICATION

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<b>VHF Radio:</b>	ICOM
<b>Epirb:</b>	MACMURDO
<b>Satcom:</b>	KVH Tracphone telephone
<b>SSB:</b>	Yes
<b>Wifi:</b>	Yes
<b>Fax:</b>	HP Office Jet printer

## ENTERTAINMENT

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<b>TV/Video</b>	Samsung TV in main saloon
<b>Radio/HiFi</b>	BOSE livestyle 38 in main saloon, cockpit and helm station

## APPLIANCES

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<b>Refrigerator:</b>	DANFOSS Isotherm 24V 1x 307 L., 1x 233 L. total 540 L.
<b>Deep freezer:</b>	DANFOSS Isotherm 24V 1x 206 L.
<b>Bottle cooler:</b>	VITIFRIGO in main saloon
<b>Microwave:</b>	SMEG
<b>Stove:</b>	NEFF electric new 2021
<b>Coffee Machine:</b>	NESPRESSO
<b>Dish washer:</b>	FISHER & PAYKEL
<b>Washing machine-Dryer:</b>	MIELE new 2021

## TENDER & WATER TOYS

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<b>Tender:</b>	AB 3,4 m Aluminium semirigid with YAMAHA 25 hp new 2023
<b>Sailing dinghy:</b>	TIWAL 2
<b>Wake board</b>	1xby BIC
<b>Diving gear:</b>	2x 12l Aluminium diving bottles
<b>Compressor:</b>	BAUER Junior II, with two diving jackets and breathers
<b>Others:</b>	Wakeboard Stand-up paddle

**SAFETY**

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<b>Life raft:</b>	BFA MARINE Pacific 12 Person
<b>Life jackets:</b>	4x KRU Automatic, 6x HUTCHWILCO Automatic
<b>Bilge alarm:</b>	In Forepeak, Fore ship, Engine room, Aft peak
<b>Fire-exting. System:</b>	FM 200 in engine room
<b>Fire-extinguishers:</b>	5x A,B,E
<b>EPIRB:</b>	MACMURDO
<b>Others:</b>	Set of Flares, Survival Bag 1x JON BUOY Mob-Module
<b>Safe:</b>	in Crew cabin

**REFIT & MAJOR WORKS**

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Yacht has been continuously refitted throughout the years.

- Teak with light grey joins replaced in 2016 and never sanded (12.5mm thickness)
- Main engine replaced in 2016
- Majority of sails replaced in 2019
- New set of fenders in 2020
- Full repaint in 2021
- Cockpit upholstery replaced in 2021
- Sheets replaced in 2023
- Generator replaced in 2023

**NB: THE BERTH IN GRAND HARBOUR MARINA – MALTA, WITH A TREMENDOUS VIEW ON THE HISTORICAL CITY, CAN BE PURCHASED SEPARATELY**

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Salon – port – dining configuration



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Salon – starboard





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Port guest cabin double bed



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Guest bathroom





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Owner cabin amidships with twin beds



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Galley looking forward



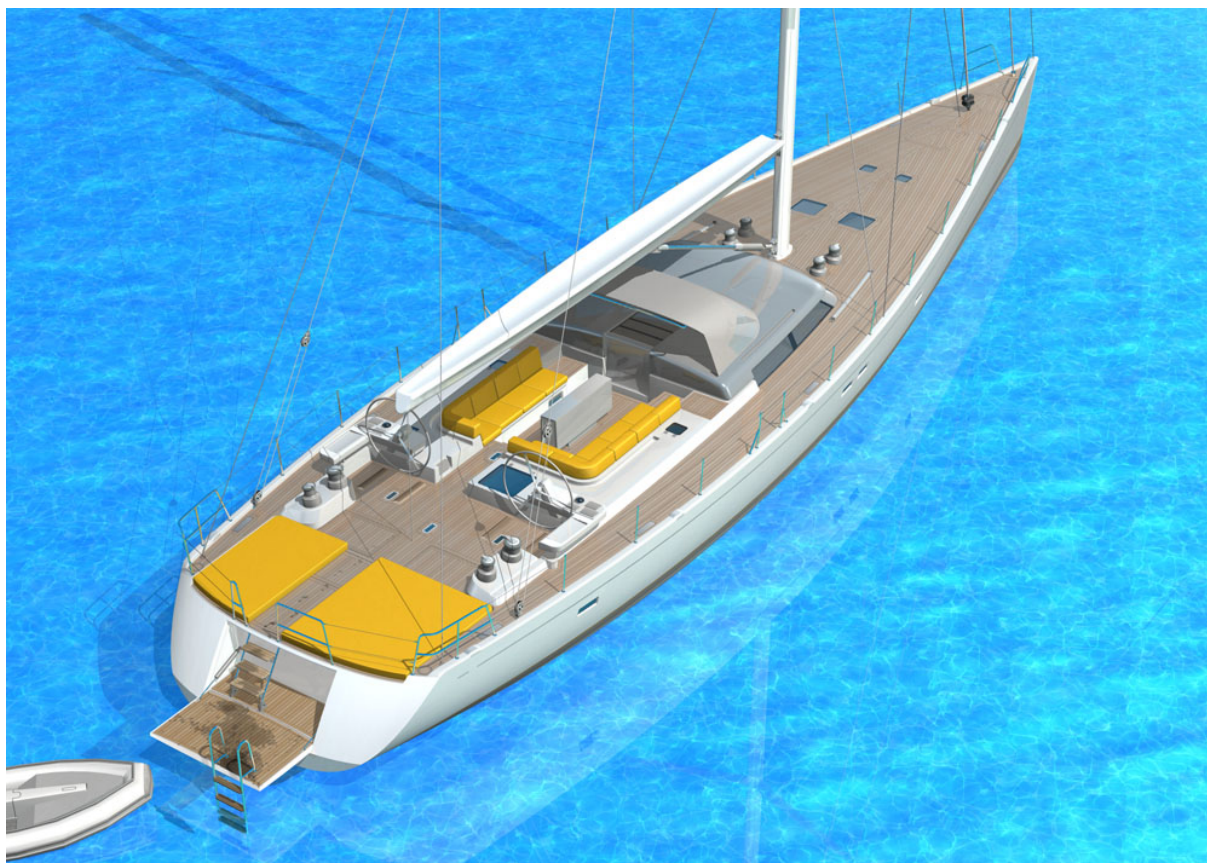


Aft crew mess (and third crew bed)

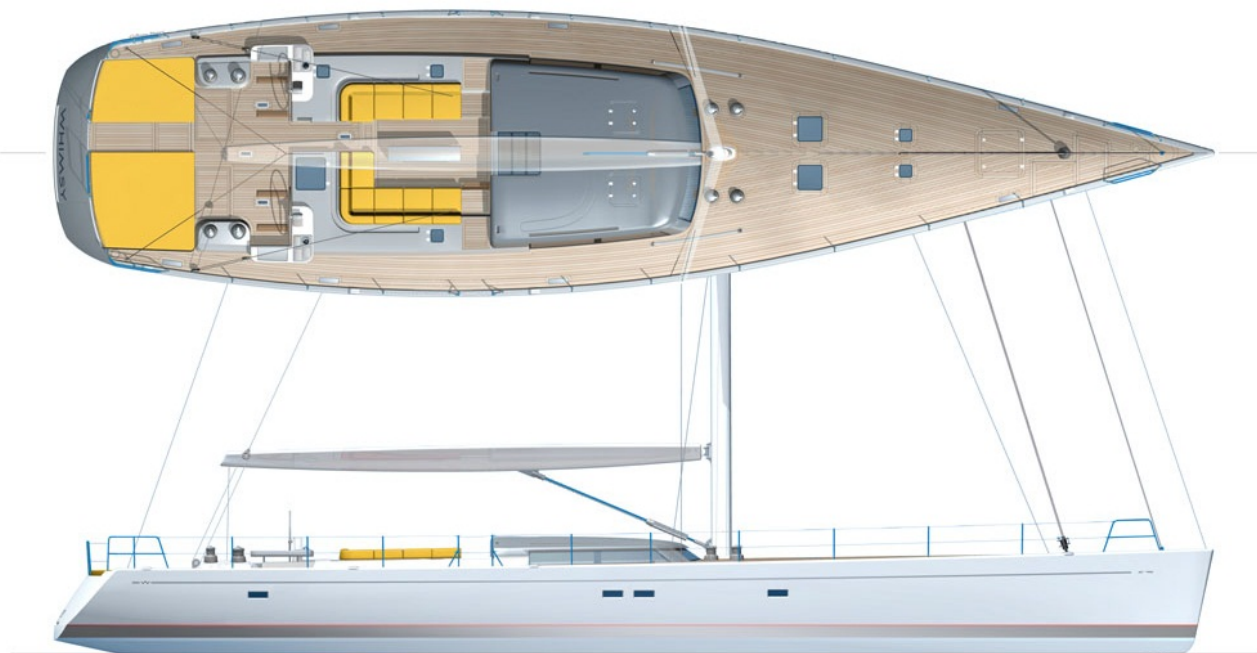


Engine room

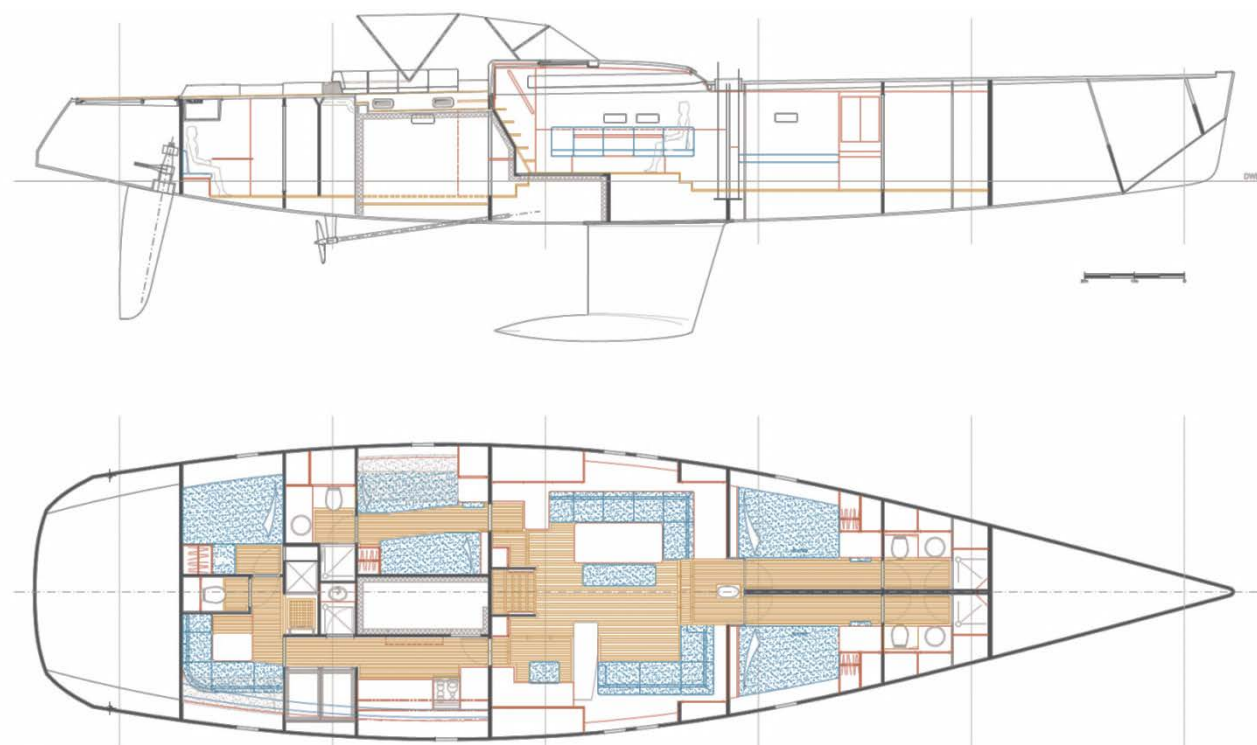




Computer rendering



Deck & Profile



Accommodation plan



## Sail plan

MAIN SAIL	160 m <sup>2</sup>
BLADE	140 m <sup>2</sup>
JIB	75 m <sup>2</sup>
GENNAKER	220 m <sup>2</sup>
AS. SPINNAKER	380 m <sup>2</sup>
UPWIND	300 m <sup>2</sup>
DOWNWIND	540 m <sup>2</sup>

