

# NEWS INTERNATIONAL

New shipyard for Ferretti; Linley furniture; Blubay 130-footer in build; Ted Hood designs; Syncrolift in Barcelona, and more

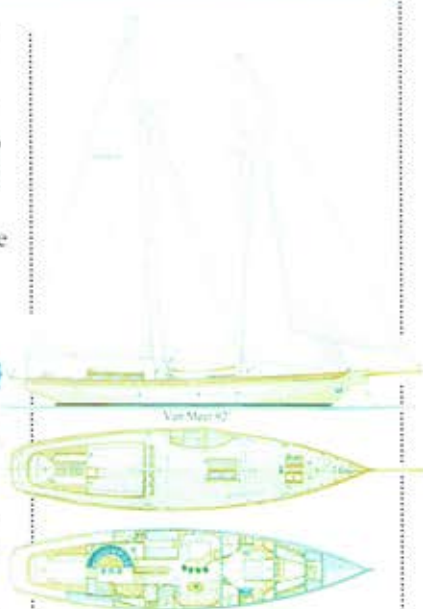
Edited by Adrian Morgan

## Van Meer schooners



Meer schooners exhibit many of the same characteristics, having traditional upperworks but with an underbody that owes much to the latest design advances. In the case of the larger vessel, a twin centreboard system allows precise balance fore and aft under a combination of sails. Twin

boards are not new, having been fitted to many of the Big Class, but the patented hydraulic system is all Van Meer's. The large schooner draws just 2.95m (9ft 7in) with the board up and 5.62m



(18ft 5in) down. Displacing 311 tons, *De Witte Pelicaan* carries a sail area of 1,600m<sup>2</sup> (17,000sqft) and has accommodation for ten guests and nine crew. Meanwhile *Mandarine VI* is being prepared for her charter role in the Caribbean and the Mediterranean. Contact: Olivier van Meer, Dijk 56, 1601 GK Enkhuizen, The Netherlands. Tel:+31 (0)228 321665 Fax:+31 (0)228 321667

■ Olivier van Meer is prominent among the young designers turning to the past for inspiration, fuelled by a demand from owners for clipper-bowed schooners and vessels that echo those of the great age of yachting, the 1930s. This 52.42m (170ft) steel schooner (above and right) is a case in point. Destined for the top of the charter market, *De Witte Pelicaan* is the second yacht designed by Van Meer for this client. Preliminary design work on the schooner was being carried out even as his 28.15m (92ft) schooner *Mandarine VI* was having its test sail (above right). Clipper or spoon bowed, the Van

