



## Who we are

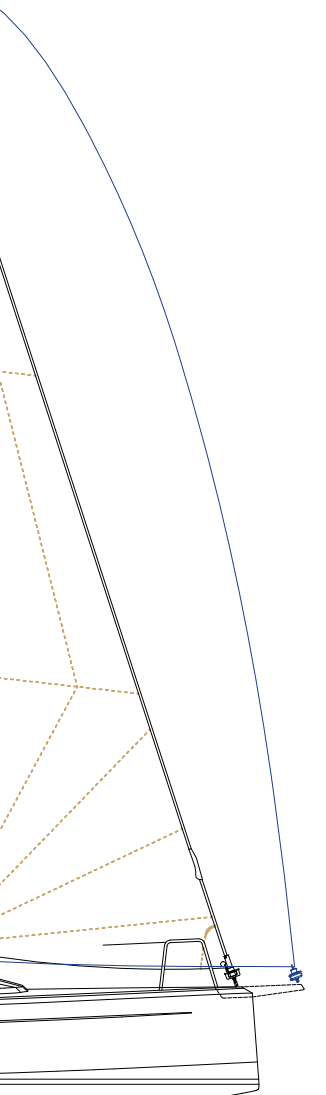
Located in Kappeln, one of the german hotspots in sailing and boatbuilding, Yachtdesign v. Ahlen GmbH supplies design and engineering for the yachting industry.

Kappeln is the center of the local region of the baltic coast where the largest concentration of companys from the yachting business is found in Germany.

Yachtdesign v. Ahlen was founded in 1994 by Marc-Oliver v. Ahlen who is working as a naval architect for more than 20 years now. He is backed by a number of freelance engineers.

Until now the office has made more than 100 designs. Over 380 boats have been build. Several designs have been nominated for the "Yacht of the Year"-Award which was won by the "Etap 46 ds" in 2006.

We work for individual one-off clients as well as for international production boatyards such as:





## Sailingyachts – Production Boats

The main focus has always been on designing and engineering of sailing yachts ranging from 7 to 24 m length. You'll find examples on the following pages:

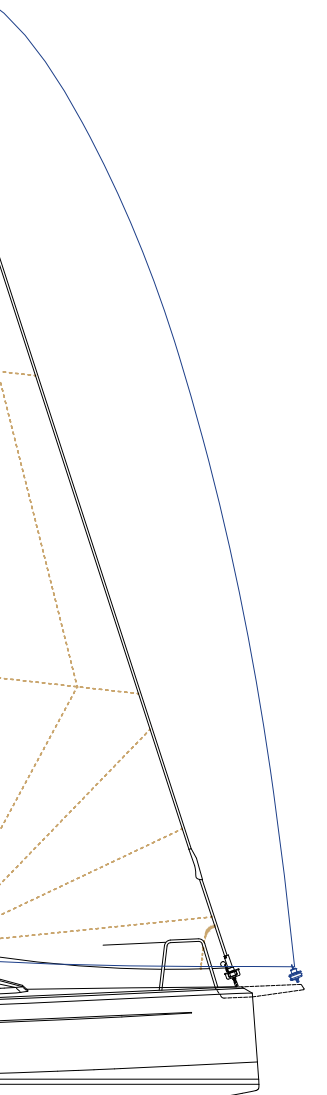
» [Segelyachten](#) / Einzelbauten (one-offs) and Serienbauten (production boats)

**Production boat design** is a specialized sector of yacht design and cannot be compared to the design of one-off boats. It needs a different approach in terms of boat concepts and economical and production orientated design. Only with experience this can be accomplished on a high level.

Since our first production design – the "Etap 24i" in 1999 – we have been working on product development for a number of different clients. It was important to learn that every yard has a slightly different approach to the building process – and that it is essential to understand and follow those ideas.

As a production boatyard you are invited to benefit from this experience.

Furthermore we also offer a full package of services. You may find examples on the following pages.





## Sailing Yachts – One Offs

**Design of one-off boats** is a different task. Above all, it is the close and direct communication between designer and end customer that creates a truly unique yacht.

Why a one-off? Is it the aesthetic value, a higher performance or an exotic technical feature that makes the difference? How about the usage profile of the yacht? All these and more aspects flow into a specification sheet to make the design custom-tailored to it.

There are several **building methods** suitable for one-offs:

### **Cedar strip planking**

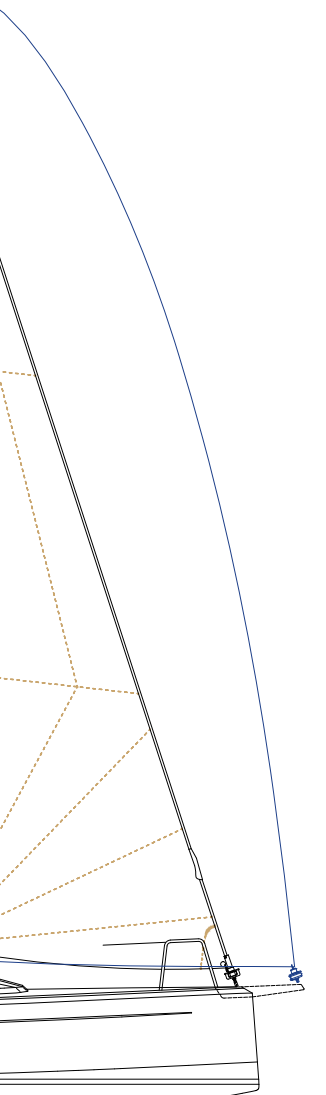
If you desire a higher building quality, more stiffness and a longer lifespan compared to production boats, we may suggest a construction from epoxy resin with orientated glass fibres over a core of cedar strips. This can be realized to a reasonable price.

### **Glass-Epoxy Sandwich**

If even lighter weight and performance is your goal, the cedar core will be replaced by balsa wood or foam. Local carbon layers may be used to further increase stiffness.

### **Carbon Sandwich**

For ultra-high performance we may suggest a design in full prepreg carbon sandwich like our „SailOvation“, a canting keel yacht which was so light and effective that it was able to plane even with wind angles forward of abeam.





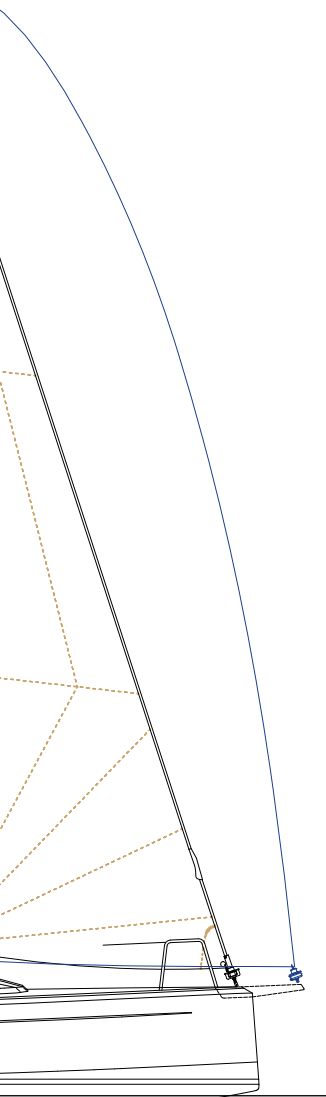
## Sailing Yachts – One Offs

### Wood

You may also put your focus on aesthetics – then we love to design your yacht in wood. Especially the cold moulded veneer construction is still up to date in terms of weight, stiffness and also ,interior wellness‘.

### Aluminium

An aluminium construction is the right choice for boats where durability is the key aspect. If a circumnavigation is your plan or if you just enjoy the extra safety, we like to construct your yacht in aluminium. We can also supply data for CNC-cutting packages.





## Economical Motorboats

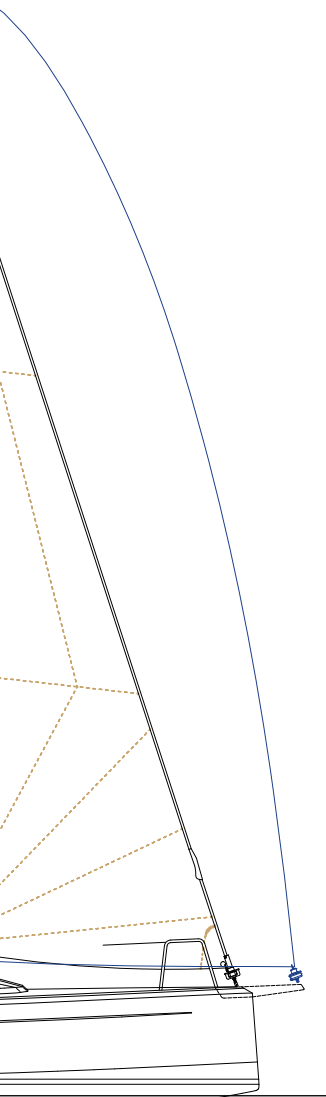
With the upcoming of the so called „PFH“ (Parametric Fast Hull), a highly fuel efficient hull line concept, the interest of our customers in motorboat design has constantly grown. We enjoy a close cooperation with the PFH-licensor „DW-ShipConsult“.

Learn more about the PFH on » [www.pfh-ships.com](http://www.pfh-ships.com).

This hull concept is ideal especially for boats with electric propulsion but also with smaller – and thus more economic – diesel engines or outboards.

For the "HD-E600", built by the boatyard "Fricke und Dannhus" we've developed a light construction method in plywood / carbon sandwich which does not need any moulding frames – and thus is easy, cheap and fast to build.

See examples on the pages » [Motoryachten](#).



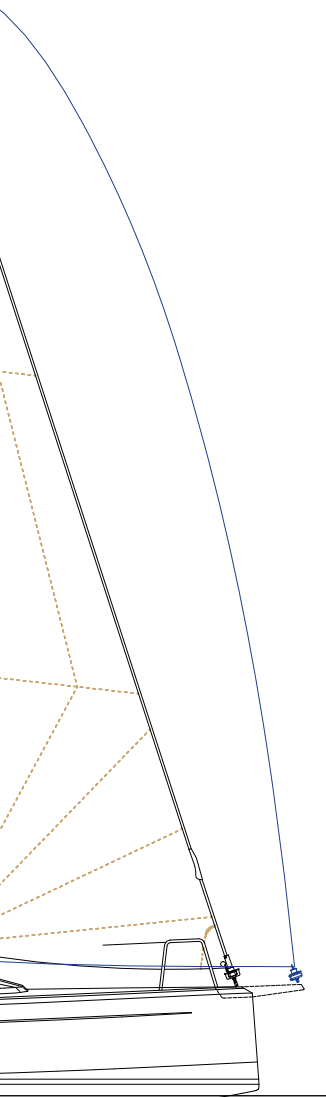


## Our Services for You

- **Preliminary design** and feasibility studys
- **Main design** with 2D or 3D design drawings
- **Hydrostatic- and hydrodynamic calculations**
- **3D-modelling** and engineering to the degree of detailing that your task demands
- **Workshop drawings** in 2D with logical drawing structure
- **Structural analysis** and scantlings.
- **Interior design** in 2D and 3D-module construction for carpenters
- **Keel systems** such as canting keel, swing keel, lift keel, modern bilge keels
- **Renderings** and Visuals, Flyer and Advertisements
- **EU-Regulations Sportboats (CE-Certification):** part conformity of design work, calculations for stability and scantlings, owners handbook and more

What is your challenge for us?

Please contact Marc-Oliver v. Ahlen and learn more about our services.





## Contact

If you have any questions please feel free to give Mr. von Ahlen a call.

Especially during the design and engineering process Skype sessions with screen transfer have become a very effective tool.

For a personal meeting, you'll find the office in a two hour car distance from the airport of Hamburg. The airport also offers conference rooms for meetings.



google maps »

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And no, we do not support Facebook.

