

HAV

With its grey paint, black foam filled fender, and orange canvas the HAV 27 footer surely stands out in a crowd. Bow on you could easily mistake it for being a new navy vessel or maybe a Wally. But for sure this is no navy vessel and definately no Wally, even though there are some similarities.

The project was initiated by Jan-Erik Haavi, an experienced yachtsman from Oslo. Having known Jan-Erik for some years through my work with the Class-1 races in Oslo I knew he had some ideas about making a boat. It started with something quite different from this and then a little more than a year ago I saw some drawings.

In Arendal I had the opportunity to take a closer look making a short ride in the boat. And the mix is just cool when you get used to the design. Jan Erik has made the HAV a mixture of nordic practicality and sturdiness and mediterranean looks, which should be a perfect blend.

The idea was to make a boat that can be used for typical "day-trips" and be able to take a family or friends in comfort at speed from A to B. With possibility to sleep two or maybe three good friends in the cuddy one could say that the "Hav 27" combines the best of what Norwegians call a "skerries jeep" and a "day-cruiser" in one single boat.

After Jan-Erik made a series of models to his own design he contacted Norwegian naval architect Birger Kullmann. Kullmann, who has succesful designs ranging from pure leisure power and sailboats to fast rescue craft and freefall lifeboats, under his belt. He has been involved in a number of radical designs and liked the idea which actually was very close to a study he did for a well known sailmaker a couple of years back.

Kullmann developed a hull and package that has inherited the sure footedness and agility of an offshore work boat, with an agresive and powerful look, all with a touch of sailboat flair, most notably in the sheer line and plumb stem.

Starting at the stern - an aft platform with swimming ladder, and a 3 person sunbed on top of the engine casing aft. The helm is right in front on the centreline, with ample space for one person each side of

the helmsman. The helm offers high seating/standing position with good overview and shares backrest with the sunbed. In front of the instrument console is a unit with a sink, cooler, and sailboat type folding table. There is a three seat settee each side, all in the shelter of the windscreen. Storage for anchor, warps a.o. are in the sofas. Below decks there is just a 2+1 berth, lockers and a toilet.

The forward part of the cockpit can be covered by a sprayhood so as to keep passengers out of the rain and it is also possible to arrange your sleeping bag on the settees if need be.

Power is provided by a single 285 hp Yanmar engine with a Bravo 3 duo prop drive. This gives a top speed around 43 knots. The hull is capable of 50 knots, but as Haavi points out; The main issue is not a top speed you would barely use, but being able to cruise in the 30-40 knot speed range no matter what the conditions are without breaking the boat or your passengers backs..

Traveling in this speed range the boat handles beautifully and sitting at the helm driving through the chop is like driving a potent BMW on the autobahn - "kein problem". And you can carve turns like a Super-G skier.

Another stunning feature is that the boat is very dry, there is barely no spray coming in at all, except for the occational one on your sunglasses.

The prototype is built in glasfibre/ woodcore/ epoxy, while production ones will be all composite. As this is the prototype the finish still isn't quite there so no detailphotos yet but you'll have an idea of what the HAV will look like when finished. And we'll get back to it when the time is there.

The HAV will exhibit at the Kullmann Design stand at the floating boat show in Oslo early September.

Info: www.kullmann.no

