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VALENTI YACHT GULLIVER 57: AN ITALIAN ALUMINIUM GLOBETROTTER

BOATANDBOATS SAIL, BOATS / BY GIACOMO GIULIETTI / OCT 04, 2017

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Built by **Valenti Yacht**, the **Gulliver 57** is a 18-metre sailboat designed by **Marc Lombard** in cooperation with **Alessandro Valenti**, who took care of both interiors and deck. The project started with **Carlo Gullotta**, a Milan-based accountant with a great passion for the sea, who conceived "his" **ideal sailboat to sail all around the world**: in short, a practical, fast and safe boat suitable for long circumnavigations, long-range cruises and **offshore regattas**.

So, after a long preparatory run-up that involved the other two designers, this modern **blue water cruiser** finally started to take shape. Hull number two of this new – still small – line was on display at the last **Genoa International Boat Show**.

The **extensive use of aluminium** – a material whose resistance and reliability are highly appreciated by globetrotters – contributed to obtain a total weight of just **15.6 tons**. Furthermore, the lifting keel made draft drop from 3.5 to 1.70 metres, which enables this boat to enter a greater number of ports and bays. **Double rudder blade** was necessary to both contain draft and guarantee steerability: because of the aft length of the **Gulliver 57**, in



fact, just a few angles of list are enough to make



the rudder go out of the water in upwind nавигations (this is an ideal condition to reduce the greater hydrodynamic friction due to the additional appendix).



The chine on the hull was almost compulsory, at least as a matter of philology: for decades, aluminium projects have been the only ones to use this characteristic, later adopted by composite yachts only in the first decade of 21th century. Advantages in terms of navigation are well-known and they translate into greater stability and a significant **dynamic gain on performance** provided by aft sections that are "larger" than one could expect from a boat of

this size: in practice, **the boat let water "think" that the hull crossing it is wider and longer than it really is**; consequently, it can sail faster.

The general profile of the hull **modernizes another creature designed by Marco Lombard**, **the Alubat Cigale 16**, by replicating her bow streamlined free board - now made even thinner in the stern by the above-mentioned chine - and her **long sleek deckhouse** that also includes the sides of the cockpit with some small portholes positioned inside a dark glazed surface.



The great balance between the **dark hull and some orange elements, including the bowsprit and rudder handrails**, makes the general look of this boat even more attractive.



The deck features clean lines and many **portholes and skylights** (21 in total), all flush with the walls, except for the hatch in the sail locker, which can be transformed into a crew berth when necessary. **Six additional windows - three at each side - are laterally positioned** at the same

height of the dinette (if we see the Gulliver 57 from outside, this statement seems to be wrong, but we will see why later).

The narrow extended high-efficiency sail plan features no juxtaposition between the fore and the main sail. Jib sheet rails are positioned on the deckhouse in order not to obstruct side-decks. **The total area measures 196 square metres** (white sails), plus additional 295 square metres of gennaker.

All riggings are located in the cockpit that, even if it shows off **nine winches** (such a number was common only until the '90s) – three of which are exclusively dedicated to the main sail and positioned in a unique island located between rudder wheels – is very spacious and comfortable. Of special note are the **teak slatted benches specifically designed to prevent water sprays** along with the numerous openings and storage compartments.

Below deck, the visual impact is the same provoked by the above-mentioned Cigale 16. **The space underneath the cockpit, in fact, accommodates a**



The aft dinette

practice, it frames all furnishings and triumphs only in the dinner table.

Amidships, **the long chart table (2.5 m) positioned on the left side faces the equally-sized galley**. The centreboard step is well-integrated in furnishings that, in their turn, include **135 storage lockers** in addition to a deep bilge (this, too, can be used for storage purposes).

The **master cabin** is located in the bow, with the double berth on the left. **Berths are six in total**, including four crew ones and two guest ones located forward of the main bulkhead, opposite the practical technical room where all systems and services are accommodated.



Special attention was paid to daily needs. Particularly beautiful, for example, is **the compartment designed to stowage wet boots** in the



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The compartment where to put wet boots in the bathroom.



The technical room of the Gulliver 57.



Giacomo Giulietti