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Yacht Name:	SUPERNIKKA	Model:	Vismara V62 RC Mills
LOA (ex bowsprit):	19.00m / 62.40ft	Year:	2015
LWL:	17.75m / 58.28ft	Builder:	Vismara Marine
Beam:	5.30m / 17.46ft	Designer:	Mills Design / Alessandro Vismara
Draft (up and down)	2.95-4.20m / 9.8-13.9ft	Construction:	Carbon Fibre & Epoxy Sandwich
Displacement:	15,930kgs / 35,119lbs	Accommodation:	Up to 8 in 4 cabins excluding saloon
Ballast:	7,200kgs / 15,873lbs	Engine:	Volvo D2-75 75hp
Location:	Tuscany - Italy	Price:	Euro POA VAT paid
Broker's Comment:	Without doubt, one of the most competitive yachts in the Mediterranean today. SUPERNIKKA is the ultimate cruiser/racer from Vismara and Mills Design.		

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FURTHER BROKER'S COMMENTS:

All-conquering carbon speed machine from Vismara and Mills Design in 2015. Built to compete at the very highest level whilst still allowing for easy family cruising.

SUPERNIKKA is professionally maintained and stored ashore each winter with her rig out with hull shrink-wrapped. She is continually updated and optimised with all her systems checked and serviced ahead of the new season.

Now offered for sale as her owner is looking towards new projects, SUPERNIKKA offers a unique opportunity to acquire THE boat of the moment with many more seasons of big trophy winning ahead of her.

Specification highlights include:-

- Full carbon construction
- Telescopic keel
- Axxon carbon rig with mast jack
- Harken winch package with powered winches
- Mastervolt electrics with Lithium service batteries
- Watermaker
- Full B&G H5000 instrument package with 3x Zeus plotters
- Full North 3Di racing sail wardrobe
- Cruising mode with cruising boom, furling genoa and North 3Di cruising sail wardrobe
- Tender garage
- 3-double cabin, 3-heads interior layout plus crew in forepeak

MAJOR RACE VICTORIES:

2018

- 2018 Maxi Yacht Rolex Cup – 1st overall – Mini Maxi 1 Class
- 2018 Maxi Yacht Capri Trophy – 1st overall – RC Class

2017

- 2017 Maxi Yacht Rolex Cup – 1st overall – Mini Maxi RC1 Class

2016

- 2016 Overall winner in 3x IRC handicap events

2015

- 2015 Maxi Yacht Rolex Cup – 1st overall – Mini Maxi R Class
- 2015 151 Miglia – 1st overall

MAINTENANCE AND UPGRADE HISTORY:

Winter 2018/19 (ongoing)

- Routine ultrasonic testing of hull, deck, bulkheads, rudders and mast by Q.I. Composite
- Servicing of winches and deck hardware
- Servicing of mast, rigging and fittings
- Servicing of rudder and bearings
- Service keel rams and manifold
- Servicing 24vDC electric freshwater heads

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November 2018

- Repainting of deck antiskid and gloss areas

October 2018

- Complete disassembly of mast, rudder and keel for winter storage with shrink-wrapping of hull and deck.

August 2018

- New service battery exide 12v AGM
- New B&G autopilot control

October 2017

- Complete disassembly of mast, rudder and keel for winter storage with shrink-wrapping of hull and deck.
- Servicing of winches and deck hardware
- Servicing of mast, rigging and fittings
- Servicing of rudder and bearings
- Checking of keel pistons and manifold
- Servicing of jib furling for cruising

April 2017

- New rudder controls
- New backstay deflector systems soffrig by Soluzioni Tessili rigging
- New running rigging by Soluzioni Tessili rigging (loop and sheets)
- New spray antifouling in Speedy Carbonium Veneziani
- New titanium pin for bobstay
- Servicing of winches and deck hardware
- Servicing of mast, rigging, fittings and boom
- Checking of keel pistons and manifold
- Bulb weight alterations for IRC optimisation

September 2016

- Complete disassembly of mast, rudder and keel for winter storage with shrink-wrapping of hull and deck.
- Routine ultrasonic testing of hull, deck, bulkheads, rudders and mast by Q.I. Composite

August 2016:

- New spray antifouling in Speedy Carbonium Veneziani

July 2016:

- New Solbian solar panel
- 3x new B&G Zeus 7" chart plotters

April 2016:

- Servicing of winches and deck hardware
- Servicing of mast, rigging and fittings
- Servicing of rudder and bearings
- Servicing of keel pistons and manifold
- New piston to block keel
- New Lewmar 180 degree opening hatches for master cabin

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- Fitment of new backstay deflector systems by Axxon

October 2015:

- Complete disassembly of mast, rudder and keel for winter storage with shrink-wrapping of hull and deck.

August 2015:

- Keel bulb weight alteration for IRC optimisation
- New spray antifouling in Speedy Carbonium Veneziani

DESIGNER'S COMMENTS:

In late 2013 we received an e-mail inquiry from Italy for a design in the 60' range. As we learned more about the client and his team, the pieces began to fit together to form a very promising and productive design opportunity. Their brief for a high-performance Racer/Cruiser is always a difficult request, often compromising both sides of the equation, but this client was a little different...

Roberto Lacorte is a very dynamic person, a successful businessman who drives for the Sport Prototype racing team he sponsors, races his 2012 Vismara 47 LadyNikka as well as cruising it in summer with his family, and when he felt there was too little offshore racing in North West Italy he founded the thriving 151 Miglia race to change things. This race plus others like the Giraglia, the Rolex Middle Sea Race, and the Maxi Worlds formed the target for the new design, in a vision not just to combine racing with cruising, but to create something powerful and beautiful to do both in. The new boat had to look extraordinary as well as race effectively before being fitted out for family cruising. In cruising trim the requirements included sub-3m draft, powered winches, dinghy storage in the transom, a retracting bow thruster, and an anchor windlass, on top of the two en-suite double cabins aft and the master suite forwards. To get a feel for his options at this size Roberto chartered the 65' Cruiser/Racer Stig for the 2013 Middle Sea Race and placed second overall as Nikka 65, showing the teams skill and learning a lot about what they wanted from a new design.

A core part of Roberto's team is builder Alessandro Vismara, head of the large Vismara Marine facility in Viareggio where he has produced 2 of Roberto's previous boats. The design responsibility would be a joint effort with Vismara, an experienced designer himself whose large technical office had already produced a detailed preliminary layout for SuperNikka. This allowed us to focus on our strengths in producing the external geometry for hull and deck, appendages, and rig sizing while the Vismara team produced the structures, layout, and systems. We agreed that the basic boat needed to be as aggressive as possible and concentrated on separating the racing and cruising configurations by making cruising gear removable such as the retractable bow thruster, anchor windlass, and replacing the transom door/swim step with a lighter panel, and gaining draft with a lifting keel arrangement, lowering the bulb to 4.2m. Armed with a target racing measurement condition displacement of 16,150kg and resulting weight distribution we could begin to shape the design around the requirements.

To develop the SuperNikka hull and appendages we relied on the development program originally created with performance prediction and analysis experts KND/Sailing Performance for our 2014 Maxi 72' World Champion design Alegre. This process is now a fundamental part of our performance design procedure, and begins with an analysis of the weather conditions and expected racecourse types to build a weighting matrix favouring performance in the particular conditions we want the boat to excel in. The racing event profile was Mediterranean and primarily offshore, suggesting a light/medium bias and a more even mix of wind angles than our more usual inshore event (WL) orientation. This larger reaching component favours a wider, lighter boat, with chines, and a healthy sail plan to keep moving though a quiet Med offshore night.

Working with KND partner and panel code specialist Roland Kleiter using custom aero coefficients from designers at North Sails Italy we began to analyse a range of hull shapes using the North Sails VPP. We began with a development of Alegre with soft chines well inboard, and began sequentially comparing that with more aggressive shapes using more powerful chines further outboard which proved to be very effective upwind. Over more than 20 iterations we developed the harder chined hullform until we were happy that it presented minimal negatives in the light airs more upright condition, and was clearly beneficial when heeled in a breeze.

The balance when drawing hulls of this type is firstly to try and use as much hull length especially when heeled without a wetted transom that results in a drag increase, and then to gain as much stability as possible in the powered-up heeled condition upwind and reaching without an imbalanced helm or ending up sticky as a result of too much wetted surface area upright in light airs. Boats just intended for reaching are less troubled by these issues, while boats racing on Windward/Leeward courses find that balance more difficult, explaining why hard chines aren't common on inshore designs like TP52's and Mini-Maxis. With a significant reaching component SuperNikka has a wide enough performance profile to make chines an attractive compromise, while retaining the need to perform in light conditions and carry added loads in cruising trim.

The North Sails VPP integrates the lift and drag solutions produced by the DasBoot panel code with the other speed producing factors such as sail area, aero coefficients, stability, etc. to produce the final performance output. Use of panel code allows a wide range of potential solutions to be evaluated more quickly thanks to a simplification of the governing equations (in essence their validity excludes boundary layer effects), but this has the tendency to over-predict powerful solutions like wide transoms and full bows. Validating the final stages of hull shape development using RANS CFD is an integral part of the process. 3D Reynolds Averaged Navier Stokes Equations RANS yield the most accurate solutions at the cost of a large volume of computation (thousands of iterations on million elements grids). In return, one can expect a very good assessment of the wave and viscous drag and catch any drag under-prediction from the panel code stages.

Using a setup developed for the KND Volvo 65 RANS program the appended model featured 10 million elements, evaluating drag, rudder angles across the range of heel, and helm balance. Appendage sizing and positioning is a major component for performance, especially upwind in light airs. In the past it was common for designs of this size to find it difficult to achieve good balance, requiring large amounts of rake to get reasonable rudder angles which is a key factor in upwind performance. Having resolved this issue during the design of Alegre we were confident regarding predicted balance, even on a relatively wide hull form with a single rudder and sizable sail plan. The RANS phase confirmed the design was on the right track with smoother stern sections, a relatively high chine aft, and moderate bow sections which produced the most promising combination in our race model.

Having originally proposed a large rig for a racer/cruiser, we agreed after discussions with the team and their North sailmaker Alessio Razeto to ensure no compromise was made with performance in light conditions, and went back to compare increased rig sizes with their rating impact. One factor in this decision was our experience that VPP's are insensitive to the negative effects of righting moment in light conditions. This may partly be down to sailor expectations that heeling early in the light feels faster, but it seems to be backed up by experience racing in the Mediterranean that Heeling Moment and Righting Moment work best in a certain range. Our revised rig sizing moved the HM/RM relationship towards the better feel end of that band, a step made possible by the powerful hull shape being amenable to the increase in power further up the wind range.

Once the hull shape was finalised we prepared preliminary deck shapes to combine an effective Racer/Cruiser deck layout with the aesthetic demands of the client for a sleek powerful machine, in his words 'A Missile'! At a meeting in Viareggio with Roberto and Alessandro and the other key players in the team this initial suggestion for a wide low coachroof with chines and angular cockpit sides to complement

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the hull shape was refined into the final configuration, allowing the boat to be effectively sailed by a range of crew numbers as well as creating a safe confined space to enjoy family sailing.

The interior is a development of Roberto's previous LadyNikka, similarly finished with minimalist Italian style. It boasts a large open saloon with galley and desk either side of the main hatch, double guest cabins aft and a large owners cabin forwards. Carbon/foam construction incorporates many techniques and ideas from the practical and resourceful Alessandro Vismara and his team who have one of Europe's longest track records with stylish performance Racer/Cruisers, one that perhaps is not well known outside of Italy.

SuperNikka's first race was the 2015 151Miglia, where she romped home as first to finish ahead of larger boats and 2nd on corrected time, a great result for the team. Yet again for Mills Design the best projects exhibit a team mentality. The SuperNikka project has been one of the most pleasurable we have undertaken, working with a gifted enthusiastic owner and a very professional yard as partners.

Mills Design

BUILDER'S COMMENTS:

After the great success of the Vismara V47 RC Nikka, Vismara shipyard and Mills Yacht Design started designing the new Vismara Mills 62 Rc SuperNIKKA, the natural evolution of the Vismara V47 Rc.

"SuperNikka is one of the leading projects of the last years, developed for an expert owner and by an international team able to share and develop all together the same great idea. Someone used to talk about Vismara Marine as the Open Company, they are right. I'm really exciting for that because it means that something good is born from my dream of more than 30 years ago".

Alessandro Vismara – President - Vismara Marine Spa.

CONSTRUCTION

RCD Status:

- CE Certification - A

Hull, Deck & Superstructure Construction:

- Carbon sandwich construction vacuumed with epoxy resins.
- Hull, deck and bulkheads postcured at controlled temperature according to supplier's technical sheets at no more than 60°.
- Structural reinforcement are realised using unidirectional carbon fibre.
- Hull, deck and bulkheads ultrasonic tested by QI Composites – Winter 2018/19
- Speedy carbonium spray antifouling – April 2017
- Metallic grey sprayed topsides
- White non-slip decks and cockpit - repainted November 2018

Keel & Rudder:

- Lead bulb keel lifting vertically offering 2.95m shoal or 4.20m full draft.
- Keel operated via Sabatini electro-hydraulic pump system
- Keel system serviced – winter 2018/19
- Keel bulb last optimised – April 2017
- Balanced carbon rudder
- Rudder ultrasonic tested by QI Composites – Winter 2018/19

MACHINERY

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Engine & gearbox:

- Volvo D2-75 4-cylinder 75hp diesel engine
- Engine hours: 599 as of summer 2018
- Saildrive gearbox
- Freshwater cooled engine.
- Single lever engine control.

Propulsion & Steering:

- 24vDC Quick retractable bowthruster
- Gori 2-bladed folding propeller for racing
- Gori 3-bladed folding propeller for cruising
- Twin wheel steering with carbon steering wheels
- Emergency tiller.

ELECTRICAL SYSTEMS**Voltage systems:**

- 24vDC & 12vDC domestic systems with 220vAC via shore-power or inverters

Battery Banks:

- 1x 90Ah 12vDC Mastervolt AGM engine start battery
- 2x 360Ah 12/5000 Mastervolt MLI Lithium Ion service batteries joined in series to supply 360Ah @ 24vDC
- 1x 225Ah Exide AGM electronics battery - 218

Charging:

- Mastervolt 24/100 100amp 220/24v battery charger for service bank
- Mastervolt 12/35 35amp 220/12v battery charger for engine and electronics battery

Inverter:

- Mastervolt 24/2500 2.5kw 24vDC inverter

Alternator:

- Volvo 12vDC engine-mounted alternator
- Mastervolt 24v 110Amp engine-mounted secondary alternator for service bank

Solar:

- Solbian 112w solar panel - 2016

Shore Power:

- 220vDC shorepower system with ring main

PLUMBING & GAS SYSTEMS**Fresh Water:**

- The hot freshwater circuit is led into a well insulated 40 litres hot water tank, heated by engine or 230v AC immersion heater element.

Watermaker:

- Spectra 24vDC reverse-osmosis watermaker producing approx 60 litre per hour

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Bilge Pumps:

- 2x Gianneschi bilge pumps (with many override) serving aft, forepeak and saloon areas
- Electric shower drain pumps

TANKAGE**Fuel:**

- 400 litres fuel tank

Fresh Water:

- 2x 250 litres fresh water tanks giving a total of 500 litres

NAVIGATION & COMMUNICATION EQUIPMENT

- 3x B&G Zeus 7" colour GPS chart plotter displays (2 at helms and one below decks) - 2016
- 4x B&G H5000 displays
- 2x B&G H5000 10/10 displays
- 5x B&G H5000 20/20 displays at mast
- B&G H5000 wind, speed and depth transducers
- B&G H5000 autopilot system
- AIS receiver

Communications Equipment:

- B&G VHF with DSC plus second station
- Satellite phone

DOMESTIC EQUIPMENT**Galley:**

- Stainless steel gimballed gas stove with oven
- Frigonautica 50 litres front opening fridge with heat-exchange to sea
- Frigonautica 115 litre top opening fridge/freezer

Heads:

- 3x Tecma 24vDC electric flush fresh water heads
- Hot & cold pressurised water supplies with shower in heads

Entertainment:

- LCD TV

ACCOMMODATION

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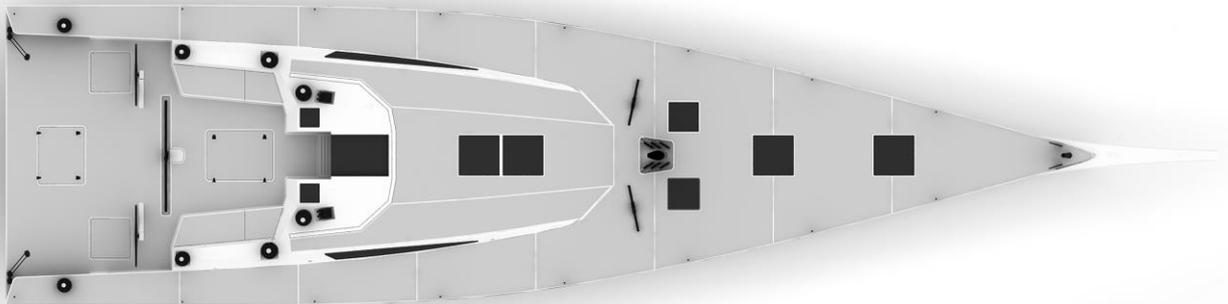
Summary of Accommodation:

- SUPERNIKKA benefits from internal carbon sandwich structural furniture, to obtain a low weight construction and to benefit the relationship between displacement and ballast.
- The interior space, thanks to the large aft, use the maximum beam and allows for 2 large twin aft cabins with separated bathrooms.
- Just behind, a lazarette which is suitable for a dinghy.
- The interior can accommodate eight guests in four twin beds distributed in the two aft cabins, in the owner's cabin with king size bed and two single beds for the racing crew.

Accommodation Finish:

- All interior joinery in white painted laminates
- Main bulkhead, hull innings and heads finished in white
- Carbon flooring
- Highest quality upholstery and finishes throughout

DECK EQUIPMENT



Rig:

- 3 spreader fractional deck-stepped rig
- Axxon Composites carbon fibre mast and racing boom
- Mast ultrasonic tested by QI Composites – Winter 2018/19
- Axxon Composite carbon fibre V-boom for cruising
- Carbon integral bowsprit – 1.50m
- Carbon fibre rod standing rigging
- 2x Navtec control units with Bamar pumps for outhaul, backstay and Cunningham
- Sabatini hydraulic pump for vang, jib (in-out, and up-down) and telescopic keel
- 1,500w electrically driven mainsail track cars
- Soluzioni Tessili rigging backstay deflector – April 2017
- Soluzioni Tessili running rigging – April 2017
- Under deck mast jack
- Hydraulic vang
- Removable genoa furler
- Furler for Code Zero sail
- Mainsheet track on cockpit sole sheeting to dedicated mainsheet winches
- IG = 25.30m, J= 7.00m, P= 26.00m, E = 9.02m, STL=9.22m
- Cruising sail area = 230sqm

Winches:

- 2x Harken 990.3 3-speed self-tailing racing carbon primary winches
- 2x Harken 70.3 3-speed self-tailing powered winches
- 2x Harken 70.2 2-speed self-tailing winches

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- 2x Harken 60.2 2-speed self-tailing powered winches

Sail Wardrobe:

Racing sails:

- North Sails 3Di raw mainsail - 2016
- North Sails 3Di raw light genoa – 2016
- North Sails 3Di raw medium genoa – 2016
- North Sails 3Di Offshore mainsail - 2015
- North Sails 3Di light genoa - 2015
- North Sails 3Di medium genoa - 2015
- North Sails 3Di heavy genoa – 2015
- North Sails 3Di raw A-0 code sail - 2017
- North Sails 3DL A-0 code sail – 2105
- North Sails A1 gennaker – 2018
- North Sails A2 gennaker – 2018
- North Sails A2 gennaker - 2015

Cruising Sails:

- North Sails 3Di mainsail
- North Sails 3Di furling genoa
- North Sails Code Zero

General:

- Double lifelines.
- Flush deckhead hatches
- Carbon passarelle
- Bathing ladder
- The tender garage door will be removable and changed with lighter panel for racing
- Lewmar 180 degree opening deckhead hatches for master cabin - 2016

Anchoring & Mooring:

- Concealed anchor mounting beneath bowsprit
- Electric anchor windlass
- Anchor with chain
- Fenders & warps

Canvas & Cushions:

- Sprayhood
- Boom awning
- Mainsail cover

Tender & Outboard:

- AerMarine ultralight inflatable tender
- Suzuki 6cv 4-stroke outboard

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

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VIEWING ARRANGEMENTS

Lying Tuscany, Italy

Available to view strictly by appointment

Office Hours Mon- Fri 0900 – 17.00

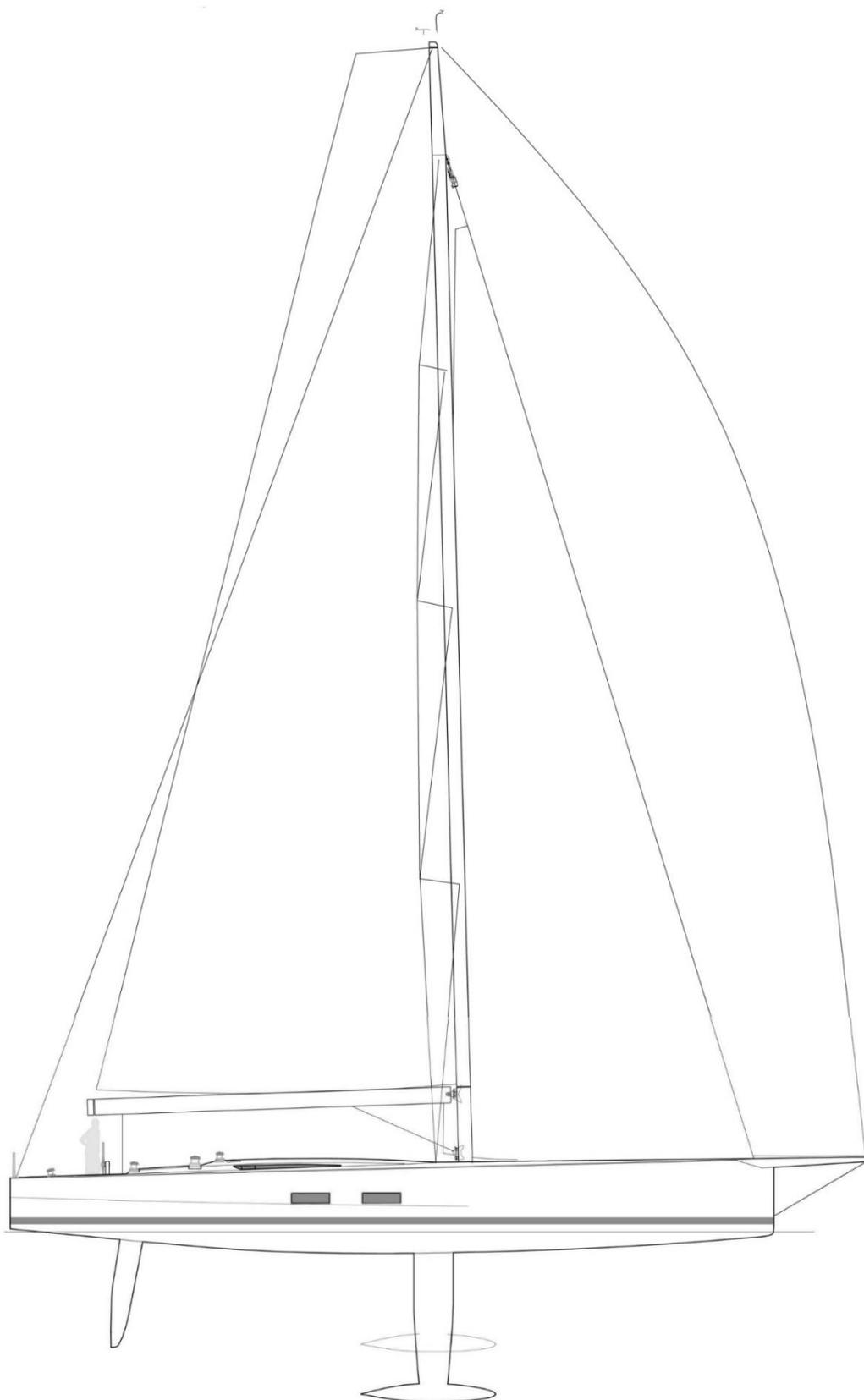
Saturday by prior appointment

For more information or to arrange a viewing please contact us.

Please Note: Due to the varying locations of our yachts, your travel time and the distances that may be involved, we recommend that you only make arrangements to view if you are actively considering purchase.

Tel: +44 (0)1590 673715

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