NAVAL ARCHITECTURE + AWARD-WINNING DESIGN = elegant engineering
Bill Prince Yacht Design, Inc. has established itself as one of the most accomplished yacht design offices in the United States. With a clientele spanning the globe, BPYD has earned a reputation for infusing each project with inspired design style and deep technical expertise.

Whether in advanced composites, aluminum or contemporary cold-molded wood construction, our award-winning office has the boat-building experience and engineering expertise to ensure each project is designed to be as seaworthy, efficient and elegant as the laws of nature allow. We provide extraordinary engineering and naval architecture services for production boat builders and those seeking pedigreed design for a custom yacht.

Be it power or sail, traditional, contemporary, commercial or military, each project from the waterfront offices of BPYD helps to set a new standard for her class. We welcome you to explore the BPYD fleet, and consider how our decades of experience can be put to work on your next vessel.
He n k d e V r i e s

THIS IS ONE OF THE PRETTIEST BOATS I have ever seen.

FEADSHIP CEO
‘POSH’: 54-foot Mahogany Commuter

Henk de Vries
BPYD is a full service design firm committed to precise engineering in:

- Directed by a degreed engineer with experience designing vessels in aluminum, fiberglass and advanced composites, BPYD can design complex structures using the best practices for each material and builder.
- BPYD is a consistent innovator within the yachting industry, always focused on creating strong, light structures with the ideal weight distribution, maximizing the seaworthiness and performance of every vessel.
- Whether calculating the weight of each layer of laminate in every bulkhead of a high-performance powerboat or fine tuning the stability curve of a large offshore sailing yacht, BPYD provides world-class engineering and technical support for every type of vessel from 20 to 200 feet.
Our clients were extremely impressed when they saw the intricate detailing that 3D renderings from Bill Prince Yacht Design provided. They were ready to move forward with the project after seeing what looked like the real boat.

- CINDY PURCELL
  OWNER, HUCKINS YACHT CORPORATION
BPYD has truly been fantastic to work with. Their work is always accurate, comprehensive and professional. The quality of their design detail and deliverables has far exceeded industry standard, which has made our life as a manufacturer significantly easier.

- DUER HIGH PERFORMANCE COMPOSITES
  PRESIDENT CHRIS DUER
View a 360° fullscreen view of the Wheeler 38 ‘Pilar’ interior online at: www.billprinceyachtdesign.com
SPECIFICATIONS

Length overall: 27.83m (91'4'')
Length at waterline: 22.20m (72'10'')
Beam: 6.95m (22'10'')
Draft, board up: 1.95m (6'5'')
Draft, board down: 4.50 (14'9'')
Displacement: 99,790 kg (220,000 lbs.)
Sail Area: 318.63m² (3,429 ft. sq.)
Sail Area/Displacement Ratio: 15.0
Displacement/Length Ratio: 254

28-meter Cutter-Rigged Sloop
Visionary Design Savvy

60-meter Motor Yacht

PRELIMINARY SPECIFICATIONS

Length overall: 60.25m (197'8")
Length at waterline: 57.10m (187'3")
Beam: 10.00m (32'10")
Draft: 2.90m (9'6")
Full load displacement: 790 L.T.
Main engines: (2x) Caterpillar 3516B-DITA
Generators: (2x) Caterpillar 155kW, (1x) 30kW
Fuel capacity: 120,000 L (31,700 gal)
Water capacity: 25,000 L (6,600 gal)
Owner/Guest accommodations: 12 in 6 staterooms
Crew accommodations: (6x) twin crew cabins + captain
Max speed: 18 knots
Range at cruise speed: 5,000 nm
Performance Boat Prowess

SPECIFICATIONS

- Length overall: 13.3m (43'7'')
- Length at waterline: 10.6m (34'10'')
- Beam: 2.9m (9'6'')
- Draft: 0.6m (2'0'')
- Full load displacement: 6.25 L.T. (14,000 lbs)
- Main engines: (2x) 750hp Mercury Racing
- Generators: (1x) Koehler 4EFCD 4kW
- Fuel capacity: 946 L (250 gal)
- Water capacity: 133 L (35 gal)
- Owner/Guest accommodations: 2 in 1 stateroom
- Max speed: 66 knots
- Range at cruise speed: 120 nm
**SPECIFICATIONS**

- **Length overall:** 22.75m (74’8”)
- **Length at waterline:** 20.90m (68’7”)
- **Beam:** 7.16m (23’6”)
- **Draft:** 1.42m (4’8”)
- **Full load displacement:** 53.5 L.T. (120,000 lbs)
- **Main engines:** (2x) 803hp Caterpillar C18
- **Generators:** (2x) Koehler 65kW
- **Fuel capacity:** 5490 L (1,450 gal)
- **Water capacity:** 1242 L (328 gal)
- **Crew accommodations:** 12 in 4 cabins
- **Max speed:** 24 knots
- **Range at cruise speed:** 450 nm

Metal Shark 75 Endurance
Award-Winning Design

Metal Shark 38 Defiant

Kingship 60

Altima 78 Voyager

Huckins 45 SF

Island Packet SP Cruiser

Huckins 45 Hull Plug

Metal Shark 38 Defiant

Hyundai 62 Motor Yacht

Great Northern Boatworks 31

WESTLAWN Award-Winning Design
Bill Prince Yacht Design, Inc. has developed designs for a wide variety of capable, seaworthy and compelling yachts, including:

**2014:** 75’ (22.9m) Metal Shark Endurance Fire Boat, 74’ (22.6m) Huckins Motoryacht, 60’ (18.3m) Kingship Catamaran Motoryacht, 54’ (16.4m) Metal Shark Defiant Patrol Boat, 46’ (14.0m) Latitude Motoryacht, 40’ (12.2m) Huckins Express, 24’ (7.3m) Kingship Aluminum Catamaran

**2013:** 39’ (11.9m) Yellowfin, 45’ (13.7m) Huckins Sport Fisherman, 45’ (13.7m) Express Catamaran, 55’ (16.8m) Aluminum Catamaran, 60’ (18.3m) Pilothouse Cruiser, 75’ (22.9m) Wave-Piercing Dive Support Vessel, 94’ (28.7m) Expedition Yacht, 38’ (11.6m) Wheeler Yacht Pilar replica of Ernest Hemingway’s sportfisherman

**2012:** 54’ (16.5m) Brooklin Boat Yard Mahogany Commuter, 31’ (9.5m) Great Northern Boatworks Mahogany Cruiser, 38’ (11.6m) Metal Shark 38 Defiant Hull Design & Driveline, 60’ (18.3m) Chris-Craft Roamer USCG Conversion, 39’ (11.9m) Luxury Limousine Tender, 45’ (13.7m) Metal Shark 45 Defiant Response Boat-Medium

**2011:** 43’ (13.1m) Classic Commuter, 68’ (20.7m) Altima Yachts Voyager Motoryacht, 78’ (23.8m) Altima Yachts Voyager Cockpit Motoryacht, 43’ (13.1m) Schiada Powerboats Offshore Powerboat

**2010:** 92’ (28m) Cruising Sloop, Hyundai Yachts 62’ (19m) Motoryacht, 42’ (12.8m) Metal Shark Patrol Boat, Altima Yachts 48’ (14.6m) Motoryacht, 63’ (19.2m) Altima Yachts Motoryacht

**2009 and earlier:** 197’ (60m) Motoryacht, 52’ (15.9m) Pilothouse Motoryacht, 144’ (44m) Tri-Deck Motoryacht, Altima Yachts 77’ (23m) Motoryacht, 28’ (8.5m) Hull Modeling for 5-axis tooling, 46’ (14m) Contemporary Commuter, 27’ (8.2m) Concept, 46’ (14m) Cruising Motoryacht, 17’ (5.2m) Skiff, 70’ (21.3m) Pilothouse Motoryacht, 91’ (27.7m) refit/extension of 83’ (25.3m) Cheoy Lee Raised Pilothouse Motoryacht, 90’ (27.4m) Raised Pilothouse Motoryacht, 49’ (14.9m) Cruising Motoryacht
The ‘Dream Team’ is building exquisite 54-foot yachts unlike anything the world has seen in more than seven decades. They are absolutely stunning. They are incredibly rare. And they will attract attention wherever they go.

— YACHTING MAGAZINE
SENIOR CONTRIBUTING EDITOR CHRIS CASWELL
ON “POSH” JULY 2013
Every project starts with an idea. At this stage, Bill Prince and his team ask the client, “What does success look like?” We help identify goals for the project, set priorities and develop concept sketches.

Bill Prince Yacht Design, Inc. (BPYD) creates an outline of performance goals and aesthetic elements, integrating the client’s ideas into architectural drawings, a 3D computer model of the hull and deck, and detailed photo-realistic renderings. The drawings and renderings go back and forth, and the client is encouraged to refine his or her ideas. The team fine-tunes the concept.

Engineering and architectural expertise adds tremendous value throughout this phase. Lessons learned from years of practical experience help determine the feasibility of the preliminary design.

The project begins with an energetic, imaginative meeting with the client and culminates with scale architectural drawings, a detailed 3D computer model, and photo-realistic computer renderings. Phase One answers the questions: Is this what you wanted? Do you want to move forward? This phase constitutes approximately 10% of the total design project.

Once the preliminary design has been approved, BPYD takes a more detailed turn at the concept drawings. This phase comprises a complete feasibility study, bringing the conceptual design under very close scrutiny. We move the project toward reality through preliminary engineering and detailed weight studies. The focus is largely technical during this phase, although aesthetics always play a role. Using the “design spiral” method, BPYD determines whether the project can be accomplished technically, financially, and within the client’s expected time frame.

The result of this phase is an extensive set of detailed drawings and a written specification called the Bid Package. The Bid Package is delivered to prospective builders who use this information to provide an accurate cost estimate. Once the client accepts the results of the Bid Package cost estimate from a builder, the client must then decide to move forward with the Engineering & Construction Drawings phase.

Phase Two begins with client approval of a preliminary design and culminates with a Bid Package prepared for one or more builders to accurately assess the cost of construction. Phase Two answers the questions: Can it be done? How much will it cost? Do you want to move forward? The Bid Package comprises approximately 15% of the total design project.

The bulk of the design work begins once the Bid Package has been approved by the client and assessed by the builder. Continuing in the design spiral model of ever-increasing detail, this intricate, behind-the-scenes phase encompasses the complete engineering of a Bill Prince Yacht Design, Inc. creation. BPYD focuses on hydrostatic stability, hydrodynamics, powering, strength of materials, myriad regulatory considerations and classification rules, ease of maintenance and more. This is where Bill Prince’s design philosophy, “elegant engineering”, begins to pay dividends beyond the aesthetic, ensuring the yacht in question is built in as light, strong, simple and elegant a manner as possible. Detailed, thoughtful planning manifests itself in coherent, advanced design.

This labor-intensive phase of the design process requires many hours of drawing and calculation, using advanced software. The result is a complete set of practical detailed engineering and construction drawings — typically between 50 and 150 — which a builder can use to complete the vessel as the client and designer envision.

Phase Three is a highly technical design of every part of the vessel. This phase begins with approval of the Bid Package and culminates with between 50 and 150 detailed computer-aided 2D drawings and 3D models instructing the builder how to complete the vessel to meet the client’s requirements. This phase answers the question: How do we build this? Engineering and construction drawings constitute approximately 65% of the total design project.

At this phase of the boatbuilding process BPYD takes on the role of advisor, working for the client and with the builder. BPYD handles the builder’s questions and provides other support as needed. BPYD acts as the owner’s proxy in a project management role. BPYD team members attend sea trials and continue to act as the owner-builder liaison until the boat is delivered.

This final phase begins with the builder’s acceptance of engineering drawings and culminates with construction, sea trials and delivery. Here, BPYD continues to consult with the builder as client’s representative. This phase answers the client’s questions: How are things progressing? Will the delivery schedule be met? It also answers many small detail questions from the builder. Phase Four constitutes approximately 10% of the total design project.

From preliminary design to final delivery, Bill Prince Yacht Design, Inc. attends to every detail to ensure the ultimate in client satisfaction.
Bill Prince began honing his yacht design skills aboard small boats on the St. Croix National Scenic Waterway and the Great Lakes. His passion for capable boats and emerging design talent led him to the acclaimed Milwaukee School of Engineering, where he earned a Bachelor of Science degree in Mechanical Engineering, encompassing the fundamentals of structural engineering, power transfer and marine engineering.

In 1996 Bill Prince won the National Marine Manufacturer’s Association (NMMA) Yacht Design competition, besting professional naval architects from the United States and Europe. This success launched Bill’s yacht design career. Upon graduation Bill worked for three years at the offices of Michael Peters Yacht Design in Sarasota, Florida before moving to Newport, Rhode Island to serve as Design Engineer for America’s Cup-winning legend Ted Hood. Bill then accepted the position of Design Engineer at Island Packet Yachts, where for five years he was involved in every aspect of the company’s product development and yacht construction.

Bill Prince Yacht Design, Inc. develops designs for capable, seaworthy and compelling yachts, performance boats and patrol craft on an independent basis. Call us today to begin a conversation about your own world-class vessel.

You will not find a more technically competent & talented yacht design office.

– POSH OWNER F. TODD WARNER
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