



A semi-planning yacht with a large terrace at the stern. A great place to meet in marina and on a cruise.

Platinum 40 Flybridge – plenty of space and an attractive interior

The semi-planning yacht Platinum 40, which attracted a lot of interest during last year's Poland Boat Show in Nadarzyn, is also available in a version with an upper deck and an additional wheelhouse. We tested this model in Masuria at the end of May.

The Platinum brand originates from the Delphia Yachts shipyard, where the first models of the Platinum 989 were built. After ownership changes at the Olecko-based company, the moulds and rights to build these vessels were bought by Odyssey Yachts, which first presented a modified Platinum 35 model, and later a larger version of this design – the Platinum 40. This

is a really serious and comfortable boat, which attracts the eyes of powerboaters in every harbour.

What caught my attention was the huge open cockpit. Rather than dividing the aft space into a cockpit and bathing platform, the entire space was simply combined and surrounded by solid rails. On the test vessel, a large table, a sofa and two armchairs were placed in this area, yet there was still plenty of open space. Leaving the living room, we have the impression of ending up on a large terrace, where we can spend time with family or friends in very comfortable conditions. This simple and comfortable solution will certainly appeal to individual

boat owners as well as charter companies. The quay can be accessed from the stern and from both sides. We also have a folding bathing ladder and an outside shower. Another feature that aroused my interest was the upper deck – a flybridge – rarely seen on inland yachts.

The superstructure is set up asymmetrically, so the passage to the bow deck on the starboard side is wider. However, thanks to the solid railings, we can also move safely and comfortably on the port side. The railings around the sides are high and solid, so we do not have to worry about the safety of the youngest crew members. Walking to the bow on the starboard side, we pass the sliding wheelhouse door. This design feature is found on many motor yachts today – it makes it easier for one helmsman to operate the yacht, which will be especially appreciated by owners travelling with their families. In the bow we have a comfortable two-person mattress and an electric anchor



Light rattan furniture was set up on the tested unit



Wheelhouse with door – exit to starboard half-deck

PLATINUM 40 FLY	
Length	11,98 m
Width	3,50 m
Draught	0,65 m
Weight	7000 kg
Fuel tank	240/330 l
Water tank	215/430 l
Engine	from 50 hp to 135 hp
CE category	B-8
Basic price	140,000 euro net
Price with equipment	200,000 euro net



The saloon has two sections: on the left a long table with a sofa, on the right a galley. Plenty of light streams in through the windows.



Bow cabin is elegant, spacious and very comfortable.



Quite a lot of wardrobes and storage space in the cabins.

windlass operated from the bow and from the wheelhouse.

From the cockpit, a solid double folding door leads to the saloon, which opens all the way. The passageway is quite narrow because just behind the door, on the port side, is a very large couch surrounding a table. The backrest has extra slots so that we can turn the back of the sofa towards the stern. The salon table is foldable – when lowered it converts into an extra bed. The galley is located on the starboard side of the saloon. There are drawers and cupboards, a fridge, a sink and two-burner cooker fitted. The test unit even had an ice cube maker and a coffee machine – complete luxury. On the starboard side, there is also a one-person wheelhouse equipped with all the necessary gauges and a plotter.

The saloon is spacious and well lit – the panoramic windows do the job. Comfortable sofas and an elegant table create a perfect place to relax and enjoy a meal. Opening windows and a door next to the wheelhouse ensure good ventilation. The Platinum 40 Fly is available in four versions of the sleeping area layout. This allows the yacht to be an excellent comfortable charter vessel or a luxurious family yacht. We can have a yacht with two twin cabins in the

bow section, two cabins located in the bow and midship, there are also arrangements with three and four cabins. All models are built with two separate bathrooms equipped with toilets and showers. Each type of layout provides space and comfort.

The tested vessel had three cabins: an owner's cabin at the bow with a double bed and private bathroom, and two twin guest cabins amidship (their wide beds reach

under the saloon floor). The occupants of these rooms share a large bathroom. All cabins are suitably high and well-lit thanks to large windows on the sides. Each cabin has its own wardrobe. In addition, a large wardrobe has been installed in the corridor by the descent. The corridor itself and the downstairs are also noteworthy – it is very high, bright and airy (light comes in through the large front window of the saloon). ▶



Private beach – large mattresses on the bow deck



The helm station on the upper deck is simple and functional.

Shortly after our test, the yacht was presented at the Salone Nautico di Venezia, where it was quite a sensation. It was the only vessel of this kind presented at the fair, impressing with its spaciousness and interior comfort in a relatively small hull size. It attracted a great deal of interest, especially from private shipowners. I think that the vessel's upper deck equipment also helped it gain interest.

Therefore, finally I invite you on the flybridge. This design element is still not very common on leisure yachts sailing our waters. It's a pity, because, after all, the most pleasant thing to do is to spend time at the helm, sitting on an open terrace and admiring the panorama of the route. Of course, the top-deck boats are more expensive and a little heavier, but the pleasure of such a cruise is well worth it. The flybridge is accessed by a staircase located on the starboard side of the cockpit. Upstairs we have a single helmsman's station and low-back mattresses. The upper helm is simpler than

the main helm; we have a thruster handset and rudder control here, while the speed and engine rpm indicators are missing, but this does not affect the pleasure of cruising.

The Platinum 40 Fly tested was powered by an 80hp Nanni N4.80 inboard diesel engine, with an s-drive. The smallest engine we can fit on this vessel has an output of 50 hp, the largest 135 hp. The engine is located under the cockpit floor. It is additionally enclosed by a soundproofing box. As a result, the saloon and cabins are very quiet and vibrations are not perceptible. At maximum speed (2900 rpm) and with doors and windows open, the noise level in the saloon was just 72 dB. At lower revs (2000 rpm), our instrument showed only 66 dB. The maximum speed with the 80-horsepower engine is eight knots, but the most pleasant cruising is at around six knots (rpm: 2000 rpm). The yacht is quite nimble and very easy to manoeuvre. Port manoeuvres are facilitated by two thrusters: bow and stern. Visibility from the wheelhouse is good, although when man-

oeuvring backwards I was a little disturbed by the bimini set up above the cockpit. On our routes, in uncertain weather, the bimini is a very useful solution. It can be quickly rolled up at any time and then nothing will obscure the view from behind the helm. In addition, the helmsman has a side door at his disposal, so even with the bimini he can control everything, standing almost outside the wheelhouse. Visibility straight ahead and to the sides: perfect. After taking all the measurements, I moved to the flybridge. The weather was perfect, 24 degrees Celsius and a flare – ideal conditions for exploring the Masurian route from the upper deck. Here, absolutely nothing obscures the visibility, nor can we hear the engine running – the sheer pleasure of relaxing on the boat.

What would I add to this interesting vessel? Probably a locking mechanism for the main helm, which should deactivate the mechanism when the helmsman moves to the flybridge. This is particularly useful when sailing with children. If it is not there, you have to instruct the crew every time so that it does not occur to them to play with the steering wheel when the helmsman is manoeuvring or holding the course while on the upper deck.

All in all, the Platinum 40 Fly is a great option for those looking for space, comfort and luxury from a yacht. As soon as I handed over the test unit in the harbour, the boat set off on its first Masurian charter – I'm sure the crew had a great weekend.

Arek Rejs



The aft terrace is suspended above the water. We can completely cover this space with a foldable tent.