America's Cup 12M

€ 70.000



Boot-fabrikant:	America's Cup	Lengte:	18,59 m
Boot-type:	zeilboot	Breedte:	3,75 m
Categorie:	tweedehands boot	Bouwjaar:	1983
Ligplaats:	Nederland, Hellevoetsluis		

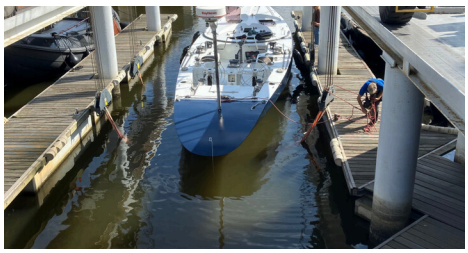
Verkoper:
Connect Yachtbrokers
Pim van Putten
Volmolen 4B
1601 ET Enkhuizen
Nederland

Telefoon: +31 228 20 20 30
Website: https://www.connectyachtbrokers.nl
Talen: Engels, Nederlands







Details

Boot-ID	**s305854**
Eerste keer te water	**1983**

Technische gegevens

Diepgang	**2,75 m**

Uitrusting

Uitrusting dek	**fender**

Beschrijving

Magic 12 US 38

Origins and Ambitions The *Magic* (US-38) was a 12-Metre Class racing yacht designed by Johan Valentijn and built in 1982 for Dennis Conner's **Freedom '83 syndicate**. Conceived as a small, light-displacement challenger within the tight rules of the America's Cup, she represented a bold attempt to push the limits of yacht design at the time. Her aluminum alloy hull and winged keel reflected a forward-looking approach that sought to outpace more traditional defenders. Valentijn's mandate was to "take risks," and *Magic* embodied that spirit, diverging from the safe, proven models of earlier Cup contenders.

Design and Construction With a **length overall of 18.59 meters**, a waterline length of 13.24 meters, a beam and draft of about 2.62 meters, and a displacement of roughly 22.5 tonnes, *Magic* was significantly lighter than her peers. She carried a sail area of approximately 155 square meters. Built by Custom Marine and Pilots Point Marina, her design sought to maximize performance in lighter winds, where a lighter hull and innovative underwater profile might deliver an edge. On paper, she promised speed, agility, and a break from convention—yet the true test would come on the waters of the Cup trials.

Trials and Performance Failure Despite her ambitious design, *Magic* fell short when it mattered most. During the 1982 America's Cup defender trials, she was consistently outpaced by her sister ship *Spirit of America* (US-34) and even by the syndicate's older but more reliable *Freedom*. While her lightweight build and radical design elements might have offered advantages in ideal conditions, she proved fragile and slow in strong winds. The gamble had failed: the syndicate realized that *Magic* would not be competitive at Newport against powerful challengers such as *Australia II*.

Sale and Aftermath By September 1982, Dennis Conner's Freedom syndicate sold *Magic*, recognizing that resources were better spent on building a third, more refined yacht for the 1983 Cup defense. The sale not only freed the campaign of an underperforming boat but also provided essential funding for further design work. Though her America's Cup career was over before it began, *Magic* transitioned into private ownership, marking the start of a different kind of life.

Post–America's Cup Career After leaving the high-stakes world of the Cup, *Magic* found new purpose as a sailing yacht. Though no longer a cutting-edge racing machine, she remained active and seaworthy, adapting to the more forgiving rhythms of private sailing and occasional racing outside the America's Cup circuit. Over time she became a survivor of her era—less famous than Conner's victorious *Liberty* or the revolutionary *Australia II*, but still part of the same storied generation.

Current Status and Legacy Today, *Magic* is recognized as a unique artifact of the early 1980s America's Cup battles. According to the International 12 Metre Association, she is **still sailing** and based in the **Netherlands**, where she underwent a major refit, including being stripped and repainted at Hellevoetsluis. In recent years she has been listed for sale, offering enthusiasts and collectors the opportunity to own a true piece of America's Cup history. Though she failed to achieve her intended glory, *Magic* remains a reminder of the risks and innovations that defined the era, and she continues to embody the experimental spirit of the 12-Metre Class.

No engine (shaft is installed)
No hydraulics