

English:



Designer	Germán Frers
Hull length	11.31 m
LWL	8.72 m
Beam	3.55 m
Draft	1.70 m*
Displacement	7.5 ton
Keel weight, lead	3,400 kg
Sail area with working jib	65 m ²
Engine:	Volvo Penta MD 22
4-cylinder	42 kW/57 HP
Water	355 l
Fuel	345 l
Mast over water	15.5 m

* Available as shallow draft version upon request

Hull and deck:

Built to approved designs under supervision of 'Lloyd's Register'. Supervision Certificate supplied for each boat. Hull and deck from GRP by hand-layup method, insulated above water. Hull: NGA-gelcoat, white 200 and isopolyester. Deck: ivory white 332. Decks and coachroof areas are of sandwich type construction. Bathing platform integrated in the stern. Hull and deck joined by overlapping GRP laminate. The boat has a bolt-on lead keel of 3400 kg. 17 pcs 20 mm im stainless bolts. Rudder shaft 50 mm Ø with roller bearings. All bulkheads laminated in on both sides. Freeboard has blue decorative stripe, superstructure has non-slip pattern. Rubbing strake under blue stripe.

Deck and deck fittings

Teak deck and cockpit seats in 12 mm teak laid in rubber. Toreail, handrails and all other woodwork on deck in solid teak. Stemhead fitting with incorporated anchor roller to suit a 21 kg CQR anchor. This would be self-stowing with the help of an anchor windlass. The chain locker is self-draining with room for 60 m of chain. Chainplates and stemhead fitting have cover plates directly welded on for water tightness. Strong cleats forward, aft and midships. 4 skylights and 9 port holes, four of which opening. 2 Dorade ventilators in saloon. 1 Electrolux ventilator forward and one in head. Deck screw caps for water and Diesel. On one side of cockpit special selfdraining stowage locker for 2 gas bottles, 6 kg each. Full width lazarette locker for fenders, lines and sails. In cockpit starboard side very generous stowage for bikes, shopping trolley, cockpit cushions and sails. Guard rails. Pulpit and pushpit, all stainless steel, allow easy boarding. International navigation lights. Flag staff and fittings. Bathing ladder for the platform. Genoa tracks with blocks from Lewmar. Mainsheet track behind cockpit to ensure good fit of sprayhood extension. Sheet winches Lewmar 48 CST selftailing with guide blocks from Lewmar. Spinnakerblock fittings. Mast cable conduit to interior of boat to feed all cables including thicker ones to a connection box below deck in the toilet compartment.

At side of cockpit domed vents for engine room ventilation. 2 scuppers on each side of deck to avoid streaking. Steering column in cockpit in GRP with engine lever easily accessible. Compass. Special stowage slot in locker for cockpit table and washboards. Hide covered steering wheel. On one side recessed in coaming and well protected behind a Plexiglass screen is the engine instrument panel with engine start. Washboards in solid teak. On both sides of sliding hatch useful teak covered chart table with fiddle rails. Above sliding hatch is space

for instruments and other built in units. The windscreen is in one section and is made of tempered glass. The middle section opens to allow good air circulation in warmer climes. The sprayhood can be folded forward and protected by a canvas cover. Teak grating in forward section of cockpit with 2 selfdraining 32 mm scuppers.

Rigging and Sails:

Mast, boom and running rigging from Seldén. Double spreaders, forward and aft lower shrouds 8 mm. Lower part of cap shroud 10 mm, upper part and intermediates 8 mm. Forestay and backstay 8 mm. Jib furling and reefing system Seldén Furllex. Spinnaker track and blocks for stowing pole on mast. Steaming light and deck flood. Pocket for winch handle. 2 Lewmar 16 CST Selftailing Halyard-winches. Provision for pole lift. Required number of cleats. Mast is stepped on deck over reinforced bulkhead. Main boom with outhaul and 2 reef lines. Main sheet 6 to 1. Mainsail and furling jib from a leading sailmaker. Choice of material and workmanship to suit all conditions of cruising. 2 Reefs. Modern first class sails with battens, sail codes and bags. Bottle screw protection of aluminium.

Accommodation:

Aft cabin, forward cabin, saloon, etc. as per layout drawing. The complete interior in mahogany silk finish. A solid mahogany mast support is fitted in connection to the main bulkhead. Berth and seats covered in superb Dralon material to withstand wear and tear and possible staining and dampness. Several colours available. Thickness of upholstery 12 cm, back rests 5 cm. Seats and mattresses zipped to enable cleaning of covers. Fill up cushion between fore cabin berths. Floor teak with inlaid holly stripe, matt finish, and carpeted. Carpet fitted with press studs to prevent slipping. Ceilings forward and aft are lined, saloon ceiling has panelling with decorative stripes. Curtains on all port holes and for skylights. Headroom 1.91 in the saloon. Ample stowage in all areas of boat. Also easily accessible stowage under the berth and settee especially for larger items like sail bags, etc. All larger cupboard doors are louvred and all boards under berth cushions have ventilation holes. Special care has been taken to avoid corners where dust collection or dampness can occur. Scuppers are made wherever water could collect. Mahogany cladding with cavity space behind backrests of settee and berth for good ventilation. The hull is insulated against heat and cold. Spacious toilet compartment lined with white plastic Laminate. Shower stall with gratings and drainiry electric pump directly over board without going into bilges. Filter and pump easily accessible. China wash basin, toilet, large mirror, various cupboards, shower curtain. Headroom 1.87 m in the toiletrroom. One wardrobe in passage opposite toilet compartment, one in aft cabin and a third one in walk-through to aft cabin accessible from saloon for oil skins. Seagoing galley with work surfaces on both sides of cooker and sink Icebox 110 litres, well insulated with access from top to avoid contents and cold escaping when opened. Cupboards for glasses, china and other utensils. Waste basket under sink. Drawers on left hand side of cooker. Deep sink with pressure water, also reserve tap which is foot pedal operated. 2-Burner gas cooker with oven in stainless steel with fiddles and gimballed with lock for Marina use. Worktops teak pattered plastic Laminate with fiddle rail. Due to the well planned layout there is always unobstructed passage from forward to aft cabin. Aft cabin and also the toilet compartment are secluded even if doors remain open. Being closely located together the navigation area, engine room and instrument panels form a natural unit. Ships tools are normally kept in this area which helps when maintenance in engine room is required.

Engine, heater, fuel and water:

Volvo Penta MD 22, 4-Cylinder Diesel Engine out put 42kW/57 HP at 4000 rpm, on flexible rubber mountings with water cooled rubber exhaust pipe and silencer. The engine is freshwater cooled. Fixed 3-bladed propeller. Engine hour meter in the cockpit. Two stainless steel fuel tanks, total capacity 345 litres. For guidance the appx. fuel consumption when cruising is 4 litres/hour (approx. 520 sea miles).

Two stainless steel water tanks, totally 355 litres. Water pressure system gives free flow of water to heads and galley. Hot water tank (insulated) with 220 V boiler keeps water warm for 24 hours. Heating Webasto Airtop 32 Diesel with silencers in engine room, thermostatically controlled. Air outlets in forward cabin, saloon and aft cabin. These can be controlled separately in forward cabin and aft cabin. All filters in engine room directly accessible. The service side of engine also accessible from walkthrough. The engine room is sound-proofed. The bilges are in the area of the companionway steps, of adequate size for the boat but not too deep to make cleaning difficult. Bilge pump in engine room at low-suction height but suitably mounted for easy maintenance.

Electricity:

One battery, 12 V 60 Ah, for engine circuit. Two further 12 V batteries, totalling 290 Ah for the general purpose electrical system. Batteries are located under the berth in the aft cabin in dry, cool and well ventilated conditions. Charging of batteries is via a 50 A alternator and a blocking diode. Located behind the chart table in the walkthrough is the instrument panel with circuit breakers, divided into 24 circuits (space for 5 extra). There are fuses without switches for such instruments which should not be switched off. There are meters for Diesel and water tanks. Lighting throughout the boat located in all the important positions. 12 V Sockets at various points and in the

cockpit. All switches for navigation lights, deck light, instrument, etc. are accommodated on the instrument panel for extra safety. There is space for installation of a battery charger with control panel.

Steering:

SOLIMAR cable steering system with roller bearing turning blocks. The steel cables run over extra large guide rollers and run through pipes to protect from dirt and damage. Steering column in GRP to prevent electrolysis. On the ruddershaft quadrant there is provision for installation of Autopilot. Steering wheel in stainless steel and hide covered. 2.5 rotations from lock to lock.

Hull finish:

The underwater hull is treated with two coats epoxi primer and two coats of antifouling. The blue decorative stripe is Gelcoat, colour 1560.

Loose equipment

4 mooring lines each 10 m long
4 fenders 60 cm long
Boat hook
Flag staff
Cockpit table
Emergency tiller
2 Winch handles
Light weight Anchor
Short chain
Anchor line 30 m.
Sail cover
Windex

Modifications reserved

Drawings may show optional equipment