



## GENERAL SPECIFICATIONS

• L.O.A	10,89 m	35'9"
• Hull length	9,75 m	32'
• L.W.L.	9,46 m	31'
• Beam	3,48 m	11'5"
• Draught	2,50 m	8'2"
• Ballast weight	1 111 kg	2,449 lbs
• Air draft	15,22 m	49'11"
• Light displacement	3 175 kg	7,000 lbs
• Fuel capacity	40 L	11 US Gal
• Nanni Diesel N3 engine	21 HP	21 HP

## ARCHITECTS / DESIGNERS

- Naval Architect: VPLP design
- Outside & interior design: VPLP design

## EC CERTIFICATION

- Category A - 2 people
- Category B - 4 people

## STANDARD SAILS DIMENSIONS

• Square top mainsail	40,9 m <sup>2</sup>	440 sq/ft
• J2	31,9 m <sup>2</sup>	343 sq/ft
• J3	25,7 m <sup>2</sup>	277 sq/ft
• Gennaker	59,2 m <sup>2</sup>	637 sq/ft
• Asymmetrical spinnaker A2	121 m <sup>2</sup>	1,302 sq/ft
• Asymmetrical spinnaker A4	80,6 m <sup>2</sup>	868 sq/ft
• I	12,17 m	39'11"
• J	4,54 m	14'11"
• P	12,65 m	41'6"
• E	4,33 m	14'2"



## STANDARD EQUIPMENT

### CONSTRUCTION

#### HULL

- Polyester sandwich - Infused PVC foam
- Infused PVC foam structure with the hull

#### DECK

- Polyester sandwich - Infused PVC foam
- Infused PVC foam structure with the deck
- Polyester sandwich bulkheads and transversal structure - Infused PVC foam

The transversal structure and the bulkheads are "methacrylate" glued in the hull

Mast and keel well bulkheads overlaminated to the hull

#### KEEL AND FOILS

- Cast iron keel with mixed cast iron / lead ballast treated by spraying with molten zinc
- 1 pair of independent and retractable carbon / epoxy foils
- Full rigging for independent foil rake adjustment
- Each foil is manually adjustable by tackle with return to cockpit

## DECK EQUIPMENT

### RIGGING

- Carbon mast HM40 placed on deck
- 2 Aft swept spreaders
- Glued Antal track
- Dyform forestay, rod shrouds
- Adjustment of double running backstays by 2:1 tackle with return on each side
- Black anodised aluminium boom
- Rigid boom Boomkicker vang + tackle
- Harken headfoil
- Delivered without sails

### RUNNING RIGGING

- 1 2:1 Mainsail halyard
- 1 Masthead
- 1 Fractional Genoa / Spinnaker halyard
- 1 Genoa halyard
- 2 Genoa sheets
- 2 Spinnaker sheets and guys with barber adjustment
- 1 Mainsail outhaul with tackle
- Mainsail sheet traveller and genoa car adjustments
- 2 reef lines
- 1 Mainsail cunningham

### RUDDER

- Polyester twin-rudders hung with stainless steel shaft
- Rudder with 2 self-aligning bearings
- Link bar equipped with ball joints for dynamic adjustment

### DECK FITTINGS

- Mainsail sheet traveller on rear skirt
- Deck equipment Harken and Ropeye
- Lewmar clutches for halyards and adjustments
- Mainsheet adjustment with fine tune on central console
- Cam-Matic<sup>®</sup> cleats on roof return
- 4 Harken 46.2 winches for halyards, sail handling, genoa and spinnaker setting
- 2 Winch handles
- 2 Flat-deck return blocks for genoa sheets
- 2 Flat-deck return blocks for running backstays
- 2 Constrictor<sup>®</sup> textile clutches for running backstays
- 2 Genoa transversal tracks on side deck 3D adjustment
- Shroud and lower shroud chainplates on side of hull
- 2 Backstay chainplates
- Mast socket fitting with integrated Harken blocks
- Watertight hatch on roof for access to weighing point
- Fixed carbon bowsprit

### COCKPIT

- 1 Stainless steel tiller with Spinlock telescopic tiller extension
- Manual bilge pump near the helmsman
- 1 Navigation compass on side of roof
- Liferaft storage in the central compartment
- Adjustable stainless steel helmsman footrests
- Swimming ladder on rear skirt

### SAFETY ON DECK

- 2 Stainless steel pulpits with load strut
- 2 Stainless steel pushpits
- 1 Central stainless steel stanchion on rear skirt
- 1 Pair of front stanchions with rollers
- 3 Pair of stanchions with load struts
- 2 Unsheathed lifelines
- Toe rail and footrest integrated in the deck moulding
- 2 Stainless steel handrails on coachroof



## INTERIOR

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### COMPANIONWAY

- 3 Non-slip surface steps
- External lockable door with ventilation
- GRP sliding companionway cover
- Interior GRP cover
- Removable composite companionway for engine access

### FORE STATION

- Composite watertight bulkhead with deck panel access

### LIVING AREA

- 2 Canvas bunks on aluminium frame on tackle

## ENGINE

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- Engine Nanni N3 Diesel: 21 HP / 21 HP
- Engine control with removable handle in cockpit
- Engine control panel in the companionway
- Access to the engine via large hatches and removable companionway
- Shaft transmission on composite cradle and hull fairing
- Two-blade folding propeller
- Filters: Sea water - Diesel - Water separator
- Anti-siphon check valve
- 1 40 L / 11 US Gal roto-moulded diesel fuel tank with visual gauge
- Fuel circuit shutoff on pull tab in companionway

## ELECTRICITY

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- 12 V circuit
- 1 Engine battery (70 Ah) in the engine compartment
- 2 service batteries (100 Ah) forward of the foil bulkhead
- 1 Battery controller
- Electrical panel on central electronic console integrated in the mast bulkhead
- 1 12 V socket
- Navigation lights at masthead
- Battery service switch access on central console
- Engine battery switch access from the companionway on the engine compartment

## ELECTRONICS PACKS

### ELECTRONIC PACK: NKE

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- Navigation console with 2 displays MULTIDISPLAY CARBONE at mast step on fibreglass support and autopilot controls
- 2 Displays MULTIGRAPHIC on the coachroof
- 1 MULTIGRAPHIC display at the interior navigation station
- CARBOWIND sensor (anemovane-computer)
- Sensor ULTRASONIC Speedo (Log)
- Pickups depth sounder
- Loch/speedo interface
- Compass sensor 9 axes
- High frequency GPS sensor
- Computer PILOT GYRO 2 + real wind function
- Helm angle sensor
- Autopilot electric cylinder (Short linear cylinder T2-12V)
- Autopilot remote control E/R (Man overboard system)
- USB DATALOG WIFI box
- VHF ICOM IC-M605
- VHF - Portable marine - 156-163.425 MHz, 6 W, with LCD screen and keyboard, waterproof IPX8 (immersion 30 mn to 1,5 m depth), audio power 700 mW, function Bass Boost, active noise reducer, voice recording
- AIS Class B 2 W transponder with LCD display IPx7 156.025-162.025 MHz supplied with GPS receiver MXG-5000S, MMSI data transfer to ICOM compatible marine fixed VHF, possibility of connection to a PC or plotter
- Marine aerial
- NMEA interface box with buffer, IP-66, 1 input 6 outputs
- USB converter
- Black microphone with display and keypad, waterproof IPX8, white backlight

### ELECTRONIC PACK: B&G

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- H5000 CPU HERCULES navigation station avec 5 mast displays MULTI 20 20
- 2 Displays MULTI H5000 on the coachroof
- 2 Displays TRITON 2 CONTROL PILOTE
- 1 MULTI H5000 display at the interior navigation station
- Speedo B&G
- H500 3D depth sounder
- Wind vane-anemometer CARBONE and support H5000
- B&G V50 ASN VHF / AIS
- 2nd B&G H50 VHF set
- Simrad HH36 portable VHF
- Mast VHF aerial
- SIMRAD 400 AIS
- TRITON 2 CONTROL PILOTE display with NAVICO DT800 probe
- SIMRAD PRECISION9 Compass
- GPS antenna
- PC interface
- H5000 B&G pilot computer
- SIMRAD WR10 Wireless autopilot remote control
- RF 25 N helm angle sensor
- Autopilot electric cylinder (Short linear cylinder T2-12V)
- NMEA 2000 connector



## OPTIONS

- North sail kit\*:
  - 1 Mainsail, J2 and J3 in flexible composite 3Di
  - 1 Kevlar gennaker
  - 1 A2 nylon asymmetrical spinnaker, red
  - 1 A4 nylon asymmetrical spinnaker, white
- +
  - 1 Furler (for using the gennaker) + anti-twist cable
  - 1 Charcoal Grey sail awning
- \* *Figaro class gauge being defined, sails likely not to be certified for the official Figaro class circuit*
- Mooring kit:
  - Flat Britany 12 kg anchor, 10 m of chain diameter 8 mm, 42 m of line diameter 14 mm
  - Textile anchor locker at the bow under the deck hatch
- Fender kit including foil protections
- Textile line kit bags in the cockpit
- Interior comfort kit:
  - 2 Waterproof poufs (for interior and exterior use)
  - Tool bag
  - Pharmacy kit (delivered without medical supplies)
- Interior stowage kit:
  - 6 Bags to be distributed throughout the boat (2 at the bow, 2 amidships, 2 at the stern)
- Figaro hull decoration (covering)
- Orange paint on appendages (rudder and foils)
- Keel transport ber (required option if transport is with the boat with keel removed)
- Road transport - with keel removed from the boat
- Marine transport - with boat keeled
- Packing of the mast in PVC pipe (obligatory option to associate with a type of transport)