Standard technical specifications

HULL AND DECK

- The hull and deck are constructed from balsa GRP sandwich, additional reinforcing is by way of uni directional and bidirectional laminate
- Resin vinylester and ISO NPG of the hull to better guarantee against the occurence of osmosis
- The bulkheads absorb the loads of the shrouds and mast compression
- The mast step loads are spread through an aluminium frame fastened to the main bulkhead
- The keel is fabricated from lead and antimony it is of a modern profile with a bulbed tip the keel has a moulding finish. The keel is secured by way of stainless steel bolts to an integral hull sump
- The hull is reinforced by various moulded stringers
- Reinforced polyester rudder on transom with stainless steel fitting
- Low transom suitable for direct mounting of an outboard (max 4 HP)
- Bolts, screws and fitting are all made stainless steel, marine grade anodised allow

DECK HARDWARE

- Large modern cockpit with moulded foot braces on centerline
- Stainless steel forestay attachement plate
- Stainless steel pulpit single lifeline
- “U” bolt on the fore deck for mooring line attachment
- Stainless steel chainplates for shrouds and backstays
- Opening hatch (420 x 420 mm) mounted on cabin trunk forward of mast
- Two jib T tracks with cars and blocks
- Two padeyes close to primaries winches
- Swivel mounted, boom vang (12:1), jamming cleat, on each side of the roof
- Mainsheet traveller with coaming mounted (2:1) control line, cleats
- Swivel mounted mainsheet (5:1) jamming cleat and ratchet block on cockpit sole
- Jamming cleats and feed blocks for backstay adjustment led forward in cockpit to port and starboard
- Internal spinnaker bowsprit launching line aft through fairleads inside the cabin to exit the aft face of the cabin trunk to a cam cleat
- Bullseye fairleads to lead roller furler control line aft to cockpit cam cleats
- Bullseye fairleads to lead tackline aft to cockpit rope clutch
- Two halyard stowage bags mounted under primary winches
- 2X 2 speed 30 primaries winches
- GRP laminated white tiller with tiller extension
- Spinnaker sheet blocks at aft and of cockpit
- Spinnaker rachet blocks at aft and of cockpit
- Two stern pushpits of stainless steel single lifeline
- One fixed cabin window on each side of coachroof
- GRP main sliding hatch with plexiglass one piece washboard
- One manual bildge pump operated from cockpit
- One winch handle
- Non skid finish to all horizontal deck surfaces
- Integral moulded toerail on foredeck

MAST & RIGGING

- Mast and boom in anodised light alloy with two pairs of spreaders swept aft 20 degrees
- Custom, carbon fibre bowsprit
- Harken unit 00AL roller furling on a Dyform headstay
- Stainless steel standing rigging with chromed bronzed turnbuckle
- Backstay with adjustment tackle led to either side of the cockpit
- Reef pennant and mainsail clew outhaul (6:1) led inside boom
- Retractable carbon bowsprit, controled from cockpit
- Mainsheet and ball bearing blocks
- Kicking strap and blocks
- Headmast wind indicator
- Two x jib sheets
- One x main dyneema halyard
- One x jib dyneema halyard
- One x spinnaker halyard with snapshackle
- Two x spinnaker barber haulers
- Two x spinnaker sheets with snapshackles
- One spinnaker tackline with snapshackle
- One reef line

INTERIOR

- Removable teak and holly effect cabin sole
- Moulded settee berths with access to storage below
- Large forward V. berth platform with two access panels above mast step
- Large and removable moulded step permitting an outboard engine to be stored aft
- Crane lifting bar integral to keel bolt system
- Navigation light, interior lighting system including 3 circuits electrical panel
- 12 volts (battery secured with straps)

SPECIFICATIONS

LOA	26.25’ / 8,00 m
LWL	24.60’ / 7,50 m
Beam	8.25’ / 2,49 m
Draft	4.90’ / 1,50 m
Sail Area (100 %)	338 sq.ft/34,50 m2
Spinnaker area	700 sq.ft/65 m2
DSPL	3,200 lbs/1450 Kg
Lead Keel	1,400 lbs/650 Kg
CE approval	B category

Specifications are subject to change without prior notice or obligations

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