

J-Class Rainbow



Specifications

GENERAL DIMENSIONS

TYPE	J-Class Sloop
BUILDER	Holland Jachtbouw
ENGINES	Scania DI 12 59 M
CONSTRUCTION	Alloy
LOA	39,95m (131.06 ft)
BEAM	6,37m (20.89 ft)
DRAFT	4,90m (16.07 ft)
BUILT	2012
SPEED	11 Knots (Max) 9 Knots (Cruising)
GUESTS	6/8 Guests in 3 Cabins
CREW	6/8 Crew
LYING	Caribbean/Bermuda
PRICE	6,950,000 EUR (VAT Paid)

OVERVIEW

Built by the Dutch Masters at Holland Jachtbouw in 2012, RAINBOW is quite simply, the best of her breed. One of the most recently launched J-Class reproductions, Dykstra Naval Architects developed RAINBOW from the original plans of this 1937 America's Cup winner and smoothed her lines to modern hydrodynamic standards, optimized to the new J-Class Rule. Her engineering and construction created a modern classic, built with "cutting edge" technology, engineering and materials, from her "hybrid" diesel/ electric drive and electrical system, to her high modulus spar, carbon rigging and electro-hydraulic sail and boat handling systems.

RAINBOW is a true "dual purpose" yacht, serving equally successfully as a "silver service" charter yacht for up to eight guests, or as a grand prix racing yacht of the highest caliber. In cruising mode, the yacht has all attributes for easy operation; hydraulic sail handling, winches, thrusters, and a simple sail-plan. Her entertaining cockpit dresses for comfortable entertaining, lounging and dining, and her interior offers all amenities for gracious living aboard. For racing, pulpits & lifelines are removed as all deck areas are stripped and streamlined for the efficiencies required at the absolute pinnacle of yacht racing. RAINBOW's record speaks for itself on both counts.

GENERAL CHARACTERISTICS

Project number	090
Yacht	J-Class Rainbow
Design & Naval architecture	William Starling Burgess/GDNP
Interior Design	deVosdeVries
Shipyard	Holland Jachtbouw

GENERAL DIMENSIONS

Length overall	39, 95 m
Length waterline	27, 10 m
Beam	6, 37 m
Draft	4, 90 m
Displacement (half load)	176 tons

TANK CAPACITIES

Fresh water	2 x 2.250 ltr.
Fuel	2 x 3.750 ltr.
Hydraulic oil	250 ltr.
Sludge	250 ltr.
Sewage	1.100 ltr. + non integral tank FWD 600 ltr.

PROPULSION ARRANGEMENT

Main Engine	Scania DI 12 59 M
Propulsion power	294 kW @ 1800 rpm
Propulsion line arrangement	West Mekan CPP Marine Gear
Propeller diameter	1150 mm
Bow thruster	Hydrosta, Swing 60, 42kW

ELECTRICAL INSTALLATIONS

RAINBOW's breakthrough hybrid electrical system sets a new standard for efficiency in superyacht engineering. Her Scandia main engine replaces the second generator, saving weight and space aboard while allowing the yacht to be propelled silently, by electric power alone. Her massive lithium ion battery bank runs all hydraulic systems while underway and allows full use of all AC power systems for seven hours of "silent" operation!

Electrical system	Hybrid Power Systems – HPS PM50
Driven Generator	Whisper Power, variable speed
Generator-set	Whisper Power, variable speed
Generator output	2 x 50kW @ max. rpm
Generator hours	4,054 (12/2015)
Service battery bank	(2) 288 V /160 AH lithium ion batteries
Shore Power	Hy-Shore, shore power system includes a 50/60 Hz converter to allow connection to all dockside power availabilities.

Specifications

Inverter (2) Whisper Power 35 KW inverters; 230-400 Vac.

CLASSIFICATION

Classification Authority Lloyd's Register of Shipping
 Class notation 100 A1, SSC, Yacht, Mono, G3, [] LMC
 UMS (Unmanned Machinery Space)
 Flag authority: Isle of Man
 Passengers Maximum 12 persons

NOISE AND VIBRATION

Guest state rooms 55 dB(A)
 Crew accommodation 65 dB(A)
 Master state room 55 dB(A)
 Main salon 60 dB(A)

In anchor conditions (One generator set at 80% load and AC 50% fan speed):

Guest state rooms 45 dB(A)
 Crew accommodation 48 dB(A)
 Master state room 45 dB(A)
 Main salon 48 dB(A)

HULL CONSTRUCTION

Materials
 Plating Almg 4,5 Mn 5083 H321
 Web frames Almg 4,5 Mn 5083 H321
 Stringers (extrusion) aluminium extrusion 6060/T6
 Stiffeners (extrusion) aluminium extrusion 6060/T6
 Piping aluminium extrusion 6060/T6
 Welding puls-MIG/TIG

CONSTRUCTION PRINCIPAL

The hull is built in a longitudinal structure according to the classification rules. Frames (web), floors and girders are built out of plate material with welded on plate material flanges. Stringers are of extrusion profiles. Tanks are integrated in the construction. Plates of increased thickness for additional strength inserted.

WATERTIGHT BULKHEADS

Collision bulkhead
 Mast bulkhead
 Lazarette bulkhead

DOUBLE BOTTOM -TANKS

All tanks are incorporated in the double bottom. Cofferdams provided in accordance to the LRS Rules and Regulations.
 Tanks pressure tested to the satisfaction of LRS.

TANKS

Two Fuel Oil tanks
 Two Fresh water tanks
 Hydraulic oil tank
 Sludge tank
 One sewage tank & non integral tank FWD
 Integrated hull cooling tank

KEEL

Aluminium keel integrated in the hull construction.

STEERING SYSTEM

Rudder
 Keel hung type, aluminium rudder with aluminium rudderstock.
 Rudder bearings
 JP3, spherical hull bearing. Bearings have V- and O-seals. Bearing houses integrated in the construction.
 One Ferroform pintle bearing at the lower end of the keel.

STEERING GEAR

Custom built, Edson cable steering system. One traditional styled steering pedestal and with Stainless Steel spoke style wheel.
 Emergency Steering

The emergency steering system is provided by an emergency tiller system, direct fitting on the rudder stock. Operation by means of a deck fitting to aft deck winch arrangement.

Specifications

WINDOWS

Chemically hardened, laminated glass panels for deckhouse windows supplied by “Yacht glass”

BOW THRUSTER

Manufacture	Hydrosta
Power	42 kW/55 HP

FILLING & VENTING

At Port- and Starboard side amidships a central filling station is provided for the following systems:

- Fuel fill
- Sewage discharge

BALLAST

Circa 80.000 Kg lead ballast stacked and poured in the integrated keel construction.

FLOORING

Interior Floor

The floating interior flooring is supported by an aluminium floor constructed of square tube. Engine room, fore peak and lazarette flooring is supported by aluminium square tube or angle bar with anodised aluminium removable plating.

Engine Room	One Stainless Steel ladder.
Fore peak	One Stainless Steel ladder to deck with teak steps.
Lazarette	One stainless Steel ladder to deck with teak steps.
Paint system	A complete paint system of Awl Grip used and followed by the painter’s specification and the manufacturer’s direction.

INSULATION

Hull & superstructure thermal insulation

The hull and superstructure insulated with a combination of Rockwool and Technipanel and covered with an aluminium foil.

Engine room insulation

Combined sound and A-30 fire insulation with Rockwool blankets. The inside of the engine room finished with white Bondal plating.

Cathodic protection

Sacrificial, zinc, anodes placed flush in the hull as required.

EXTERIOR

TEAK DECKS

Teak deck planking (60 x 12mm) on the decks and cockpit floor. The companionway entrance roof is covered with teak planking.

JOINERY

A mahogany traditional style “dog house” and skylight following the deck plan. The companionway and skylight are varnished.

COCKPIT

One aluminium cockpit clad in teak following the deck plan. The cockpit coaming is varnished.

DECK FURNITURE

One varnished mahogany cockpit table with folding leaves.

INTERIOR GENERAL

Weight optimized interior construction. The interior construction is floating and is not directly mounted to the aluminium construction. Bulkheads are insulated for sound and fire following the Classification rules. Sapeli mahogany finish at owner’s area, crew area is finished in white.

Specifications

CREW ACCOMODATIONS

One four bunk crew cabin in the bow.

Double crew cabin on port side.

Central day head and bathroom

Captains cabin with separate bathroom.

Galley

Crew Mess

Owner`s and guest accommodations

RAINBOW offers gracious accommodations for the Owner and up to six guests in three ensuite staterooms. The interior arrangement, detailing and décor was developed by Dykstra Design in collaboration with deVros-deVries interior design, and offers the classic ambiance of the golden age of Yachting, created with raised and fielded panels of the finest quality mahogany, lightly stained oak cabin soles and marble fixtures and lighting reminiscent of the Art Deco 1930's styling.

The raised deck salon adjoining the mid cockpit offers protection from the sun and elements with an uninterrupted view of the action on deck. Proceeding to the interior, RAINBOW's Main Salon has features a dining area for eight to port, with an "L" shaped settee and four upholstered dining chairs surrounding the varnished mahogany dining table. Silver, china and crystal ware are stowed in custom mahogany cabinetry. To starboard, the full length curved sofa seating completes the social hub of the yacht.

The Owner's stateroom is aft and full width of the yacht, with a centerline double berth and comfortable settees outboard port and starboard, generous stowage in full length hanging lockers and an abundance of drawer and locker stowage. The ensuite head is detailed in mahogany and marble in tasteful, Deco styling.

The comprehensively equipped Navigation Station is next forward to starboard, with Two "mirror image" Guest Staterooms forward, port and starboard, each with twin berths, an additional Pullman berth, ample stowage and ensuite head and shower.

The Galley, Crew lounge and three Crew Cabins are fully forward, well detailed and well separate from the guest accommodations.

DOMESTIC EQUIPMENT

Gaggenau/Miele (6) Burner gimbaled induction hob

Miele Microwave Oven

Custom extractor fan

Refrigerator/Freezer

Crew Refrigerator

Ice maker

Wine cooler

Miele professional washer and dryer

TECHNICAL SPACES

Fore peak

Fore peak is finished in un-faired paint system with gloss finish.

Flooring is removable, anodised, aluminium diamond plates.

Lazarette

Lazarette is finished in un-faired paint system with gloss finish.

Flooring is removable, anodised, aluminium diamond plates.

Sea fastenings

The sea fastening and storage facilities for glass ware, dinner sets, cutlery and China for an amount of items for 10 persons installed and integrated in the furniture with the use of wooden pins, felt and acryl. All loose furniture and other items, like art, supplied by the owner and located by the designer & owners representative are sea fastened.

ENGINE ROOM

The yacht is equipped with all required systems and installations based on the rules and requirements of Lloyd's Register of Shipping and MCA short range by CISR (60 miles offshore).

Specifications

Operation conditions

The systems and installations are designed for worldwide operation and based on the following conditions:

Max seawater inlet temperature 32 °C/ 90 °F

Min outside temperature winter condition +10 °C/ 50 °F

Inside temperature winter condition 22 °C/72 °F

Max outside temperature summer condition 35 °C/95 °F @ 85% RH

Inside temperature summer condition 22 °C/72 °F @ 50% RH

Flooring and shielding

Technical spaces, such as the engine room, are finished with aluminium, diamond plate floor.

The floor plates are dimensioned in reasonable size to obtain easy removal and handling. Plated are mounted on aluminium square tube frames and locked with countersunk, Stainless Steel Allen bolts. Oil resistant rubber strips are applied between frames and plates.

Material used is 2 tears non-pickled and anodized after completion.

Locations that require daily inspection or maintenance, such as valves, strainers etc, are fitted with hinged floor plates/guards.

Rotating equipment, such as propeller shafts and intermediate shafts etc, are protected by removable, painted aluminium covers/guards.

Cable trays carrying primary equipment power lines, are protected in specific areas were required.

EXHAUST SYSTEMS

Main Engine exhaust

The main engine is fitted with wet/dry exhaust systems including a muffler and water separator. The cooled and dry exhaust gasses are run through a GRP pipe to the stern of the boat.

Generator exhaust

The generator is fitted with wet/dry exhaust systems including a muffler and water separator. The cooled and dry exhaust gasses will run through a GRP pipe to the stern of the boat.

ENGINE ROOM VENTILATION

The engine room ventilation is arranged by means of an intake and extraction axial flow fan type and will be frequency controlled to achieve the most optimum balance in refreshing and air supply, pressure and temperature controlled. The Engine Room ventilation is based on an overpressure system to achieve the most optimum airflow under all conditions. Fan motors are frequency drive controlled to achieve optimum flow and temperature under all conditions.

Total capacity approx. 8.000 m3/h. Ducts including fire dampers and intake mist eliminator.

Engine Room is equipped with titanium air cooler, cooled with the raw water form the AC chiller circuit. Cooling capacity is 10 kW. During sailing, shore & anchor operations, the unit provides enough capacity to run without ER fan's.

PROPULSION SYSTEM

Propulsion line is equipped with a diesel engine and Permanent Magnet unit that can operate as 50 kW E-propulsion or generator under engine power.

Diesel engine

Manufacture	Scania
Type	DI 12 59 M
Power	Liquid cooled 4 stroke diesel engine 294 kW @ 1800 min ⁻¹ Permanent Magnet (PM unit)
Manufacture	Hybrid Power Systems (by Whisper Power)
Type	Permanent Magnet unit, liquid cooled
Power	50 kW E-propulsion or generator @1500 min ⁻¹

Marine Transmission

Manufacture	ZF
Type	360 A
Down angle	0°
Ratio	2,917 : 1

Specifications

Propeller shaft system

Manufacture	West Mekan
Material	Duplex Stainless Steel
Type	90 EHWS
Propeller	Controllable blades with Skew
Blades	4
Diameter	ø 1150 mm

GENERATOR SET

Manufacture	Hybrid Power Systems (by Whisper Power)
Type	HPS PM 50 Var Speed
Electric capacity	50 kW @ max speed
Amount	1

SEAWATER SYSTEM

Seawater system with two inlets, seawater filters and cross over. The cross over has connections for the main engine, generators, AC chiller and bilge/ FiFi pump. The water maker has a separate seawater inlet. Seawater discharge by two standpipes including automatic hull valves.

LUBRICATION OIL SYSTEM

Integrated sludge tank for oil discharge and FO separator waste, fitted with self closing funnel and discharge connection for pump out.

BILGE & FIRE FIGHTING SYSTEM

The bilge system is combined with the fire fighting/salt water deck & anchor wash system. Both the bilge pump as well as the general service pump act independently and also can be used as back up. A suction and discharge manifold will arrange a separation and combination of the system to provide a back up in case of failure. Apart from both these pumps, an emergency pump is installed in a separate compartment, powered by a stand alone diesel engine. The bilge system consists of a main bilge system and a stripping line system, connected to the bilge water separator.

Main bilge pick up's will be positioned in the following compartments:

- Fore peak
- Crew accommodation
- Engine room

Owner's cabin

Lazarette

FIRE EXTINGUISHING SYSTEMS

The yacht is equipped with 3 separate fire fighting systems:

Small fire fighting by means of handheld fire extinguishers, mounted in each area or

compartment as per rules & regulations.

Raw water fire fighting system, provided with electric driven pumps serving a fire main.

A Novac[®] 1230 gas extinguisher installation for the Engine Room.

FUEL OIL SYSTEM

Fuel tanks

The yacht is executed with 2 wing- integrated bunker tanks.

Tanks fitted with accessible manholes, dock plugs for drainage, filling and venting pipe connections, tank level sensors and manual sounding opportunities.

Fuel transfer system

A fuel transfer system is installed in the engine room. The system is executed with a suction- and discharge manifold.

All bunker tanks and day tank are connected to the manifolds. All bunker tanks have separate suction and discharge piping.

Transferring of fuel oil is arranged by means of a fuel oil transfer pump. The fuel oil separator will be integrated in the transfer system.

Fuel treatment by means of a Alfa Laval fuel oil separator.

HYDRAULIC SYSTEM

A fully integrated hydraulic system is installed to drive the bowthruster, all sailing functions and anchor system.

Two AC driven pumps are connected to a central pressure line.

Total power (hydraulic) 2 x 35 kW.

Special attention is paid to the noise levels of the hydraulic system.

Forepeak

- Bowthruster
- Anchor system
- Inner forestay tensioner

Specifications

Mast	
Type	Keel stepped Southern Spars, high modulus carbon fiber fractional sloop rig, With carbon jumpers and (3) sets of swept carbon spreaders.
Rigging	Carbon fiber continuous (EC6+)
Boom	Southern Spars, carbon fiber with lazy jacks
Measurements	I: 41.65 m J: 15.40 m P: 47.89 m E: 18.24 m
Spar Paint	Mast and boom painted in Centari 600 Pearl mix Merce des metallic Lazarette: -Main sheet winches -Runner winches -Traveller winches -Backstay cylinder

FRESH WATER SYSTEM

Fresh water tanks

The yacht is executed with 2 double bottom- integrated water tanks. Tanks fitted with accessible manholes, dock plugs for drainage, filling and venting pipe connections, tank level sensors and manual sounding points.

Hydrophore system

The fresh water hydrophore system is executed with a set of identical, self priming fresh water pumps, make Headhunter.

The fresh water pumps operate a "master/slave" mode; one of the pumps will be in service, the other will be switched as stand-by. If the demand of the fresh water exceeds the capacity of one pump, the 2nd stand-by will start to supply. Arrangement of the pump system will be made with a pressure switch arrangement.

Water maker system

A SLCE water maker unit (8 m³/24 hrs) is installed. The water maker system will be a reverse osmosis type, based on a high pressure piston pump with membranes principle to filter salt out of the raw water.

Fresh water filtration system

The fresh water system contains an integrated filtration and treatment system to provide a clean and quality grade of water. This system contains a silver ionisation sterilizer unit which is installed in the water supply line.

Hot water system

Hot water is arranged by means of 2 suitable sized boiler units. These units are heated by indirect fitted electric heating elements.

SEWAGE SYSTEM

The complete sewage system is based on a grey and black water system. Both systems have a combined collecting tank FWD and AFT and will be integrated in the yacht's aluminium construction.

Electric controlled toilets are installed. Toilets flushed with fresh water into the grey/black-water collecting tank.

The sewage tanks can be emptied by a sewage treatment system. This unit removes contaminants from the wastewater and sewage so this can be safely pumped overboard. The solids will be collected in a separate sludge tank.

Outside the by IMO specified zones, the tanks can be emptied by a transfer/sludge pump

through a direct overboard connection fitted on one of the engine room mounted stand pipes. Also a shore suction point connection will be installed to empty the tanks.

COMPRESSED AIR

An air compressor is mounted in the engine room. This compressor serves the air horn and connections at the ship. The connections are:

- Quick release connection in engine room
- Quick release connection on aft deck in stainless steel
- Quick release connection in fore peak in stainless steel
- Connection to air horn in mast
- Connection on sea water cross-over

REFRIGERATION

Cooling and freezing is custom build, professional type and engineered in correspondence with Holland Jachtbouw and the interior designer.

Specifications

Design conditions

The system is able to reach and hold the temperature by the given conditions:

Outside temperature 35 °C

Sea water temperature 32 °C

Cold store temperature + 4 °C

Freezer room temperature – 20 °C

Galley refrigerator

The unit is a stainless steel, custom-built refrigerator box, insulated with PU-foam. Size optimized to the galley layout.

Galley freezer

The unit is a stainless steel, custom-built refrigerator box, insulated with PU-foam. Size optimized to the galley layout.

Compressor plant

Custom- built compressor plant cools the refrigerators and freezers.

The unit is engineered and build by Holland Jachtbouw to achieve the most efficient location and efficiency.

ELECTRICAL SYSTEMS

The electrical system is a full hybrid Class approved configuration and suitable for uninterrupted world wide use as well anchor and port conditions.

The power supply for the yacht arranged through 2 PM units, a ME unit and dedicated generator unit. Both producing max. 50 kW of electric power each, connected up to a double set of Li-ion batteries of 35 kWh each.

When the ME unit is running during engine operation, the unit operates as a generator, powering board systems and charger for the Li-ion batteries. If required, the same PM unit can operate as a 50 kW electric drive and provide a max of 8 knots E propulsion power. The dedicated generator unit is driven by a 4 cylinder Steyr engine, running under variable speed to achieve most optimum load and performance of the engine in relation to the present electrical load on board.

All power supplies and consumers are connected up to a DC link without heavy switch gear but equipped with rapid fuses. The 70 kWh Li-ion battery pack provides a 8-hour silent period during nights or at anchor without limitations on the use of AC etc.

The main electrical system consists of 3 separate systems:

- DC Power system (DC link - energy, generation & storage)
- AC power system (hotel service loads)
- 24 VDC Power Systems - Start/Service & Emergency supply

DC Power (DC link)

The DC system is designed with the intention that the yacht is operated by means of battery power or generator power. Apart from this, a 25 kVA shore power system is integrated where the dedicated generator can operate stand by (power assist).

Connected power sources:

ME PM unit 50 kW

Gen PM unit 50 kW

PS Li-ion battery 35 kWh

SB Li-ion battery 35 kWh

Shore power 30 kVA

From the DC link, the main electric consumers are energized through Vacon converter-drives:

PS & SB hydro pack-drive, each 35 kW

Both AC chiller compressors, 5,5 kW each

Bilge & FiFi pump, 4 kW each

ER Fan, 2 kW

AC Power System

Power sources:

Converter PS 30 kVA

Converter SB 30 kVA

SB converter also acts as shore power unit when plugged in.

Specifications

24 VDC Power systems

Power sources:

Service battery bank, 24 VDC, 200Ah, in 12-volt cells

Start battery bank, 24 VDC, 200Ah, in 12-volt cells

Radio battery bank, 24 VDC, 200Ah, in 12-volt cells

Emergency battery bank, 24 VDC, 200Ah, in 12-volt cells

Main engine driven alternator 1, 24 VDC-55A

Service battery bank charger, 50 A

Start battery bank 1 & 2 charger, 100 A

Radio battery bank charger, 50A

Emergency battery bank charger, 25A

Distribution systems

Distribution boxes are equipped with AC and DC circuit breakers to distribute AC and DC through the yacht to all consumers.

Alarm & monitoring system

The yacht's integrated operation and monitoring system is installed with an industrial type, Class approved PLC system with the following functions:

On board alarm system

Readouts and alarms for AC and DC systems

Tank levels gauges

Bilge system

Several pumps

Engine Room ventilation

Hydraulics

Main generators

Auxiliary generators

General alarm system

Navigation lights

The following navigation lights are installed:

Stern light (2x)

Port light (2x)

Starboard light (2x)

N.U.C. lights (4x)

Anchor light (1x)

Steaming light (2x)

AIR CONDITIONING Chilled water system

One central chilled water unit is installed in the Engine Room, serving all fan coil units.

Plant consists of the following equipment:

2 compressors

2 sea water cooled condensers

2 frequency drives for soft start mode and RPM control

Raw & chilled water circulation pumps

Expansion accumulator with pressure gauge and high pressure safety valve

All separate interior spaces will have fan coil units to cool or heat the interior air.

511 HVAC

Interior ventilation by means of natural flow through deck fitted air cowls or mushroom type air inlets.

Air extraction through heads and bathrooms by means of electric ventilators.

Extraction air units

All sanitary spaces will have air extraction by extraction fans.

Forepeak & lazarette ventilation

Forced forepeak and lazarette ventilation installed.

DRAINS

All flush deck hatches drained to the central drain. All fan coil units will be drained to the sewage tank.

Specifications

RIG & DECK GEAR - SPARS SOUTHERN SPARS

Mast

High modulus carbon fibre mast including:
Masthead including halyard sheaves, backstay attachment, lightening spike and burgee pole.
Head stay attachment including halyard sheave and lock
Inner fore stay attachment including halyard sheave and lock
Runner and check stay attachment
One set of carbon fibre jumpers
Three sets of carbon fibre raked spreaders
Gooseneck fittings bonded to the mast
Water baffle bonded into the mast at deck level, with drain holes above collar
Provisions for halyard exits
Mast Collar (Rubber)
Steps from deck to the gooseneck.
Spinnaker pole arrangement
Reaching strut arrangement
All lights and lighting wires
All lighting and navigation lights
Foundations for electronic equipment on the mast
Internal vents including exits
Aluminium batten car track
Aluminium head slide car
Mast step including hydraulic mast jack system
Painted in Owner's choice of standard Awlgrip white base colors.

Boom

Carbon fibre Box boom including:
Hydraulic outhaul system internally
Mainsheet Attachment
Preventer/downhaul arrangement
Boom lights
Lazy-jack system
Boom finished as per mast

Pole

Spinnaker pole of 13 mtr long, \varnothing 290 with tapered ends

Rigging

Standing rigging:
Carbon fibre continuous composite EC6.

Running rigging

Full set of Dyneema halyards and sheets. Equiplites have been included on all spare Headsail and Staysail sheets.

Rigging hydraulics
Check stay cylinder
Outhaul cylinder
Backstay cylinder

Type	Fractional cutter rigged sloop
Mast	Keel stepped
I	41,65 m
J	15,40 m
P	47,89 m
E	18,24 m

Sails

Cruising set of Sails

1 Spectra carbon 3Di Mainsail 482 m²
1 Spectra carbon 3Di Yankee 171 m²
1 Spectra carbon 3Di Staysail 119 m²
1 Spectra carbon Trysail 11 m²

Racing Sails

1 3Di Mainsail	486 m ²
1 3Di Genoa Light	438 m ²
1 3Di Genoa Heavy	420 m ²
1 3Di High Aspect Jib (Blade)	329 m ²
1 3Di Stay sail on KZ Furler	125 m ²
1 S2 Spinnaker	945 m ²
1 A1 Gennaker	931 m ²
1 A2 Gennaker	1020 m ²
1 A4 Gennaker	1020 m ²
1 A5 Gennaker	855 m ²

Specifications

ANCHOR EQUIPMENT

The anchor system is a “traditional” J-Class principle. A 400 LBS/140 kg Poole type anchor will be stowed in dedicated locker, constructed in the fore peak. When anchoring, the anchor has to be hoisted out of the locker by means of a loose 24 VDC winch operated carbon davit.

Manual connected onto chain. Stainless steel Lewmar windlass including chain stopper. 140kg, galvanised steel Poole anchor including 100 meter 14mm U2 link chain. Second aluminium Fortress anchor of 125 LBS and anchor line is stowed in the fore peak.

WINCHES

The following Lewmar aluminium drum winches will be installed:

2x Primary 120/3 cleat top

2x Secondary 111/4 cleat top

2x Runner 111/3 self tailing

2x Main sheet 111/3 self tailing

2x Spinnaker sheet 111/3 cleat top

4x Halyard 111/3 self tailing

2x Halyard 88/3 self tailing

2 x Traveller 88/3 self-tailing

All winches will be aluminium and hydraulic operated.

DECK EQUIPMENT

Sail handling equipment

Full set of tracks, sheet cars and blocks to operate the following sailing functions:

Halyards

Blade sheet

Genoa sheet

Spinnaker sheet, braze & tack

Spinnaker pole

Main sheet

Running backstays

All deck equipment will be stainless steel.

Running rigging

All Dyneema halyards and sheets

Rigging hydraulics

Check stay cylinder

Outhaul cylinder

Backstay cylinder

Main Cunningham cylinder

Genoa Cunningham cylinder

Inner forestay cylinder

Mooring equipment

The following mooring equipment is installed:

6 x Full size, Stainless Steel mooring and wood cleats

Railings

Removable, stainless steel, tapered stanchions and gate stanchions, fitted on bulwark. 2x

stainless steel railing wires. The railing is 1 meter above deck as per MCA rules.

SAFETY EQUIPMENT IN ACCORDANCE WITH FLAG REQUIREMENTS

Liferafts

Life jackets

Life buoys

Immersion suits

Line throwing appliances

Flares

Epirb

Fire extinguishers

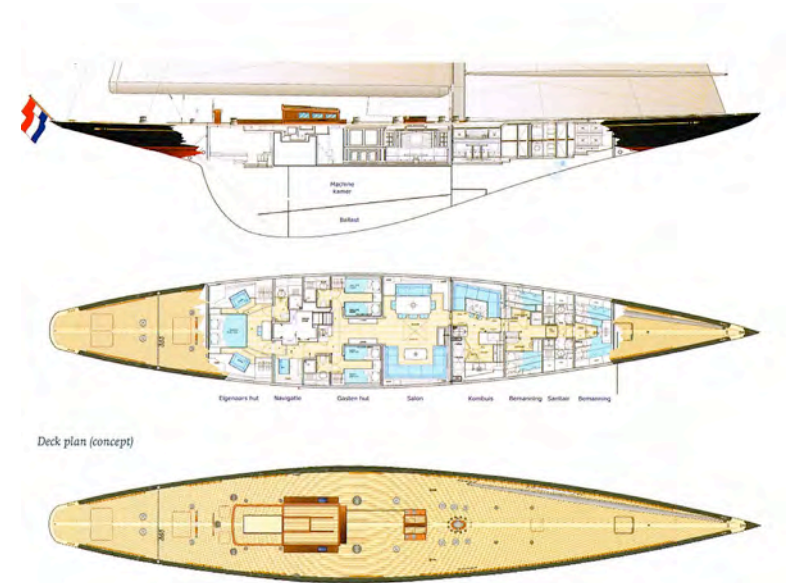
Fire blanket

Specifications

Refit Works Carried out from August 2015 - Present

- Complete re-work of Hybrid System, new Batteries and Converters
- New Sails
- New Hull Paint, Rig Paint, and Anti-fouling
- Recaulk Deck
- Varnish
- Complete re-build of seawater system
- New Generator
- New Dining Table and Chairs for Top Deck, Deck Hatches
- Interior Modifications to Day Bed, Upholstry, New Mattresses, etc
- New Interior Hardware / Replating, Fireproofing
- Sea Chests
- Safety Gear & Liferaft
- Water sports gear, SUPs, etc
- Deck Storage Lockers
- New Marble Floor in Bathrooms
- Winch Replacement
- HighField 5.9 M Rib. 115 Yamaha Outboard. Alloy Hull
- Zodiac MilPro 5.5 M Rib 100 Yamaha, GRP Hull
- Replacement Sheets and Halyards
- Replacement Propellor Shaft

Total Cost € 1.062.782



























Hoek Yachts Brokerage
and Charter BV

Grote Kerkstraat 23
1135 BC Edam
The Netherlands

Telephone: +31 (0) 299 372853

info@hoekbrokerage.com
www.hoekbrokerage.com

