



Technical Specifications

Design

Designed in accordance with category A EC directives and with the requirements of ABS (American Bureau of Shipping) certification.

Sophisticated software was used for the optimization of waterlines, weights, structures and sail plan:

- testing tank verification
- finite element analysis
- fluid dynamics simulators

Construction

Hull and deck

Recess moulded sandwich with E-glass and carbon fibre surfacing, PVC and epoxy resin core, the latter guaranteeing hull protection against osmosis. The bulkheads are of 30 mm composite sandwich panelling. The structure (cage), with recess-moulded frame floor of carbon fibre, laminated with epoxy resin, ensures the spread of all stress and pressure points to guarantee equal and reduced strain on the hull. The hull and deck are glued on a 120 mm overlay flange. The hull, deck and cockpit will have a white gel-coat finish. On the coach roof, cockpit deck and walkways, a non-slip finish is provided by a special coat of ice white "Awl-Grip".

Toenail

The toenail is produced in solid, unvarnished teak, screwed and glued to the hull.

Keel

The keel is composed of a foundry-moulded cast iron fin produced from a numerically controlled milled model as support to a lead bulb. The fin is fixed to the hull by means of stainless steel tie rods and bolts and a stainless steel plate resinated in glass fibre. The bulb is of antimony alloyed lead, foundry-moulded from a numerically controlled milled model. The bulb is also reinforced by internal caging in stainless steel rod.

Rudder shaft and blade

The rudder is composed of a rectangular-section carbon fibre shaft produced in autoclave with pre-pregged fibres rotating on two self-aligning bearings. The blade is made from numerically controlled recess moulding with unidirectional and biaxial fibres in E-glass laminated with epoxy resins.

Technical Specifications

L.O.A.	16,00 m
Waterline Length	14,00 m
Beam	4,40 m
Draft std.	3,00 m
Optional Draft	2,70 m/3,20 m
Light Displacement	13.023 kg
Ballast	5.100 kg
Mainsail + jib 108% surface area	173 m ²
Mainsail	96 m ²
Jib 108%	77 m ²
Gennaker	225-320 m ²
Engine	75 Hp
Diesel tank	275 Lt
Water tank	550 Lt

On deck

Wire steering with chain is composed as follows:

- 1.100 mm diameter aluminium wheels
- 2 steering columns of plastic reinforced by incorporated fiberglass
- 2 aluminium quadrants, one instead of the emergency helm
- Return blocks
- Stainless steel wires
- Pinions with chains

Mooring cleats

In anodised aluminium:

- 2 forward cleats
- 2 central cleats
- 2 aft cleats

Stainless steel 17 kg anchor, 60 m chain, d.10.

Pulpits and stanchions

The pulpits and stanchions are in 25 mm diameter, 2 mm thickness, mirror-finish AISI 316 stainless steel tubing (the two forward stanchions on each side are provided with little wheels against sails friction).

Two guardrails in 5 mm diameter stainless steel cable with own rigging screws.

Stowage

9 stowage lockers:

- 2 deep aft locker offering ample stowage
- 2 side lockers in the cockpit seating, easily accessible and extending to broadside
- 2 side lockers aft of the steering on the cockpit sides
- 1 cockpit locker for a self-inflating life raft
- 1 forward locker for sail stowage and gas bottle housing
- anchor stowage locker

Deck gear

Mainsail system

The German mainsail sheet reels to below deck and up to the winches

- Single block in the cockpit (Harken)
- 2 boom gooseneck blocks (Harken)
- 2 deck entry blocks (Harken)
- 2 deck exit blocks (Harken)

Genoa system

The genoa system is composed of:

- 2 genoa tracks (Harken)
- 2 genoa bearing carriages (Harken)
- 2 genoa sheet return blocks (Harken)

Gennaker sheet

- 4 mainsail sheet return blocks (Harken)

Winches

The standard winches are self-tailing, aluminium winches produced by Harken:

- 2 x 70.2 STA genoa and gennaker sheet winches
- 2 x 60.2 STA. mainsail sheet winches
- 2 x 53.2 STA halyard winches
- 2 winch handles

Mooring

The aft gear includes a stainless steel bow fitting (easily removable) with a bow roller and a 22 kg stainless steel anchor. The self-draining anchor is closed by a hatch cover and is fitted with a 1400 W electric windlass with 10 mm barbotin that can be operated forward.

Ports and hatches

All deck-bound and coachroof-bound ports are of standard Solimar production. To each side of the coach roof there are two large polycarbon windows, with ports incorporated, which offer extraordinary natural lighting in the interiors.

Openings:

- 3 ports
- 4 ports on the coach roof that can be opened
- 2 cockpit ports
- 2 aft cockpit ports
- Sliding entry hatch in Plexiglas

Antennas

Mast

The mast is a 9/10 in carbon fibre with double 20° aft swept spreaders, mast jack incorporated below the mast and waterproofing membrane.

It is preset with the following lines:

- 1 main halyard (2:1 luff)
- 1 lift halyard
- 2 masthead halyards for gennaker or spinnaker (one can also be boused for the code zero)
- 2 9/10 halyards for the jib
- lazy jack exit

All halyards are foldable into two sealed charters below the coach roof and returned to the cockpit by blocks below the mast (Harken) and stoppers (Spinlock) on the coach roof.

- Hydraulic vang attachment
- Tuff luff for the forestay

The rigging is in intermittent nitronic rod complete with couplings.

Mast electrical wiring:

- Mast cap mooring lights
- Navigation lights with deck lights integrated

Boom

The boom is in carbon fibre and offers the following features:

- Gooseneck with three sheaves blocks for mainsail foot and two reefing lines
- 2 mainsail sheet return block attachment
- Vang attachment
- 2 mainsail sheet block attachments

Backstay

Textile backstay, adjustable by means of a hydraulic piston integrated below deck.

Bowsprit

The cockpit-extractable bowsprit is autoclave-manufactured in 140 mm tubular with pre-preg carbon fibres. The bowsprit housing is inside a recess-moulded waterproof guard in plastic reinforced by incorporated fibreglass.

Engine

The yacht is equipped with a sail-drive inboard diesel engine. Its housing is soundproof and thermal insulated by self-extinguish materials. The ventilation is granted by the tubes linked to the aft. The engine is on a frame, built into the hull structure. It was chosen in accordance with set Sly Yachts parameters (reliability, vibration control, reduced harmful gas emission). The access is possible sideways through two ports in the aft cabins and frontally through a port under the entry stairs in the dinette.

Engine technical data:

Model and manufacturer: VOLVO D2-75

Power: Hp (Kw) 75 (55)

Propeller power: Hp (Kw) 72 (53)

Rpm: 3000

Starter motor (2 Kw)

Alternator: 12 V/115 Ah

Single lever remote control

Display provided by the constructor

Folding "duck-billed" type propeller

The ignition and engine control panel is located to the side of the helm.

The fuel tank is centrally located in the tunnel below the cockpit, between the two aft cabins. It has a 390 litre capacity and is equipped with a level indicator. A 44 Ah/730 starter battery is specifically dedicated to engine ignition and separated by the consumption batteries. In case of need the consumption batteries can be used for the engine ignition.

Electrical system

Power supply

The 12 V electrical circuit is supplied via four 120 Ah service batteries. The dock 32 V socket supplies the main 220V consumptions, the battery charger, the boiler and 220V sockets in the head compartments.

Battery charging

Via the alternator dependent on motorization. Quick 60 Ah battery-charger, 220 V supply (via socket protected by a circuit breaker), electrical cable.

Electrical panel

A 12 V electrical panel is located above the chart table. The electrical panel also provides information on voltmeter consumption, 12 V, Ah 12V, voltmeter 220 V, level indicator of water and diesel tank. A cigar-lighter socket 12 V, plug 220 V, is located below the panel.

Lighting and sockets

Halogen lighting (spotlights and reading lamps) provide light to the various spaces for greater comfort.

- 1 service light in the forward sails locker-crew accommodation

- 1 reading lamp in the forward sails locker-crew accommodation
- spotlights in the forward cabin
- reading lights in the forward cabin
- spotlights in the head compartment
- spotlights in the saloon
- spotlights over the galley
- chart table light
- spotlight in each aft cabin
- reading light in each aft cabin
- navigation, engine, mooring and deck lights

A number of sockets are fitted (in the galley and above the charts table).

Water system

Bilge disposal

3 electrical pumps with three suction valves each, 1 automatic pump and 1 manual pumps.

Waste water

2 bilge macerators with no smell filters.

Fresh water

The fresh water circuit is composed of an autoclave and 6 customized tanks, located to each side of the saloon, which are fitted with inspection hatch, in total 550 litre. Deck fill/discharge with level float. Shower with mixer for hot and cold water in the cockpit.

Hot water

Hot water is supplied by a 25 litre boiler operating by means of both 220 V circuit electrical resistance and a heat exchanger connected to the engine circuit. The taps and shower heads are fitted with mixers. The pipes are in PVC with rapid-mount joints. They have an identification plate at each end.

Interiors

The standard version include 3 cabins (1 forward, 2 aft) and 2 bathrooms. The fittings arrangement guarantees easy movement from one part of the yacht to the next, considerable stowage space, comfort and class. The furniture and the bulkheads are in marine plywood and in composite respectively with visible sections in teak and enamelling. Frame trims are solid wood. The light colouring of enamelled sections along with the timberwork provide the interiors with a sensation of a light-filled, spacious atmosphere.

Doors and frames

The doors are in sandwich whereas the communicating door frames are in solid wood.

Floor

The floor in marine plywood finished in teak 25/10 is divided in panels to grant a better maintenance.

Forward cabin

Openings: one port and one hatch. The forward cabin is fitted with a double berth and two ample side windows for the sight, bedside tables, large locker under the bed with separate compartments, two large wardrobes with hangers and a dressing table with inbuilt mirror. The mattresses have removable covers as standard in non-stain, flame-proof microfibre fabric.

Forward head compartment

The head compartment has a port. It is furnished on a plastic reinforced by incorporated fibreglass moulded platform with a water collection tank and an electrical pump for the discharge.

It is equipped with a wash unit - stainless steel wash basin and top in corion-, mixer tap and flexible shower, accessory holder, mirror, marine WC and one bilge macerator. The forward head compartment has an integrated circular box shower, sails fabric as closure. The shower head is ceiling-fitted, whilst the mixer is integrated into the bulkhead. The floor has an integrated grid shower base in solid teak.

Saloon

The spacious and comfortable saloon is aired via a hatch which can be opened and the port located near the galley section. The dinette has the typical semicircle shaped layout. The rectangular table slides aft to facilitate forward seating, while the sofa is L-shaped. On the opposite side of the table are three custom-built seats in lamellar, of a particular design and excellent finish. Various storage units in the wall cupboards above the sofa backrests. An ample oilskins locker is fitted between the charts table and head compartment bulkhead. All sofas are fitted with cushions. The saloon is also lit by two windows in the hull, one near the sofa and one in the charts table area, allowing an outside view even when sitting comfortably, complete with runner blinds.

Galley

Corian top work with high coaming in solid wood around the work surface to avoid falling objects. Stainless steel double sink with mixer tap. 145 L inbuilt refrigerator with separate compartments, and 100L refrigerator with vertical opening. Easy-access waste bin below the top work. Shelving unit below the top work and drawer unit with container basket. The gimballed 3-burner hob and oven have a steel burner-protection bar. Cupboards with doors are fitted along the hull, above the work surface.

Navigation area

Aft ward chart table, chart stowage under table top, organizer unit with shelf and drawers. Seat on the sofa. Instruments panel to the left side of the seat.

Companion way

The entry hatch steps are in wood with non-slip surface.

Aft head compartment

The head compartment has two ports, which can be opened, and it is made on a plastic reinforced by incorporated fibreglass moulded platform. The shower is apart. It has a oilskins wardrobe with a water collection tank and an electrical pump for the discharge.

It is equipped with a wash unit - stainless steel wash basin and top in corian -, mixer tap and flexible shower, accessory holder, mirror and marine WC. The floor has an integrated grid shower base in solid teak.

2 aft cabins

These are twin cabins, fitted with port openings into the side walls of the cockpit seats. Equipped with one hatch fitted into the cabin ceiling. Each cabin is provided with a large double bed, a side window for the sight, one shelf, large lockers under the bed, 1 wardrobe compartment, 2 shelves, 1 organizer unit. The mattresses have removable covers as standard in non-stain, flame-proof microfibre fabric.

Sea trials: launch

The sea trials will include:

- Engine
- Vibrations
- Hot and cold start
- Oil pressure
- Fuel flow
- Oil, fuel and/or cooling fluid loss
- Correct function at various list angles
- Gas discharge pressure
- Soundproofing

Electrical circuit

The electrical circuits are tested separately to check load and heat dissipation. The load on each circuit is measured and recorded.

Refrigeration System

The refrigerator compressor is tested to check for any freon discharge.

The fridge compartment is refrigerated and kept at low temperature for at least 3 days.

Pipes and tubing

- Bilge pumps
- Pipes from the galley gas bottle
- Water pump
- Seawater circulation pumps

Winches and deck gear

The winches and deck gear are load tested to check correct function.

Steering

Correct function and sensitivity of the steering is tested in both forward and reverse gears.

Maximum and cruise speeds

Speeds are tested at various revs to establish cruise speed and maximum speed.

Mast

Mast adjustment is performed both in dock and at sea; the run and extension of the halyards are also tested.



Main deck



Profile



Interior