



Proto Class 40 (12,19 m) - 2006



Layout :

- Length : 12,19 m (39' 11")
- Max. Beam: 4,49m
- Draft: 3 m (saber drifts)
- Air draft: 19m
- Headroom: 1,90m - 2m
- Light displacement: 6 tonnes (weighed down, around 8 tonnes)
- Construction Materials: Red cedar/glass/epoxy/foam PVC
- Engine: VOLVO PENTA 29HP

Price : 23,75 M XPF / 199 000 euros

Cruising race, it's the spirit of the Class 40 gauge. For fast-paced followers.

Interior fittings :

Sleeps: 10

- Fore: 1 double berth
- 2 double aft cabin
- 4 berths/bunks
- Large saloon
- Bar/Galley
- Bathroom
- Central chart table

Building and history

Boat NARCIRA 40 type, class 40 drew by Alex de Beaufort and launching in 2006 in La Rochelle. It responds to the desire of his owner-skipper after his Vendée-Globe : « offshore racing without the arms race ». Created in 2005, the Class 40 is a simple and rigorous fast racing rating, who permit to limit the construction finances. She knew from the start a swift success, and today it's the class most represented in ocean races such the Road of the Rhum. This boat is built at the Superior School of wood in Nantes. Since it was launched, he did several big race ; Route du Rhum 2006, Transat Jacques-Vabre 2007, Transat Anglaise 2008, Québec - Saint-Malo 2008 et 2012, Solidaire du Chocolat 2012. In 2012, the sailboat had 50,000 nautical miles.

In 2013, the boat has been entirely amenaged to offer a real comfort, in addition to his sports performances. Available to the crew,

large saloon, bar-galley, 10 berths (bunk or cabin), bathroom.

Between 2019 and 2020, complete refit: standing rigging, running rigging, hull, interior and exterior anti-slip paint, electricity, electronics, bottom paint, change of Z-drive joints, engine refit and rudder linkage parts ...

Since her arrival in Polynesia, the boat has participated regularly in regattas, twice winners. Next regatta scheduled for September 2020.

Engine

VOLVO PENTA DA30 29HP engine (2800hours), reconditioned in 2019

Tank fuel 33L + 5 containers of 20L
Consumption : 1,8L/h to 2000 tour/min, average speed of 4,5 knots
Z-drive seals changed (2019)
New rudder linkage parts

Cutter rigging

Mast and carbon boom
Pivoting boom 2m
Standing rigging completely changed in 2019: rod changed by Dyneema cables
Running rigging changed in 2019
2 runners
Hydranet horned mainsail (2015)
Hydranet D4 PENTEX solent (2015)
D4 Pentex furling genoa, 47,5 m²
Hank on staysail
Cape sail 135 m²
Code 5
Code 0 (2016)
2 Spis : spi in the lead 210m² (2012) + spi in the lead 170m² (2006)
Caping Spinnaker (2019)

Ground tackle

QUICK electric windlass1000W (2013)
Anchor: BTR 22kg, 2 FORTRESS alu 8kg, anchor 10kg
Chain: 60m of 10mm (2013)

Comfort

Fresh water: 1 tank of 150L
POWER SURVIVOR watermaker 5 L/h en 12V - 4A (2012)
1 sink bac
2 burners gas stove
Manual toilet
Heating (works with the engine, pulsed air (can be used as ventilation)
Radio

Electrics

Service batteries: 2 x 115 Ah (2012)
Engine battery 70Ah (2012)
Windlass battery
2 alternator engine (90Ah and 110Ah) : an alternator recharge the battery service, the other one, the battery engine and windlass engine.
LEADING AGE wind generator (2014)
Hydrogenerator (last 2013)
Quay charger 50Ah
MASTERVOLT inverter 700W

Electronics and navigation tools

On-board computer marinised with MAXSEA logical
Loch/sounder
Central complete with NKE auto pilot
+ AUTOHELM 6000 auto pilot
FURUNO GP32 GPS
ICOM VHF
BLU receiver
IRIDIUM satellite phone

Dinghy

Hard-bottom annex
Outbord engine 5HP

Safety

Equipped in 1st category for 8 persons
ZODIAC life-raft (2013)
EPIRB ACR distress beacon

Miscellaneous

Large solar boat cover
Double tiller, 2 outside rudders
New hull paint (2019)
New interior and exterior anti-slip paint (2019)

Last bottom paint: August 2020

Main Strength

Racing boat, reamenaged in a fast cruising.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.