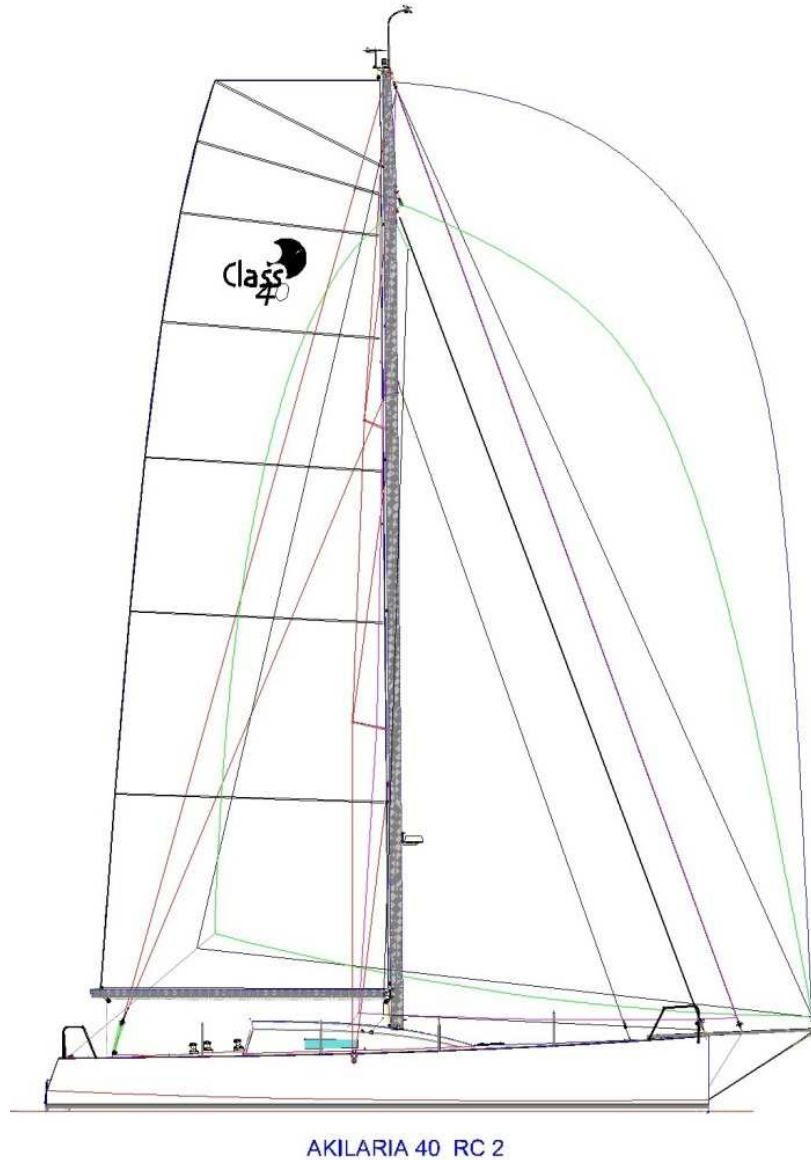


Description of AKILARIA 40 RC2



Designer: Marc Lombard
LOA: 12,19 m
BOA: 4,496 m
Draft: 3,00 m
Displacement: 4500 kg
Ballasts: 2 x 750 litres
Engine: 29hp NANNI diesel
Steering system: central tiller and two rudders
Construction: Infused vinylester glass sandwich
CE certification: catégorie A
Conformity: Class40
Shipyard: MC-TEC / Tunisia

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Construction :

- The AKILARIA 40RC2 is built in a female mould.
- The hull is infused in balsa fibreglass sandwich and fibreglass foam on the upper sides.
- The deck is infused fibreglass foam sandwich.
- All internal structures such as transversal and longitudinal bulkheads are in infused fibreglass foam sandwich.
- The ring frames are monolithic infused vinylester fibreglass from a female mould. They are glued to the floor of the hull with PLEXUS (methacrylate adhesive). This material guarantees a mechanical and chemical bonding.
- The deck is also glued to the hull with PLEXUS. Stanchions bolted through the hull/ deck bond complete the join.
- All the interior layout is composite made: Chart table, galley, storage units.
- Each and every piece is systematically weighed during the boat build.

Security on the deck :

A stainless steel pulpit, 2 stainless steel lateral push pits, a central push pit, with a double row of stainless steel lifelines all the way round, supported by 4 stanchions on each side. The stanchions are in stainless steel tapered at the top with a support leg. A LEWMAR LP54 survey hatch is fitted on transom. Life lines padeyes in cockpit and on deck sides (life lines are not provided).

Cockpit :

The cockpit was conceived to optimise manoeuvres and to optimise short-handed and solo sailing. The central tiller is equipped with a telescopic SPINLOCK tiller extension. The mainsheet traveller is fitted on a transversal composite support. The steering positions are recessed into the deck to optimise ergonomics. Foot chocks on the cockpit floor provide footholds during manoeuvres. The cockpit is self-draining.

A double door inside access allows a central support where clutches and two winches are fitted

Water ballast system :

Two bailers SOFOSCOOP type n°2, electrical filling pump, sliding water gates. 750l water ballasts tanks shared in 250L (located in fore cabin) and 500L (located in aft cabins). Each ballast tank is equipped with a clear watertight inspection hatch and a vent to the deck. Ballast switch and sliding water gates opening systems are fitted in cockpit.

Rig :

Mast, boom and bowsprit are autoclave prepreg carbon made.

Mast is a brand new profile with two sets of spreaders. It is fitted on deck on an anodised aluminium plate. The gooseneck fitting is attached with wound carbon, the masthead is also carbon made.

The bowsprit is side adjustable and has a rectangular section to avoid side flex. The bowsprit orientation is made by a curved rail fitted on deck. Ropes are going back to the cockpit to optimise bowsprit adjustment.

Standing Rigging :

Rod standing rigging, on each side: 1 vertical rod on turnbuckle, 1 diagonal rod 1 on turnbuckle, 1 diagonal rod 2 on turnbuckle, 1 diagonal rod 3' on turnbuckle. The main forestay, inner forestay and two sets of backstays are textile made.

Deck hardware :

Winches are made by HARKEN or ANTAL to owner choice:

- 2 x 44-2ST on the central cockpit support
- 1 x 44-2ST et 1 x 48-2ST on the cockpit edges

All the sheaves are HARKEN or ANTAL.

Clutches are SPINLOCK one's and stainless steel pad eyes are made by WICHARD

See deck hardware file.



Steering System :

System developed and built in collaboration with JP3.
Central tiller on false stock and bearings, transmission to the rudders by aluminium rudder bars with ball and socket join. 49 mm diameter rudder stocks in F16PH in the rudder profiles. The rudders hang beneath the hull and are made out of female moulds. The stocks are mounted on auto-aligning JP3 ball bearing bearings.

Keel :

The keel fin made out hi-modulus steel and the lead bulb are manufactured by foundry Lemer.
The fin is finished off in the yard with PVC foam, fibreglass and Epoxy.
Particular attention is paid to the finishing of the profile.

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Engine:

NANNI Engine 29 HP diesel sail drive on a mount integrated into the structure of the hull.

Engine compartment is ventilated by forced ventilation which is activated as soon as the engine is switched on.

Engine panel with rev counter in aft starboard cabin

SPINLOCK Gear lever fixed to cockpit side on portside.

531 diesel tank is under the cockpit behind the engine compartment.

Propeller is Gori Racing folding twin-blade.

Electrical installation :

1 Balmar 100A alternator for OPTIMA 50A engine battery

1 Balmar 150A alternator for 2 gel service batteries of 120A.

12v BEP electrical panel with breaker switches and batteries controller.

3 batteries cut-off switch.

1x12v socket.

LED HELLA red/white light with dimmer under coach roof in the chart table room, adjustable LED HELLA red/white light with dimmer in the fore sails store room , red/white LED chart light, waterproof LED lights in the engine room, aft sides room and behind the watertight aft bulkhead.

Red/green LED navigation lights on fore pulpit, LED white light on central aft push pit, LED three colour combination navigation lights on mast head as secondary navigation lights system according to most of the racing rules.

Led deck light on mast.

Fore cabin :

A huge sails store room is opening on deck with a LEWMAR LP60 hatch . 250 l water ballast are on planking sides with a clear watertight hatch. Batteries storage is on bilge in front of mast bulkhead.

Longitudinal hand rail on sides of coach roof.

Chemical toilet.

Central cabin :

Double companionway with doors on hinges and lockers.

One step stair with easy in and out way.

Central chart table with vertical 180° revolving electronic panel.

3 chart table seat position: one inline of the boat and two side sitting possibilities.

Electrical panel fitted above revolving electronic panel.

Central galley with stainless steel sink and one gaz burner cooker.

Longitudinal hand rail on sides of coach roof.

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Aft cabins:

Huge storage compartment in the aft part in front of watertight bulkhead. 500L water ballast are on planking sides with two clear watertight hatches.
53L gazole tank is behind engine room.

Water circuit :

Flush plastic through-hulls, with quarter-turn valves.
45 litres water tank beneath the chart table seat.

Draining :

Two bilge pumps, one electric and the other manual. Automatic pump positioned behind the battery pack.
Flexible bilges pump hose, stowed on a reel behind the engine compartment.

Transport, storage :

One convertible berth is allowing transport without keel or harbour storage with the keel on.

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Others:

Boat delivered without:
Electronics, sails, loops, ropes, running rig and safety equipments.

Price Ex VAT boat delivered in France (La Trinité sur Mer)

234 500 €

Other destination: ask for quotation

Options Ex-VAT :

Boat preparation: fitting of stanchions, pulpit, pushpit, keel, rudders , mast , launching , engine start.	5 850 €
Hull preparation: primer, white hull antifouling , orange on keel and rudders	2 800 €
Epoxy version	48 500 €
Cat. 0 upgrade	12 400 €
Engine with shaft line (only for epoxy version)	1 850 €
Lifting rudders (only for epoxy version)	14 800 €
Optimized keel (150 kg lead inside fin with lighter and thinner bulb)	9 700 €
Aluminium berth (2 aluminium berths with canvas, height adjustment tackle, composite fitting clips on planking)	572 €
Marine toilet with black water tank	quotation
2 Lewmar size 2 cockpit sides hatches	620 €
2 coach roof hatches Lewmar LP 00	605 €
Running rig and sheaves lashings	9 500 €
Karver KF 5 furler with NAVTEC forestay	4 910 €
Facnor furler with NAVTEC forestay	5008 €
Karver KF 2 large	1 700 €
Ropes bags	quotation
6 flat fenders and 40 meter ropes	410 €
Adhesive hull colour	quotation
Electronics	quotation
Sails	quotation

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AKILARIA 40 RC 2 cat.0

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