

CONSTRUCTION DETAILS

The following specs are for the FRP production models that will be built by SAS-VEKTOR in Zadar, Croatia. Minor changes were also made to bring the boat up to European standards for Category A vessels.

HULL: The hull cored with Airex foam, approximately $\frac{3}{4}$ -inch thick, except in high load areas and hull penetrations, where solid laminate is used. Multiple units of 18-ounce biaxial cloth with 8-ounce mat scrim form the outer and inner skin. Blister-resistant vinylester resin is used throughout, including the gel coat. Structural support comes from bulkheads tabbed and glassed into the hull and four floors cored with high-density foam, except under the mast, where solid mahogany is used.

DECK: Like the hull, the deck is also Airex cored, again substituted with solid laminate in high-load areas and

penetrations, where any ports or deck fittings are mounted. Nonskid is a molded-in diamond-pattern.

HULL-TO-DECK JOINT: The deck fits over an inward flange on the hull and is through-bolted with $\frac{1}{4}$ -inch stainless steel bolts on 8-inch centers. A $1\frac{1}{2}$ -inch, teak toerail caps the joint, which is also bonded with the methacrylate adhesive, Plexus.

SPARS AND RIGGING: A double-spreader Selden rig supports a full batten mainsail, with the Selden batten-car system. Spreaders are swept back 25 degrees.

KEEL AND RUDDER: The mild steel fin and lead bulbs attaches to the hull with 14 $\frac{3}{4}$ -inch keel bolts. The rudder shaft is solid tapered aluminum (6061 T-6 alloy). Four spoke-like weldments form the backbone skeleton for the spade rudder which is poured in foam, with an FRP laminate skin.