

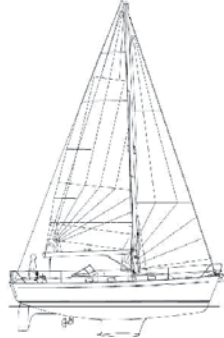
VILM 34



V I L M Y A C H T S

Spezifikation I/2011

Loa:	ca. 10,10m
L wl:	ca. 8,60m
Beam:	3,25m
Draft ca.:	1,45m
Displacement ca.:	6,20t
Ballast ca.:	2,30t
Mainsail:	ca. 29m ²
Genoa 110%:	ca. 24m ²
Engine:	Volvo D1-30, 21Kw/30PS
Mastheight above WL:	ca. 14,80m
Fuel tank:	100l
Freshwater:	200l
Holding tank:	80l



Design: Nissen Yachtdesign / Jäger Design
CE-Category: A (ocean)

Hull and deck

GRP hull and deck are made by hand lay-up method with Isophthal acid resin, using ultimate GRP components. The Devincell foam layer in hull and deck gives a strong construction with insulation against heat and cold. The whole laminate is sealed with topcoat from inside. The GRP hull is reinforced with a grid structure at the floor level to give a solid base for hull and rig tensions and increases stiffness. The hull is in gelcoat color White with decor line and double waterline in color Burgundy Red. It is protected by an integrated rub rail which can have an optional stainless steel rail which than you will find as well at the mooring cleats.

All, like grid structure, engine base, and shroud attachment are laminated to the hull respectively to the deck. The bulkheads are laminated from both sides to hull and glued to the deck.

The laminate hull deck junction is covered by a solid teak cap rail.

Rudder

Semi-balanced, profile rudder with a solid stainless steel shaft and welded framework. The rudder is mounted with self-aligning bearing and additional mounted to the skeg. Tiller steering. Option: Pedestal with mechanic drive, foldable steering wheel, compass and engine control. The grape rail can be used as well to install optional navigation equipment, for example a plotter.

Keel

Lead keel, draft about 1,45m

The keel is attached to the hull with 22 stainless steel bolts of 16mm diameter with a layer of Epoxy resin in between.

Deck equipment

Deep self-draining anchor locker for anchor chain and fenders with a separate compartment for installing an optional electric anchor windlass. Delta anchor of 16kg with 10m chain and 30m anchor rope.

Stainless steel bow fitting with intergraded head stay- and gennaker fitting and an anchor roll to position the Delta anchor.

Pulpit with entrance for easy entering on board. The pulpit has a teak step and is equipped with the LED navigations lights. The pushpit has a cut to reach the swimming ladder, equipped with LED navigation light and flagpole holder. Double stainless steel wire (6mm) guard rail with 4 stanchions. Pulpit, pushpit and stanchions are mounted on the cap rail and recessed into the bulwark. Option: Rail gates both sides, teak seats at pushpit.

Both sides sturdy stainless steel mooring and spring cleats on the cap rail.

4 deck drains with exits under the waterline to avoid dirt stripes on the hull.

Teak on deck and in the cockpit, vacuum glued.

Teak strips around the mast, teak hand rails on the coach roof.

Both sides have Lewmar genoa tracks with adjustable cars. The sheets are laid to the cockpit and are operated with two Lewmar 46 St winches. Electric drive would be an option.

All halyards and control lines are laid from the mast to the cockpit, running through halyard stoppers and are operated with two Lewmar 16ST winches.

Deep self-draining cockpit with a big locker on portside, as well as two lockers aft. Separate gas bottle locker with hatch on portside.

Fixed stainless steel fitting in the cockpit for the mainsheet.

Fixed windscreen with safety glass in an aluminum frame which gives a connection to an optional sprayhood. Sliding hatch out of colored acryl glass with teak rail. Lockable

teak washboards with ventilation which have their storage space.

Stainless steel swimming ladder, foldable with massive teak steps.

Interior

General

Our interiors are all handcrafted in highest marine mahogany plywood. The bulkheads are out of mahogany, massive frames and edges. All surfaces are satin varnished. The build in components are indirect ventilated. Vinyl covered ceiling with varnished mahogany wood trims. The floor boards are made out of synthetic material in teak optic with classic piping. There are sturdy handrails at relevant positions.

Forward cabin

Large berth with volume mattresses covered with high quality upholstery fabrics. With the help of an inlayer it will become a real double berth. Reading lights at head. Storage facilities under the berth.

Hanging/storage lockers, shelves and small lockers.

Lewmar hatch with ventilation, fly-screen and blind.

For enough space the cabin is closed by a sliding wooden door towards the salon.

Saloon

Two length way sofas with ergonomic and volume upholstery covered with high quality fabric. The backrest can be raised up in order reach the storage facilities behind. Further storage under the sofas. Reading lights at the bulkhead.

Single support 3 leaf salon table.

Lots of small lockers, shelves, open book shelves and drinks cabinet.

Lewmar hatch with ventilation, fly-screen and blind. 4 coach roof windows with curtains.

Sturdy hand rails under the ceiling.

Aft cabin

Aft cabin on portside. Separated from the saloon by a wooden door. Large double berth with volume mattresses covered with high quality upholstery fabrics. Reading lights. Lots of storage under the berth.

Combined hanging/storage lockers and shelves are built in.

Anteroom, opening port light in the coach roof. Option: additional port light to the cockpit. All hatches with blinds.

If a classic navigation area is required, it can be built in at additional price on the starboard side. The disadvantage of smaller headroom needs to be accepted.

Galley

L-form galley on port side with Varicor surface. Double stainless steel sink with one-handle water tap and blanking cover.

Lewmar ventilation hatch on deck and opening port light at coach roof.

3-burner LPG gas stove with oven, gimbaled, LPG gas system with electric safety gas switch.

Big Isoterm Icebox, illuminated, 12 volts compressor.

Divided crockery and cutlery drawer, waste bin, lots of space for all other kitchen utensils.

All sea cocks are ball valves, well fitted and easy accessible.

Headroom

Ample headroom on starboard with clean surface and easy to maintain. Lots of lockers, shelves and mirror. Lewmar ventilation hatch with fly-screen and additional port light to open at coach roof.

Adjacent shower area with separation, one-handle water taps for cold and warm water. Shower base with teak grating. Electric drain pump operated by hand.

Marine toilette, manual operated. Holding tank with sea and deck discharge.

Deep sink with one-handle water taps for cold and warm water inserted into nice shelf.

All sea cocks are ball valves, well fitted and easy accessible.



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V I L M Y A C H T S

Technical systems

Tanks

200 l fresh water tank, water inflow on deck. Electric pressurized water system.
100 l fuel tank, fuel inflow on deck.
80 l holding tank, sea and deck discharge.
All tanks are made out of stainless steel, with separate gauges each and big inspection hatches.

Warm water system

Boiler of 20l operated by engine heat exchanger or by shore power (230 Volts).

Pumps and taps

Electronic pressurized water system for freshwater with one-hand water taps in the galley and headroom.
Manual bilge pumps as well as electric bilge pump which is operating automatic.

Electric system

Two separate electric circuits 12 Volts, one with 75 Ah engine battery and the other with 2x108 Ah service batteries. Charging under engine with 115 Ah alternator, on shore by shore power connector 230V incl. differential breaker with charger 12 Volt 30 Ah.

All cables are laid out in a comfortable diameter and are running through cable trays. The switch panel is in a locker on port side, containing automatic fuses, ampere meter, water and fuel gauge and 12V socket. Separate 230 V Panel with differential breaker, 230 Volt exits and separate switch for warm water boiler.

For an excessively low current only LED and halogen bulbs are used. They are strategic placed in the salon, cabins and headroom.

Low current LED navigation lights.

Navigation instruments: Combined depth sounder and log from Simrad, placed over the companion way.

Heating: Eberspächer Airtronic D 4 with 4 outlets in all cabins and headroom. The heater is located in a cockpit locker for silent operation and easy maintenance.

Engine

Diesel engine Volvo Penta D1-30, 21 KW/30 PS, 3 cylinder, Sail drive, double circuit cooling system.

Seawater strainer, fuel filter and water separator.

The engine is mounted on a GRP basement laminated to the hull and placed on rubber-bonded-metals to give the best possible noise- and vibration protection.

The engine room is sound insulated with 50 mm noise insulation, accessible from the companion way and side panels.

100 l fuel tank, with electric gauge, fills in on deck.

3-blade fixed propeller.

Rig

Top rigged, stands on deck with inside routed halyards.
2 spreader silver anodized aluminum mast and boom. Boom with inside routed control lines.

Fixed pad eye for spinnaker pole, mast steps.

One line reefing system, operated from the cockpit.

Rod kicker, gas loaded.

Shrouds out of 1x19 stainless steel wire with swaged on terminals and turnbuckles.

Backstay with turnbuckle. Option: mechanic backstay adjuster.

Head stay - Furling system stopper for furling line.

Main halyard, Genoa halyard, spinnaker halyard, topping lift, control lines. All halyards and control lines are laid to the cockpit.

Decks- and steaming light, Windex are installed. The cables are passing a gooseneck to get under deck.

Sails

Fully battened mainsail, Dacron from Elvström abt. 29 m² with 2 reefs. Mainsail cover.
High-Aspect furling genoa abt. 24 m², Dacron

Accessories

Flagpole with flag

Emergency tiller.

6 big fenders with ropes.

4 mooringlines 16mm, each 10m long.

2 winch handles.

1 gas bottle

2 fire extinguisher for cabins, 1 for engine room.

Underwater Paint with 4 layers Epoxy primer and 2 layers Antifouling.

Manuals, user guide, engine tools.

Technical changes and changes of equipment are reserved.
Quality and craft level unchanged.

