



ITALIA 13.98 - TECHNICAL SPECIFICATIONS

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DIMENSIONS AND TECHNICAL DETAILS

Naval architecture: Cossutti Y. D. / Italia Yachts

Interior design: Emanuele Pillon / Italia Yachts

Exterior design: Cossutti Y. D. / Italia Yachts

Engineering & structural design: Cossutti Y. D.

Builder: Italia Yachts – Venezia

Property and management: Italia Yachts – Venezia

Length overall: 14.40 m (47.2 ft)

Hull length: 13.98 m (45.9 ft)

Waterline length: 12.46 m (40.9 ft)

Max beam: 4.30 m (14.1 ft)

Draft: 2.50 m (8.2 ft)

Displacement: 9,500 Kg (21,000 lbs)

Engine: Diesel 60 Hp (opt. 75 Hp)

Transmission: Sail Drive

Engine start battery: n° 1 x AGM 55 Ah

House services batteries: n° 2 x AGM 130 Ah (opt. third battery AGM 130 Ah)

Fuel: 240 litres (63,40 U.S. gal)

Water: 480 litres (126,80 U.S. gal)

CE Certification: Built according to the European Certification of compliance CE for pleasure craft “A” category

Sail area mainsail + jib: 124 sqm (1,345 sq ft)

Sail area mainsail + gennaker: 226 sm (2,432 sq ft)

DOCUMENTATION

- CE certificate
- Certificate of Compliance
- Certificate of power of engine
- Owner’s manual containing a description of the boat and of systems installed on board

CONSTRUCTION

Hull and deck are laminated foam sandwich with differentiated density PVC core; the unidirectional and biaxial E-glass fibres are laminated with vinylester resin. Plates are included in the structure to increase resistance where the deck hardware is mounted. The collar of the mast is structural. There is a structural carbon reinforced frame glued and laminated to the hull bottom. The structural bulkheads of the Italia 13.98 are made of marine plywood 15 mm to 25 mm thick and are glued and gusseted to the hull and deck. The deck is glued and laminated to the hull. Hull and deck are finished in gelcoat; walkable areas are prepared with antiskid from the female mould. Cockpit benches and cockpit floor are covered with teak.

Keel

The keel is "T" shaped with a steel frame blade and the torpedo is lead with 3% antimony. The steel structure is enclosed in a fiberglass fairing in order to optimize the wing section.

Rudder

The rudder blade is laminated glass with PVC core from a female mould. The aluminium alloy (anticorodal 6082) rudder stock is biconical. The steering wheel has dual steering cables with pedestals containing sprocket and chain. The quadrant is made of aluminum. The two wheels are 90 cm diameter and are made in fiberglass white painted. The stock bearings are self-aligning.

Lockers and cockpit

The cockpit is open aft but can be closed by a removable teak covered transom/swim platform comprising the ladder.

There are:

- n° 2 Side lockers
- n° 2 Lockers aft
- n° 1 Locker in the cockpit to accommodate the liferaft
- n°1 Locker in the cockpit for cockpit-table storage

At the bow a windlass and chain locker are provided and, aft of this, a sail locker accessible from a separate hatch.

Cockpit Table

In the cockpit floor there is a storage locker with a removable cockpit teak table, easily dismantled. A sprayhood in Sunbrella or similar fabric and stainless steel is provided with the boat as a standard.

DECK EQUIPMENT

The access to the interior from the cockpit is through a sliding hatch and a vertical tablet closing in two pieces made of plexiglass. The pulpits are made of tubular stainless steel 25 mm diameter consisting of tethers for lifelines and supports for navigation lights. N° 5 stanchions are installed on each side. One locker for halyards is housed in the cockpit floor.

Hatches and portholes

On deck are installed flush hatches and portholes with flyscreens and shades as standard:

- n° 2 Opening hatches in front cabin
- n° 1 In front cabin head
- n° 2 In saloon
- n° 2 In each aft cabin
- n° 6 Opening portlights (n° 3 x side) on the coach roof
- n° 2 Opening portlights (n° 1 side) on internal sides of cockpit
- n° 6 Mooring cleats are provided

Bow and Sail Locker

The bow anchor arm is stainless steel and easily removable, designed for Delta anchor or similar; a windlass is provided that supports a calibrated chain 10 mm installed in the anchor locker.

Winches

The following self tailing winches are provided

- n° 2 Primary winches 2 speed
- n° 2 Mainsail winches 2 speed
- n° 2 Halyard winches 2 speed
- N° 3 Handles are provided

RUNNING RIGGING SYSTEMS

Mainsheet system

"Reverse T" system with passage to the winches below deck including n° 7 ball bearing blocks, and the traveler is installed below deck level.

Jib system

2 jib tracks 1.50 m long and ball bearing travelers are installed with option to implement a barber hauler system. Optionally, a 3D trim system can be installed with up-down and in-out purchases that allow infinite variety of trimming possibilities.

Backstay adjustment system

Rod / Dyneema® backstay controlled by a hydraulic cylinder

Mast collar supplied

- n° 6 Blocks
- n° 2 Deck organizer
- n° 8 Stopper

Padeyes

The following standard padeyes are provided, foldable and fixed:

- n° 2 Vang padeye
- n° 1 Padeye for gennaker tack
- n° 2 Padeyes for lifeline in cockpit

Halyards and Sheets

All sheets are made in Dyneema®

- Genoa halyard, mainsail and gennaker DSK 78
- Mainsheet, genoa sheets DSK 78
- Mainsail and jib, vang, backstay purchase systems DSK 78
- n° 2 Reefs DSK 78

MAST, BOOM AND RIGGING

Mast

Mast with 2 spreaders anodized aluminum including conduits for the passage of electrical equipment, anchor light, navigation lights. Anodised aluminum boom with outhaul and double line reefing. The vang is telescopic. A boom light is available as optional.

Rigging

9/10 fractional rig. Nitronic discontinuous rod rigging with turnbuckles. Under deck jib furler is standard. V1 chainplate is positioned on sheerline and D1 chainplate is placed on coach roof side for easy forward-aft walkway.

ENGINE

Engine

The boat is equipped with a 60 hp diesel engine with sail-drive transmission and a 3-blade folding propeller complete with single lever control and instrument panel containing the counter and alarms for water temperature and oil pressure.

Engine compartment

The engine compartment is accessible frontally from the saloon and laterally at the sides for the filters and the sea outlet at the foot. Acoustic insulation is positioned around the engine compartment.

TECHNICAL INSTALLATIONS

Fuel

The stainless steel fuel tank has a 240 L capacity including the overflow vent, inlet on deck, emergency stop valve and oil level indicator.

Electrical system

The electrical system is 12V and feeds all utilities. All cables are suitable for nautical use according to the CE and run in special PVC conduits away from contact with the water. The electrical panel, located near the chart table, consists of a panel containing switches of the main utilities on board, such as navigation lights, electronic instruments, interior lights, radio and VHF, etc. A 12V socket is provided at the chart table. In the boom there is an LED light for cockpit illumination.

230V AC System includes

- n° 1 230V Socket positioned in the cockpit for shore cable connection with magneto-thermal power input
- n° 1 Charger with switch on panel
- n° 1 230V Socket near the chart table
- 230V Electrical panel where is integrated a Ground Fault Circuit Interrupter
- A 230V shore power cable is provided

Interior standard lighting

- n° 20 ceiling led spotlights
- n° 8 Reading lamps (all cabins bow & aft, dinette)
- n° 1 LED lamp on the chart table

Navigation lights

LED navigation lights are provided.

Fresh water system

Fresh water system hot and cold pressurized mixer comprising of bath with shower attachment and mixer in the kitchen, cap boarding deck, fresh water boiler 20 L with 230V power supply and connected to the motor, pump, n° 2 water tanks with a total capacity of 480 litres. A hot-cold shower is located in the cockpit near the opening transom

Bilge system

The bilge system is made up of a self-priming electric pump and a self-priming manual pump which can be operated from the cockpit.

Holding Tanks System

For each manual toilet there is a holding tank with automatic drainage system. Electric toilets optional.

Gas system

A gas supply is installed for the galley. This consists

of a special compartment cylinder connected by a copper pipe. In the last stretch before connecting to the kitchen, the copper tube is replaced by a PVC pipe. A flow shut-off valve is installed close to the cylinder and close to stove in the galley.

INTERIOR

All interiors and bulkheads are veneered in wood with satin varnish and brushed white areas.

Galley

The "L" galley including cabinets and drawers, is composed of a three burner tilting stove/oven, n° 2 refrigerators capacity 125 L each, one with separate compressor and plate, n° 1 double stainless steel sink and with hot and cold water mixer.

Saloon

The saloon is composed of a "C" sofa and a moulded teak table; on the opposite side there is provided a further sofa; ample storage space and cabinets to the sides.

Chart table

Dedicated chart table with seat, stowage compartment and instrument panel.

Cushions

The boat is provided complete with removable mattresses for berths, dinette seats and backs in polyurethane foam covered in different washable colours.

Forward cabin

It is equipped with a large double bed, n° 2 wardrobes with shelves and hangers, a 4 drawer compartment under the bed for storage with access from the horizontal plane of the bed.

Aft cabins

They are equipped with a large double bed and wardrobe with shelves and hanging space.

Head compartment

There are two bathrooms, one in the owner's cabin with separate shower and one with access from the saloon and port aft cabin; both are in VTR and are provided with teak grating on the floor, mirror and cabinets and marine toilets. The sinks are provided with mixer tap and shower attachment to the aft head. A holding tank is provided for each bathroom.

Right to modifications without prior notice