



ITALIA 15.98 - TECHNICAL SPECIFICATIONS

Document Release: February 2018

DIMENSIONS AND TECHNICAL DETAILS

Naval architecture: Matteo Polli / Italia Yachts

Interior design: Studio Spadolini / Italia Yachts

Exterior design: Studio Spadolini / Italia Yachts

Engineering & structural design: Cossutti Yacht Design

Builder: Italia Yachts – Venezia

Property and management: Italia Yachts Venezia

Length overall: 16.60 m (54.5 ft)

Hull length: 15.98 m (52.4 ft)

Waterline length: 14.00 m (45.9 ft)

Max beam: 4.85 m (15.9 ft)

Draft standard (“T” config): 2.90 m (9.5 ft)

Draft optional (“L” shaped): 2.60 m (8.5 ft)

Displacement: 15,800 Kg (34,800 lbs) ca

Engine: Diesel 75 Hp / 55 Kw (Optional 110 Hp)

Transmission: Sail Drive

Engine start battery: n° 1 x AGM 70 Ah 12V

House services batteries: n° 6 x AGM 130 Ah 24V

Fuel: 600 litres (158,50 U.S. gal)

Water: 700 litres (184,92 U.S. gal)

Sail area mainsail + jib: 176 sqm (1.895 sq ft)

Sail area mainsail + gennaker: 320 sqm (3.445 sq ft)

Integral part of the delivery:

- C.E. documentation
- Documents pertaining to the yard about construction for the registration
- Owner’s manual
- The boat is built according to the standards of the European CE certification

HULL AND DECK CONSTRUCTION

The hull and deck are made of foam sandwich with biaxial and unidirectional glass fabrics impregnated with vinylester resin. The core of the sandwich is made with PVC closed cell foam of different densities in different areas of the vessel. Carbon reinforcement is placed in areas of high stress. The central part of the hull is made of monolithic FRP to improve the resistance to concentrated loads and to avoid delamination. The main reinforcement grid is made of galvanized high strength steel, supporting the loads from the keel, shrouds and mast, making extremely secure the integrity of the entire craft, even in extreme conditions such as a grounding. Secondary structures are made of composite, reinforced with unidirectional carbon. The chainplates for attaching the rigging to the hull are made of stainless steel AISI 316. The finishing of the exterior surfaces is in white gelcoat with coloured hull stripes.

Deck

The cockpit floor, the benches, the swimming platform and the upper part of the coaming are covered in teak planking.

Teak on the side decks and the top of the cockpit roof is optional.

Structural Bulkheads

All bulkheads are in marine plywood. They are glued with structural adhesive and gusseted to the hull, to the internal structure and to the deck. The deck is superimposed on the hull, also glued with structural adhesive and gusseted internally.

Keel

The keel is standard fixed-type with a "T" shape configuration, and is composed of a blade with a structural part in Weldom 700 and a torpedo bulb. The upper part of the structure is constituted by a plate recessed on the bottom of the hull, connected to the metallic structure of the frame by means of stainless steel AISI 316 bolts properly torsioned. The steel parts are protected with an epoxy coating, fairings and wing profile are made from a fiberglass female mould and glued to the structural part. The lead torpedo is 3% antimony and is connected to the keel through vertical bolts. An "L" shaped configuration keel of 2.6 m draft is optional.

Rudder and Steering System

The rudder blade is foam sandwich construction

with "E" glass impregnated with vinylester resin and PVC foam core with closed cells of different density. The rudder stock is made of stainless steel or aluminum anticorrosive. The two rudder bearings are self-aligning. The steering system consists of two pedestals, two quadrants, steering cables with pulleys. With such a system the emergency tiller is not required. The two steering wheels are made of fiberglass painted white, and with a diameter of 100 cm.

Winches

There are 4 two speed self tailing winches.

All winches can be upgraded with electric motor.

Four winch handles are included.

DECK EQUIPMENT

Tracks for the control of jib sheets are installed on deck according to the lengths and positions stated on the deck plan. The tracks are inclusive of travelers and purchases for the control of the jib sheet. 14 stoppers and relative deck organizers are installed as designed on the deck plan. All the blocks needed to complete the deck equipment are sized in accordance with the provisions of the deck plan. All pulpits, pushpits and stanchions, are made of stainless steel, mirror polished. Side gates on both sides are installed. Lifelines are made of cable 1 x 19.

Hatches and Portlights

The following hatches and portlights are installed:

- N° 8 flush deck hatches horizontal
- N° 10 portlights on both sides of the deckhouse
- N° 1 for the anchor locker flush deck hatch
- N° 1 hatch for sail locker / crew cabin
- N° 4 opening portlights on the vertical sides of the cockpit
- N° 8 fixed windows on the sides of the hull
- N° 1 companionway, and provided with a lock.
- Blinds and flyscreens on all hatches standard

Mooring Systems

The anchor system is supplied and installed as follows:

- 1500 w windlass, recessed below deck inside the anchor locker and equipped with wired remote control
- Fixed anchor arm, made of stainless steel
- Delta anchor weight of ca. 25 kg
- 50 m calibrated chain galvanized steel diameter 12

- N° 4 mooring lines polyester 20 m
- N° 8 Polyform fenders F5
- N° 6 stainless steel cleats 316 retractable.

Swimming Platform

The transom is openable to allow access to the sea and the placement of the swimming ladder. The mechanism is driven by a suitable piston system. The swimming platform is covered in teak as well as the cockpit floor.

Cockpit Table & Sprayhood

A folding cockpit table made of stainless steel and teak is provided. Also provided is a recessed on deck sprayhood, made of stainless tubes and Sunbrella canvas or similar; the colour can be selected by the customer. The bimini is optional.

INTERIORS

All interiors and bulkheads are made of marine plywood of various thicknesses and veneered teak finish. The floor boards are made of plywood finished with teak veneer, while the front steps, door frames and some details will be laminated teak. Pillows and mattresses with different densities of foam-rubber and fabrics can be chosen by the owner. Every detail of the interior construction represents the know-how of the manufacturer.

LAYOUTS

Possible internal layouts:

- Standard 1: 3 cabins / 2 baths (optional crew cabin)
- Standard 2: 3 cabins / 3 bathrooms (optional crew cabin)
- Optional 4 CAB: 4 cabins / 3 bathrooms
- Optional AFT 1: aft cabin 3 cabins / 2 baths (optional crew cabin)
- Optional AFT 2: aft cabin 2 cabins / 2 bathrooms (optional crew cabin)

The standard layout is composed of an owner's cabin in the bow with its own bathroom with toilet, sink and shower in a separate room with seating. Aft are two double cabins with private bathroom mirror / or independent and large wardrobes / cupboards. The bathroom to port is enriched with a separate shower. The spacious dining area is furnished with a table (140x85cm) that can accommodate 8 people. The chart table is placed differently depending on the version but it is equipped with a large table and space for the installation of all the equipment on board. Even the galley is placed differently in

different versions but in both cases the linear development is almost 4m. It 's a 3 burner tilting stove galley with oven and stainless steel handrails for protection. The plan of the galley is in Corian or similar and the stainless steel sink double bowl is built on the plan. At the bow of the cabin there is the sail locker with separate access from the hatch on deck. As an option, this environment can be set up to accommodate a crew member

ENGINE

Diesel engine of 75 hp with sail drive transmission is mounted (110hp engine with V-drive shaft line is optional). In addition to the front stairway there are two openings (1.5m high) on the sides of the engine room for easy maintenance. The control panel of the engine is positioned in a recess in the side of the steering pedestal, the panel includes tachometer, hour meter, alarm for oil pressure and temperature. A single lever remote control is conveniently located near the control panel.

Diesel Tanks

All tanks are made of stainless steel and equipped with shut-off valves, breather and level indicator gauge. The total capacity of the diesel tanks is of about 600 litres and is divided in 2 main tank.

Systems

All onboard systems are made using quality materials and conform to the CE construction standards.

Fresh water system

The total capacity of water storage tanks is about 700 litres and is divided into two main tanks located under the floor of the saloon. All tanks are made of stainless steel and equipped with shut-off valves, breather pipe and level gauge.

The following elements are part of the freshwater system:

- N° 1 electric water pressure pump
- N° 1 boiler capacity of 50 litres
- N° 1 cockpit shower with hot and cold water mixer
- A mixer tap for each sink (galley and bathrooms)

Gas system

A gas supply is installed in accordance with housing in the outer compartment for N° 2 bottles to serve the kitchen with 3 burners and tilting oven.

Bilge System

- N° 1 manual bilge pump is installed in the cockpit

- N° 1 electric bilge pump in the keel sump
- N° 1 electric bilge pump in the engine room
- Pump / pumps for the evacuation of showers
- N° 2 Holding tanks

Refrigerator system

- N 1 front opening fridge, capacity 140 l approx.
- N 1 refrigerator top opening, capacity 140 l approx.

Electric System 24V

- Electrical panel with synoptic longitudinal view of the vessel, with switches for utilities, led cabin lights, electronics, speaker levels, voltmeter and ammeter, battery switches and parallel
- Electrical panel with breakers mounted on an anodized aluminum plate in the utility room
- Maintenance-free batteries house services (6 x 24v 130Ah) and starter motor (1 from 12v 70Ah)
- Ceiling lamps for interior lighting, switches and sockets services, night lights
- Navigation lights regulations led
- Battery Charger 80Ah

Electric system 230v

- Shore power socket and lead
- Distribution Panel 230v
- 3-230v outlets (you can install additional sockets as an optional)

MAST AND RIG

- Aluminum mast 3 spreaders, in accordance with the design specifications
- Electrical mast system including anchor light, windex light, navigation light, steaming light and deck light
- Three steps on the mast for access to the boom.
- Aluminium boom conforms to the design specifications, complete with electrics and light over the cockpit table.
- Discontinuous rod rigging with turnbuckles

Rigging

Complete set of running rigging, as follows:

- N° 1 main halyard Dyneema®
- N° 1 jib halyard Dyneema®
- N° 1 gennaker halyard Dyneema®
- N° 2 jib sheets in s Dyneema®
- N° 1 mainsheet with Dyneema®
- N° 2 reefing lines made with Dyneema®
- N° 2 lines Dyneema® for Jib cars

All sizes will comply with the requirements of the design specifications.

Furler

The furling drum recessed below deck is manual with the ability to maneuver through the halyards winch. Electrification is optional.

CE CERTIFICATION

The boat is built according to the standards of the European CE certification and complies with Directive 94/25/EC (category A Ocean) for pleasure boats. This Directive lays down, among other things, that the boat must be able to sail even in waves up to 7 meters and wind intensity up to force 10 on the Beaufort scale.

Directive also establishes a minimum standard for:

- Strength of hull and deck
- Structural bulkheads and reinforcements
- Keel, rudder and their attachment to the hull
- Safety and stability
- Installations of engine and gas plant
- Seacocks
- Technical manuals and documentation for all major installations

The yard reserves the right to change the above without prior notice.