Sail Boats
Racers

V1 LUTRA 30 SPORT BOAT

Taking competitive racing to the next level

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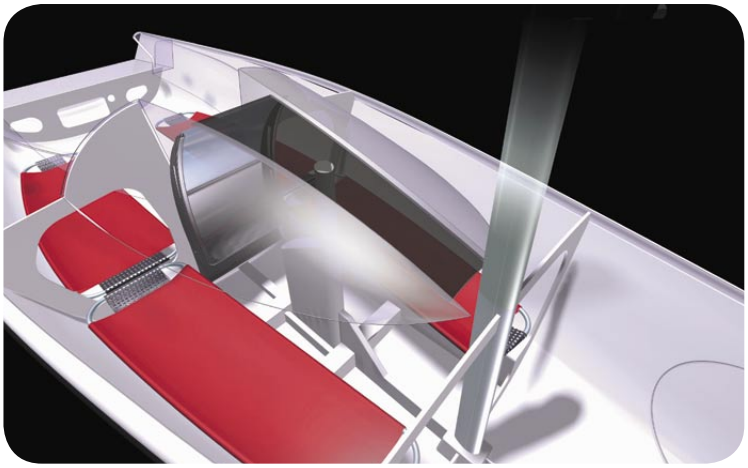

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With an uncompromising attitude towards winning performance, the V1/Lutra-30 is a marvel of the latest computer-aided design technologies, set to conquer the challenges of world-class racing competition. Bringing together an enviable array of specialists in its development, the Lutra Design Group have served as this boat's naval architects, while the structural engineering has been done by SP Technologies.

The dynamic spirit of the boat is vividly expressed through her clean and racy looks, reflecting her strong racing pedigree. Waiting to be discovered are its exceptional build-quality and comprehensive list of amenities - an exceptional choice for discerning enthusiasts.

The boat's hull and deck are made out of advanced composite infusion epoxy E-glass / Carbon fibre, which is female moulded, while its mast is a high modulus carbon fibre Hall Spars rig. Routine functions such as trailering and rigging on the V1/Lutra 30 are custom engineered to facilitate minimal delivery time and effort. Trailering safety is increased by the retractable keel and rudder. The entire boat is made to enable winning racing performance that's ready to take on the water whenever you are.

PRINCIPAL DIMENSIONS

Length Overall (LOA)	9.140 m
Waterline Length (DWL)	8.538 m
Overall Beam	2.912 m
Draft	2.430 m
Displacement	1850 Kgs
Mast top above DWL	14.970 m
IG	11.580 m
J	3.350 m
P	12.450 m
E	4.500 m

SAILS AREA

Mainsail	38.73 m^2
Jib	22.02 m^2
Spi / Gennaker	95.75 m^2
Upwind Area	60.75 m^2
Downwind Area	134.48 m^2

TECHNICAL

Engine	13 hp
Fuel Capacity	TBD
Water Capacity	0 ltr

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STYLING

Naval Architect : Lutra Design Group, the Netherlands
Interior and Exterior Styling : Ken Freivokh Design, UK
Structural Engineers : SP Technologies, UK
The yacht will (within minor alternations) comply with ORC Special Regulations category 2.

CONSTRUCTION

The Hull and Deck to be made of Advanced Composite Infusion Epoxy E-Glass/Carbon-Fibre structure, and to be post-cured at a temperature of 55° Celcius. Female moulded Hull, no filler needed on the outside, and no filler needed on interior as per the spirit of the yacht.

KEEL AND RUDDER

Keel

To be secured in Keelbox in such a way that the Fin/Bulb can be lifted for trailering. Coachroofhatch are removable for total lifting of the Keel.
Bulb : Lead casting with antimony and an internal stainless steel frame. The Bulb to be milled to accurate shapes.
Fin : Dillimax 890 bar, faired to sectional shape with Epoxy E-glass rigid closed cell foam foil female moulded.

Rudder

Female moulded foam filled Carbon-Fibre blade with carbon stock in a cassette supported by two self-aligning bearings; Capable of being lifted; Custom Tiller is attached to the stock and can be rotated in the upper/down direction.

ELECTRICAL

Custom Electrical Panel with switches and breakers:
1. Masthead lights
2. Engine/spare TBD
3. Spare
4. Spare

Electrical System

12V DC battery 70 amp with main switch, two wire ungrounded system throughout, wiring to be colour-coded stranded conductor, PVC insulated; All installed in accordance with the best marine practices; A master battery switch is available to disconnect all powers.

Navigation

Wireless Tick Tack electronic instruments to be advised; Optional
The navigation lights are 3 color Lopolight at masthead with integrated windex and windex lights.

MECHANICAL

Lifting Rudder System

Watertight ruddercassette with two high quality self-aligning bearings.

Propulsion

Honda 280 Saildrive (13hp) with sail-drive and folding propellor; Internal fuel tank with sufficient capacity (TBD).

Plumbing

Piping and Plumbing to be laid with consideration of weight and efficiency in accordance with the best marine practices; All below water fittings to thru-hulls to be double clamped; All thru-hulls to be flushed. All items to be accessible for maintenance and operation.
Bilge Pump to be a manual Whale Gusher to be cockpit mounted.

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Stoving
Optional small sink and one burner (with internal tank) stove.

INTERIOR

Interior Structure to be made of high-tech Composite. Construction members to be integrated in the accommodation where possible, but with no compromise towards performance of the boat. Stowage to be located under the bunks. Stowage nets to be located on the topside in the salon is optional.
Optional light-weight racings specification:
- Navigation Station in additional closet at keelbox;
- Toilet in front of the main bulkhead.
- Four separate removable (for day racing) pipe coths with angle correction.
- Two stowage bags, phones, glasses, wallets, and keys to be located under the entrance stairs.

DECK

Deckgear to be of high quality and purposed to their use (separately specified).

Winches
Two Harken Selftailing Winches to be used as primaries; Two Harken Racing Speed-Ring Selftailing Utilities to be used, all fitted to their purpose.

Mast Step
The mast is stepped on a custom step on the deck allowing sufficient rake adjustment.

Hatches
The entrance, the main hatch, is a vertical, custom made, sliding washboard; A Lewmar low profile size 22 round foredeck hatch fitted with moulded-in splashrail; Two Lewmar size 0 opening ventilation and line stowage hatches are fitted in the cockpit side.

Foredeck Rail
ORC Rules compliant moulded-in rail fitted with eye-straps on top.

Stanchions
Guardrails according to minimum Class Rules requirements; All parts to be fabricated of stainless steel, light-weight stanchions bases, according to Trimarine system.
Two sets of Stanchions:
Matchrace Type
Only lower hiking wire (reduced height), starting behind the main shrouds and stopping after forward Pushpit base; No Pullpit and Foredeck Stanchions fitted bases where no Stanchions is fitted to be (as near as possible) flushed with a cover wires to be adjustable lower wire to be fitted with hiking covers aft of main shrouds.

Offshore Type
Double wire with custom Push- and Pullpit; Foredeck Stanchions fitted with chafe wheel; Transom wires with snapshackles, wires to be adjustable; The lower wire to be fitted with hiking covers aft of main shrouds.

RIGGING

Mast
High Modulus Carbon Fibre two spreader deck stepped mast, made by Hall Spars & Rigging, USA; Rigged with fractional forestay and headsails, but with mast top spinnakers and single backstay.

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Boom
Hall Spars, light weight aluminium boom.

Spi Pole
Oversized (134%) Carbon Fibre spinnaker pole with end-for-end claws; Two fixed spinnaker pole eyes on the front of the mast for symmetrical and asymmetrical kites.

Standing Rigging
Stay materials, rod rigging is highly recommended; Fractional forestay with tuff-luff foil prefeeder; Kevlar fixed backstay with purchase (1:24).

Running and Rigging
All ropes to be of racing specification, according to their purpose.
- 1 Masthead spinnakerhalyard
- 1 Main halyard (lead to pit over coach roof, (1:2))
- 1 Wing halyard (exit just above forestay)
- 1 CL toppinglift (spare jib halyard, exit just under forestay)

Sails
To Owner's supply.

INVENTORY

All other inventories (eg tools and safety equipment) are on Owner's supply.
The boat can be provided with a single host point (optional), and with a custom cradle/ trailer capable of supporting the boat with keel and rudder extracted. A dockside inventory box customized for the V1-30 is optional.

FINISH

All colour pigments used are of approved type; Bottom treated; All paints to be of epoxy basis and suited to their purpose.