

# **HURRICANE 315/315 SPORT**

**Blu Phoenix srl**

The specifics container on the inside of the module are to be intended as indicative due to the continuous improvements, the constructor reserves the right to bring modifications without forewarning. Displacement and draft may vary according to the condition of the load.

## **Technical data**

<b>L.O.A.</b>	<b>mt 9,60</b>
<b>L.W.L</b>	<b>mt. 8,70</b>
<b>Width</b>	<b>mt 3.35</b>
<b>Displacement</b>	<b>kg 4400/3500</b>
<b>Sail surface</b>	<b>sq.m 58/62</b>
<b>Ballast</b>	<b>kg.1200</b>
<b>Water tank</b>	<b>It. 120ca</b>
<b>Fuel tank</b>	<b>It. 57ca</b>
<b>Draught</b>	<b>mt. 2.00</b>

**Motorization: 14 cv**

**Sail drive transmission**

<b>Sail plain: mainsail</b>	<b>33mq</b>
<b>Genoa 150%</b>	<b>35 mq</b>
<b>Spinnaker</b>	<b>82 mq</b>

## **Technical specifics Hurricane 315/ 315 Sport**

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**GENERAL CONDITIONS:** the specifics are intended as supplements to the drawings and the planimetry. Some details could be changed due to the perfecting in the construction phase nonetheless guaranteeing the conformity of the project.

**BOAT INSPECTION:** The future owner or an authorised representative of his may have access to the boat at any moment they see fit, with an anticipated communication of two days. The builder reserves the right to approve or reject possible modifications.

**INSURANCE-** The shipyard insures the boat bought for a value suitable to the investment made by the buyer. It ceases from the moment in which the ship leaves the construction shipyard.

**DAMAGE:** Apart from the cases beyond one's control, the construction has to protect the boat and is responsible for the reparation on any damage to the boat, crew or supplying until the moment in which it leaves the construction shipyard.

**MATERIAL:** For the lamination of the hull and deck and of all the external details homologated material will be used such as neopentilic white 911175 and NPG 80400 for the internals. The internal strengthening plywood, where foreseen by the project, are exclusively made with impermeable maritime plywood conform to the laws in action. The stainless steel components are ASI 316 and 316L, alluminum alloys series 5000 and 6000.

**TESTING:** Each boat is pretested in the shipyard with the following modality and elements:  
engine: it is turned on and checked in various circuits of fuel supply.  
Installation system: electrical systems are tested, gas and water systems. The impermeability of the deck and skylight is checked.

**CERTIFICATES:** Blue Phoenix srl. Issues, after having furnished the boat and having done the final testing, the CE class A certificate, engine books, regular use and maintenance booklet.

**GUARANTEES:** Blu Phoenix srl. Issues the guarantee of three years on its own manufactures; on acquired material the suppliers guarantee is in use. It is possible to extend the guarantee to the entire boat to 5 years upon payment of the insurance policy.

## **1. HULL – DECK**

The hull is laminate white with ISO resin and composite glass, totally by hand, with reinforcements in the major mechanical stress. In the sport version is in vinylester Resin used for the hull and structures, it is cross laminated with two supplementary layers of quadriax . in the prow triangle for an ulterior tightening of torsion.

The deck is done with the same procedure with the addition of Airex in the flat areas for the stiffening and consequent thermal acoustic isolation. In the sport version the stern has an open wheel steering compartment, a carbon wheel.

The hull and deck are assembled at interdisposition with a structural filler between the parts united by passage screws with the saxboard and with the isolation of the same on the internal part of the polyurethane with closed cell.

The internal structure of the hull gives a “spider” in vtr, laminated with separate mould in iso resin and unidirectional glass later sealed by the same in vtr by englobing the floor, the longitudinal frames of the keel and the reinforcements of the sides and the bottom which becomes a solid body with the hull. The whole structure is built in rovimat and unidirectional fibres sealed to the hull with the traditional method; the same procedure is used for the structural walls of 15 mm. In the sport version the walls are built in sandwich with pluriaxial material.

## **KEEL**

The fusio on lead and antimony at 4% of the weight of around 200kg with finishing part in the torpedo compartment ; is connected to the hull by a stainless steel cage 316L drowned in the ballast and built by 7 pivots of 20mm diameter with nut and lock nut in the internal part of the steel plates of 6mm.

## **RUDDER**

The rudder has an anticorrosive plank of 70 mm in diameter, tapered on the head at 40mm. The shovel of the rudder is in vinylester resin manually layered with pvc on the inside in the closet cell. The sliding is on a teflon bush (possibility of mounting the rudder on the wheel with mechanism). In the sport version the shovel of the rudder has a long profile.

### **INTERNALS**

**They are offset and entirely sealed to the hull. In the sport version the offset is resined with the use of a 300gr glass mat and airex75kg density in the flat areas with direct gluing or reinforcement with the usual procedx to numerous peaks in the hull it is easily surveyable in it's every area, allowing easy intervention for the modification of repair to be effected without having to modify the existing parts.**

**They are made of:**

- balancing kitchen in stainless steel with two cookers with oven.**
- sink with hot and cold water taps**
- cabinet and drawers with ample space**
- sofa in an ergonomic shape with wooden table and removable shelf on main leg**
- map table with panel for ship map , panel and seat can dissapear**
- double cabin in the prow and stern with closing cupboards with night lights.**
- dunnage with white line**
- tapestry fabric in removable cotton for washing**
- bathroom with offset with marine toilet complete of shutters, internal kitchen**
- dunnage, cupboard furnished with hot and cold water taps, two compartments for stowage, peak for equiment**
- pump for electrical bilge**
- pump for manual bilge**
- water tank with autoclave**

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### **MAST**

Loop, with two sets of tapered crossed in the head, with interrupted rigging spiroid. In the sport version the mast is made in carbon with rigging in windex rod, 6 halyards of 10mm daim with internal canalization for the passage of cables, boom with head strangler with hand passage of reef and base mainsail trolley.

### **EQUIPMENT FOR HARKEN COVER**

2 shelf tailing winches ( 40 for the genoa and 16 for the halyards), 8 stoppers, 2 rails complete with genoa ; genoa returns, 6 blocks at the foot of the mast, 2 plains returns at the deckhouse with 4 pulleys, 1 mainsail trolley on cushions with blocks on the end of the trolley and cam-matic.

Hoist 6:1 with mainsail sheet . In the sport version ulterior regulation for 16:1 split.

Pulpit prow with light passage (red and green light) and stern with white light.

Alluminum saxboard with 8 stanchions , 60cm (h), with stays passage in steel cable covered with white rubber.

Tightening brace of stern with 16:1 hoist. In the sport version split hoist.

Sliding deckhouse in plexiglass with handle in stainless steel

4 portholes + man passage

Bathroom stair

Cockpit shower

### **ENGINE**

The engine is 14 hp. Removable helix and paddels, s.driver transmission complete with sea water filler, decanter filter for gasoil, muffler, stainless steel tank and accessories all in homologated material RINA-CE

### **ELECTRICAL INSTALLATION**

Made of:

12 pannel 12v consumption

fuel level instruments

2 batteries with deviator

Battery switch off on negative

Any particular requirements on behalf of the client will be examined by the constructor with acceptance reserve.