

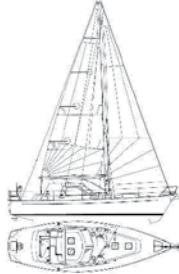
# VILM 117



V I L M Y A C H T S

## Spezifikation I/2011

Loa:	ca. 11,72m
L wl:	9,95m
Beam:	3,64m
Draft:	ca. 1,70m
Displacement:	ca. 8,50t
Ballast:	ca. 3,20t
Mainsail:	ca. 27,1m <sup>2</sup>
Genoa 130%:	ca. 38,2m <sup>2</sup>
Engine:	Volvo D2-55, 41 Kw/55 PS
Mast height above WL:	15,50m
Fuel tank:	360l
Freshwater:	345l
Holding tank:	90l



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

## Hull und 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 has an additional stainless steel rail.

All, like grid structure, engine base, and shroud attachment are laminated to the hull respective to the deck. The bulkheads are laminated from both sides to the 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. Hydraulic steering system. All hydraulic cables to the pump and valves are installed in copper tubs. The connection to the steering valves is made with high quality Stahlflex hydraulic hoses. Emergency tiller on board.

Option: Additional Pedestal for hydraulic steering on the aft deck, containing engine control, compass, hand grape which can be used as well for mounting optional navigation equipment. Steering wheel out of teak.

## Keel

Lead keel, draft about 1,75 m

The keel is attached to the hull with 18 stainless steel bolts of 30 mm 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 20 kg with 40 m chain.

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 and teak seats. Double stainless steel wire (6mm) guard rail with 6 stanchions. Option: extended pushpit out of 30mm stainless steel tube till the cockpit entrance and 4 additional stanchions and guard rail. Pulpit, pushpit and stanchions are mounted on the cap rail and recessed into the bulwark. Option: Rail gates both sides.

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

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

Teak deck, and teak on the cockpit floor and seats. The teak is crafted by hand out of solid wood bars. 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 48 St winches on the aft deck. Electric drive would be an option. All halyards and control lines have to be operated at the mast. Sheets are laid to the cockpit.

Cockpit with two big lockers on starboard and portside. Small compartments in the backrests of the cockpit seats. Hugh hatch in the cockpit floor to reach the engine room. Gas bottle compartment separate on the aft deck.

Fixed mainsheet fitting on the coach roof aft. Option: Main sheet traveller. From there the mainsheet is laid to a self-tailing winch Lewmar 16ST in the cockpit. In case of option „Fixed hardtop“ it is placed on the integrated bracket. Big open placement area under the wheel house. Big locker (illuminated) on portside, as well as two lockers aft. On is containing the gas bottle compartment. Sliding hatch out of colored acryl glass with teak rail. Lockable teak washboards with ventilation which have their storage space.

GRP Wheelhouse with big front and side windows out of safety glass in an aluminum frame. The front glass panels have windscreen wipers. The roof has two Lewmar hatches which apart from ventilation allows a free view on the mainsail. Two solid teak hand rails are on the roof. The helmsman stand is on starboard with engine control, engine panel containing rev counter and hour meter. Behind a small door you will find the electric panel with automatic fuses, ampere meter, water-and fuel gauge and 12 Volt socket. Lots of space for installing further navigation instruments. A removable and foldable helmsman seat offers you comfortable steering without cramping the cockpit while mooring. On portside is a huge deposit for the sea map. Sliding hatch for main- and aft cabin are out of teak, satin varnished. Lockable teak washboards with ventilation which have their storage space.

The optional big cockpit table offers space for about 6 persons.

With the help of the optional GRP Hart Top Version, ceiling covered with vinyl, LED elimination and two Lewmar hatches the wheelhouse will be extended and the whole cockpit will be covered. It can be closed with fabric side panels with windows.

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. Sturdy handrails are 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.

2 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

L-sofa on portside and length sofa on starboard side with ergonomic and volume foam covered with high quality fabric. The seating can be extracted which gives with the help of an inlayer a comfortable double berth if needed. The backrest can be raised up in order reach the storage facilities behind. Further storage under the sofas. Reading lights at the bulkhead and indirect illumination.

Single support 3 leaf salon table with drawer.

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

Lewmar hatch with ventilation, fly-screen and blind. 6 coach roof windows with curtains.

Sturdy hand rails above the coach roof windows.

### Aft cabin

Big aft cabin with its own companion way from the cockpit. Adjustable sliding roof. With the help of an inlayer the two single berths will become a real double berth. Volume mattresses covered with high quality upholstery fabrics. Adjustable backrests, Reading lights. Lots of storage under the berth.

Combined hanging/storage locker on portside and under the bridge deck. Lots of small lockers and shelves are built in. Big seat on starboard with storage space behind and under the seat.

Anteroom, three port lights in the coach roof, 2 to open, all with curtains.



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## **Galley**

U-form galley on starboard side, right at the companion way with Varicor surface. Double stainless steel sink with one-handle water tap and blanking cover. Opening port light at coach roof. 3-burner LPG gas stove with oven, gimbale, LPG gas system with electric safety gas switch. Big Isoterm Icebox, illuminated, 12 volts compressor. Divided crockery and cutlery drawer, lots of space for all other kitchen utensils, waste bin under the companion way. All sea cocks are ball valves, well fitted and easy accessible.

## **Headroom**

Ample headroom on portside with clean surface and easy to maintain. Lots of lockers, shelves and mirror. Lewmar ventilation hatch to open on deck and opening port light in the coach roof. Shower with separation, on-handle water tap for warm and cold water, teak grating. Electric drain pump to be operated manual. 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. With the option: extend headroom in T-form you will obtain a real shower area with separation.

## **Technical systems**

### **Tanks**

345 l fresh water tank, water infill on deck. Option: Electric pressurized water system. 360 l fuel tank, fuel infill on deck. 90 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**

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

### **Pumps and taps**

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

## **Electric system**

Two separate electric circuits 12 Volts, one with 108Ah engine battery and the other with 2x 165Ah service batteries. Charging under engine with 115Ah alternator, on shore by optional shore power connector 230V incl. differential breaker with charger 12 Volt 30Ah.

All cables are laid out in a comfortable diameter and are running through cable trays. The switch panel on portside is equipped with 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 in the wheel house.

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. Option: Further outlet into the cockpit,

## **Engine**

Diesel engine Volvo Penta D2-55, 41 KW/55PS, 3 cylinder, 35mm shaft drive, rubber cushioned and water lubricated, double circuit cooling system. Option: Volvo Aqua Drive.

Seawater strainer, fuel filter and water separator.

The engine is mounted on a GRP basement laminated to the hull and place 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 hatch in the cockpit floor and companion way.

360 l fuel tanks, with electric gauge, fill 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.

Rod kicker, gas loaded.

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

Double Backstay with turnbuckle.

Head stay - Furling system, stopper for furling line.

Main halyard, Genoa halyard, spinnaker halyard, topping lift, control lines, Main- and Genoa sheets. The halyards and control have to be operated at the mast; sheets are laid into the cockpit.

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

## **Sails**

Fully batten mainsail, Dacron from Elvström abt. 27,1 m<sup>2</sup> with 2 reefs. Mainsail cover.

High-Aspect furling genoa abt. 38,8 m<sup>2</sup>, 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.

