

VILM 41 DS



V I L M Y A C H T S

Spezifikation I/2011

Loa:	ca. 12.40 m
Lwl:	11.30 m
Beam:	3.91 m
Displ.	ca. 8100 kg
Draft:	ca. 1.95 m
Ballast:	ca. 3240 kg
Mainsail	ca. 47 m ²
Jib	ca. 33 m ²
Mast top-DWL	ca. 19.21 m
Engine:	Volvo D2-55, 41 Kw/55 PS
Fuel tank:	160 l
Freshwater:	300 l
Holding tank:	80 l



Design: Judel/Vroljik + Co.
CE-Category: A (ocean)

Hull and deck

GRP hull and deck are made by hand lay-up method, using ultimate GRP components like Isophtalic Gelcoat layer, 1 layer of Vinyl Ester and two layers with DCPD resin. The Balsa wood 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 sturdy teak rub rail with an additional stainless steel rail which you will find as well at all mooring cleat positions. 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 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 aluminum shaft and welded framework. The rudder is mounted with self-aligning bearing.

Mechanic Jefa steering system with driving rod. Pedestal with engine control, compass and grape rail with can be used for installing optional navigation instruments. Stainless steel steering wheel covered with leather.

Keel

Composite keel lead with cast iron, draft abt. 1,95 m.

The keel is mounted with 13 Stainless steel bolts of 30 mm 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. 2 foldable steps. Delta anchor of 20kg with 40m chain.

Stainless steel bow fitting with intergraded head stay- and gennaker fitting and an anchor roll to position the Delta anchor. The bowsprit is covered with solid teak which is protected at the cleats with stainless steel rails.

Pulpit with entrance for easy entering on board. The pulpit 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. Double stainless steel wire (6mm) guard rail with 6 stanchions. 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. 2 fairleads aft.

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

Teak on deck, cockpit and cockpit floor, vacuum glued.

Halyard, Jib sheet, Mainsheet and control lines are bypassed through low friction ball bearing sheaves into the cockpit through 8 halyard stoppers on two self-tailing winches Lewmar 46 ST. Electric drive would be an option.

Cockpit with a huge locker on starboard side. Furthermore 3 lockers aft. The stainless steel gas bottle compartment is the starboard aft locker. Subsequent to the cockpit there is an additional locker at the stern with two teak hatches on deck.

Fixed mainsheet attachment point in front of the pedestal. A mainsheet traveller would be an option.

Light flooded deck salon with side and front windows out of safety glass in an aluminum frame. The light colored glass give insolation and screens from UV and view. All windows have curtains corresponding to the upholstery fabric. A Lewmar hatch with ventilation is at the ceiling over the sofas.

Another Lewmar ventilation hatch you will find in the ceiling over the navigation and towards the cockpit. Sliding hatch out of colored acryl glass in garage and lockable teak /acrylic washboards which have their storage space.

Recess for mounting a sprayhood or a fixed windscreen (option). Two teak handrails on the coach roof.

Stainless steel swimming ladder with massive teaksteps, foldable.

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. There are sturdy handrails at relevant positions.

Forward cabin

Owners cabin with large island berth having volume mattresses covered with high quality upholstery fabrics. Reading lights at head. Indirect lightning. Storage facilities under the berth.

2 hanging/storage lookers, shelves and small lockers.

Lewmar hatch with ventilation, fly-screen and blind.

Anteroom with two seats and generous space. Closed by a wooden door towards the salon.

Saloon

Sofa for 6 persons, ergonomic and volume cushions covered with high quality fabric. Storage under the sofas.

Big Saloon table on solid aluminum bar which can be dropped down. With the help of an inlayer you can achieve another double berth if needed.

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

Lewmar hatch with ventilation, fly-screen and blind. Another opening port light is facing to the cockpit.

Sturdy hand rail under the ceiling.

Aft cabin

Aft cabin on portside. Large double berth with volume mattresses covered with high quality upholstery fabrics. Reading lights. Storage under the berth.

Combined hanging/storage lookers and shelves are built in.

Anteroom with headroom. Cabin is separated by a wooden door towards the saloon.

Galley

Long galley module on port side with Varicor surface. Double stainless steel sink with one-handle water tap and blanking cover.

Lewmar ventilation hatch on deck and opening port light at coach roof.

3-burner LPG gas stove with oven, gimbaled, LPG gas system with electric safety gas switch.

Big Isoterm Icebox, front loader, illuminated, 12 volts compressor.

Divided crockery and cutlery drawer, waste bin, lots of space for all other kitchen utensils.

All sea cocks are ball valves, well fitted and easy accessible.

Lewmar Ventilation hatch with fly screen over the galley.

Navigation

In the deckhouse on port side. Big chart table to open with storage for sea maps. Navigation seat.

Switch panel for on board electric, automatic fuse, gauges.

Open book shelve and a lot of space to install optional navigation instruments. With the help of an additional autopilot instrument (option) in the boat can be steered from inside at the navigation seat.

Lewmar ventilation hatch above the navigation.



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Headroom

Amble headroom on starboard with clean surface and easy to maintain. Lots of lockers, shelves and mirror. Lewmar ventilation hatch with fly-screen. Shower area with separation, one-handle water taps for cold and warm water. Shower base with teak grating. Electric drain pump operated by hand. Marine toilette, manual operated. Holding tank with sea and deck discharge. Deep skink 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.

Technical systems

Tanks

300 l fresh water tank, water infill on deck. Electric pressurized water system. 160 l fuel tank, fuel infill on deck. 80 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

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

Pumps and taps

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

Electric system

Two separate electric circuits 12 Volts, one with 108Ah engine battery and the other with 2 x 165Ah service batteries. With the option bow thruster, electric anchor winch an additional 165Ah battery is installed closed to them. With the option electric sheet winches a further battery of 165Ah is installed at the stern. Charging under engine with 115Ah alternator, on shore by 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 is on port side at the navigation, containing automatic fuses, ampere meter, water-and fuel gauge and 12V socket. A second 12V socket you will find at the pedestal. 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 at the pedestal.

Heating: Eberspächer Airtronic D 5 with 4 outlets in all cabins and headroom. The heater is located in a cockpit locker for silent operation and easy maintenance.

Engine

Diesel engine Volvo Penta D2-55, 41KW/55 PS, Sail drive, double circuit cooling system.

Seawater strainer, fuel filter and water separator. Engine panel. 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 saloon were it is placed underneath. 160 l fuel tank, with electric gauge, fills in on deck. 3-blade fixed propeller.

Rig

9/10 rig, stands on deck with inside routed halyards and jib sheet. 2 spreader silver anodized aluminum mast and boom. Boom with inside routed control lines. Fixed pad eye for spinnaker pole, mast steps. One line reefing system, operated from the cockpit. Rod kicker, gas loaded. Shrouds out of 1x19 stainless steel wire with swaged on terminals and turnbuckles. Twin backstays with turnbuckles. Head stay - Furling system, stopper for furling line. Ball bearing slider on track for self-tacking jib. 2:1 reduction for jib sheet. Main halyard, reefing lines, jib halyard and sheet, spinnakerhalyard, control lines. All halyards are high quality ropes. Sheets and control lines can be operated from 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. 47 m² with 2 reefs. Mainsail cover. High-Aspect self-tacking jib abt. 33 m², 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.

