

VILM 41 CR

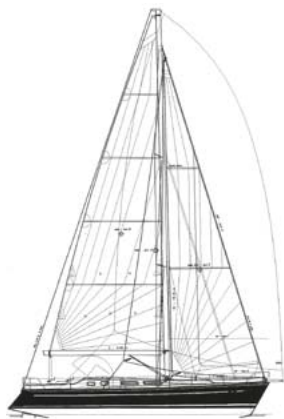


V I L M Y A C H T S

Spezifikation I/2012

Technical Data

Loa:	12.45 m
Lwl:	11.05 m
Beam:	3.95 m
Draft:	ca. 1,95 m
Displ.	ca. 8.100 kg
Ballast:	ca. 3240 kg
Mainsail:	ca. 47 m ²
Genoa:	ca. 52 m ²
Mast top-DWL	ca. 19.70 m
Engine:	Volvo D2-55
Power:	41 Kw/55 PS
Fuel tank:	110 l
Freshwatertank:	280 l
Holdingtank:	120 l



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

Hull and deck

GRP hull and deck are made by hand lay-up method, using ultimate GRP components like isophthalic 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 a PVC rub 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 hull and glued to the deck.

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, illuminated 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. 1,95m.

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. One foldable step. 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.

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 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.

Teak on cockpit benches, vacuum glued. Teak on cockpit floor and on deck will be an option.

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

Deep self-draining cockpit with a huge locker on starboard side. Furthermore 2 lockers aft on starboard- and portside. Ventilated gas bottle compartment. In case of a 3 cabin layout the locker on starboard side will be more plain. Below the helmsman seat is a storage facility for the life raft. The helmsman seat is foldable, which gives easy access to the bathing platform. Fixed mainsheet attachment point in front of the pedestal.

A mainsheet traveller would be an option. All coach roof windows can be opened. A hugh Lewmar hatch above the center of the salon. Towards the bulkhead additional 2 small Lewmar hatches for ventilation. Sliding hatch out of colored acrylic glass. Edge on the coach roof for mounting a sprayhood (option). Two teak handrail on the coach roof. Stainless steel boarding ladder, folding with solid teak steps on stern.

Interior

General

Standard layout 2 cabins with 2 headrooms, 1 aft cabin and 1 forward cabin.

Option: 3 cabin layout – with an additional aft cabin.

4 cabin layout – with additional 2 forward cabin.

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.

The floor boards are made out of synthetic material in teak optic with classic piping. There are sturdy handrails at relevant positions.

Option: Different wood for the interior - teak, cherry, African mahogany - in your choice.

Forward cabin

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

2 hanging/storage lookers, shelves and small lockers.

Lewmar hatch.

Seperated by a wooden door towards the salon.

Saloon

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

Big Saloon table. Small lookers, shelves and open book shelves. Option: Comfort interi- or with additional small lockers and shelves.

Lewmar hatch. All coach roof windows can be opened. A hugh Lewmar hatch above the center of the salon. Towards the bulkhead additional 2 small Lewmar hatches for ventilation.

Sturdy hand rail under the ceiling.

Aft cabin

Aft cabin on portside with 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.

Lewmar Ventilation hatch on coach roof. In case of the 3 cabin layout a similar, additional aft cabin will be on starboard. Because of the locker above, an optional port light towards the cockpit is not offered.

Galley

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

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

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

Divided crockery and cutlery drawer, waste pin, lots of space for all other kitchen implements. Above the galley the two coach roof windows can be opened. Towards the bulkhead a Lewmar ventilation hatch is fitted on deck.

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

Navigation

Navigation corner on starboard with chart table and compartment, hinged navigation seat with backrest, panel for board electric, automatic fuses and switches. Space for installation of optional navigation instruments.

Headrooms

Amble headroom on starboard with clean surface and easy to maintain. Lots of lockers, shelves and mirror. Lewmar ventilation hatch.

One-handle water taps for cold and warm water. Shower base with teak grating. Electric drain pump operated manual. Marine toilette, manual operated. Holding tank with sea and deck discharge. Deep skink with one-handle water tap for cold and warm water

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inserted into a nice shelf. Second headroom closed to the companionway with sink, one-handle water tap and marine toilet, manual operated.
Lewmar hatch for ventilation.
All sea cocks are ball valves, well fitted and easy accessible.

Technical systems

Tanks

Total 280 l freshwater tanks, One 135 l tank at the bow combined with a 145l tank based in the saloon. Water inflow on deck, electric pressurized water system.
110 l fuel tank, fuel inflow on deck.
120 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.
Manual 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 starboard side at the navigation, containing automatic fuses, amperage 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 placed on rubber-bonded-metals to give the best possible noise- and vibration protection.
The engine room is sound insulated with 50 mm noise insulation.
110 l fuel tank, with electric gauge, fills in on deck.
3-blade fixed propeller. Folding propeller will be an option.

Rig

9/10 rig stands on deck with inside routed halyards genoa tracks.
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 Facnor, stopper for furling line.
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 battened mainsail, Dacron from Elvström abt. 47 m2 with 2 reefs. Mainsail cover.
High-Aspect Furling genoa abt. 52 m2, Dacron

Accessories

Flagpole with flag
Emergency tiller.
2 winch handles.
1 gas bottle
3 fire extinguisher for cabins and for cockpit.
Manuals, user guide.

Technical changes and changes of equipment are reserved.
Quality and craft level unchanged.

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