

THE HULL

The yacht's hull was fabricated from 1/8 inch thick cedar laminates. Each layer got epoxy glued 90 degrees to each other and wrapped around to include the deck, in essence creating a structure that is a continuous and seamless sheet of plywood. Strategic high load areas near the mast bulkhead and the keel are reinforced with carbon fiber between the laminates. There are 10 layers of veneer besides the 5/16 inch thick tongue and groove mold that is visible throughout the interior, including the extreme bow and stern, as well as every part of the bilge. The interior mold is epoxy saturated and Linear Polyurethane varnished throughout the ship.



All bulkheads are foam filled, plywood sided and finished with varnished epoxy coated tongue and groove cedar veneer.

The keel was fabricated in form of a steel jacket fastened over a welded internal structure that is 11-feet tall. The bottom of it was hot poured with 30,000 pounds of lead, and the upper portion of the keel foil serves as a fuel tank holding 200 gal. of diesel.

The cabin sole is constructed from scarfed and laminated oak beams. Individual panels of 1/2" inch plywood fit in between and are easily removed for instant access to all locations in the bilge.

The foot of the mast terminates in the forward shower. Any rain or green water that penetrates the structure through the halyard or sheave slots of the extrusion is being expelled through the shower sump.

THE GALLEY



Our galley is flanked by a horizontal freezer. Besides assuring fresh food, it is strategically located to keep the chef in the cooking area, when rough seas or heeling could command otherwise. The upright fridge and freezer is made by GE.

LIVING QUARTERS

Below decks are 17 beds... ½ of them are wide enough to sleep 2 people. In addition, there is an owner's cabin with a large hanging locker, oversize queen bed, bathroom, shower, lots of storage, TV, CD player and surround sound. There are 2 additional bathrooms and a large shower, as well as a very sizable hanging locker and lots of storage space throughout the vessel.



WATER & POWER



Potable water is stored in 4 separate tanks, located under port and starboard bunks. The "Village Marine Tech" water maker is new and powered electrically.

A 250 HP Turbo charged Cummings Diesel Engine with a Borg Warner Transmission provides propulsion under power at 10 kts. The transmission's output shaft connects to a Morse chain drive unit that terminates 3 ft below into the keel. >From that point, a 2" shaft drives a Martec folding propeller. The

shaft is short and roller bearing supported on each end for vibration-free operation. The bearings and chain are lubricated via an oil sump, also in the keel and don't require any maintenance. Without any sails, just powered by the engine, the yacht cruises 10 kts at 2300 rpm using 7 gal. of fuel per hour, or 5 gal. per hour at 8 kts.

Sailing down-wind without any help from the engine, "*Christine*" has sailed faster than 26kts.

There are 4 additional fuel tanks located beneath the bunks for a total of 700 gal. fuel capacity.

SAILS AND RIGGING

The mast extends 130 ft. above the water line. It was fabricated from an aluminum extrusion and aircraft riveted the lengths of it. The boom has a fixed clew, and moves away from the mast hydraulically to flatten the sail.

Lidgard Sailmakers in New Zealand made:



- (1) 2-ply Mylar full battened mainsail.
- (1) Mylar # 1 genoa
- (1) 2-ply Mylar # 3 genoa
- (1) Mylar 165% reacher
- (1) Nylon 110ft. Asymmetric spinnaker
- (1) Mylar tallboy
- (1) Mylar staysail to go with the reacher

We also have at least 10 other assorted spinnakers, as well as a blast reacher and other mainsails and genoas that I bought from the Japanese A/C boat. Some of these sails were hardly used by the America Cup syndicate and are excellent.

Our head sails are stored below the cabin sole. Longitudinal bulkheads are located below the waterline form the compartments. These tunnels are also epoxy coated and varnished, which helps the sausage bagged sails to slide smoothly in and out of their respective locations.

We have 4- Primary Barient grinder drums that are inter connected by 3- pedestals. There are 9-various other winches.

The rod rigging was custom designed by Navtec Engineers.

ELECTRONICS

The electrical needs of the yacht are met by 3 separate banks of deep cycle batteries. One battery bank provides the engine and generator starting power, the second furnishes isolated power supply for the computer and instruments. The third bank services the remaining components and fixtures for the vessel.



A 5000 watt Northern Lights diesel generator services the 110 volt needs of *Christine*. It also powers the computerized charging system for the battery banks.



While the yacht is in use, the generator runs full time and virtually silent. It has a dual pack of sound insulation and is positioned in the insulated engine room. The generators use 1/2 gallon of fuel per hour, making it an inexpensive source of energy.

Christine has a Data Marine Offshore Electronics Package that is hardwired to a Swiss GPS computer,

The Christine - For Sale

Contact: Fred Preiss in the USA at 1-310-677-4738

www.christine4sale.com

as well as to the vessels computer that is used for the electronic chart system. The computer is a latest high speed Dell unit with a 17" flat NEC high resolution monitor.

All electronics "talk" to each other via NMEA 0183.

MAINTENANCE

Christine was last hauled in 2004. The bottom was sanded wet and dry, and painted the airless method with 3-coats of Z-Spar AB-90". The sides were buffed, polished and waxed.



The 10 deep cycle batteries were replaced this year.

Since launching *Christine*, nothing has broken with the exception of the carbon fiber spinnaker pole, which I replaced with an aluminum one, and we never had to make any changes to the systems and components on our yacht.

