

S/Y WHITEFIN



The S/Y Whitefin has Italian flag and during the 2002 winter season she was completely refitted under Registro Navale Italiano (RINA) survey to be registered with class certificate "100 A 1.1 Y Malta Cross".

The boat layout consists of four cabins, one is the owner suite, all aft, including a comfortable sofa with desk on starboard and a nice toilette corner with sink on port; on the fore starboard side there's a comfortable bathroom with bath tub, a wooden masterpiece.

Forward on starboard there's the VIP guest cabin with a queen size bed and a spacious bathroom, while on port there are two guest cabins, with two single bed each, and one bathroom.

The centre of life on board is the open space area in the wider part of the boat which includes the galley, partially recessed, the nav station, the bar and the saloon with fireplace. This area represents the state of the art in wooden carpentry, with amazing visible structures made of tenths of wood layers which give the warm and the feeling of perfection that just such a superb wooden construction can transmit.

Fore of the saloon there's the crew quarter, a cabin with bathroom and the forepeak, which is a multipurpose area, being fitted with removable table, sofas and two solid folding berths.

All areas have air conditioning (Frigomar 2002) and ventilation.

TECHNICAL CHARACTERISTICS

Name : "Whitefin"

Type : Sailing yacht with auxiliary engine.

Flag : Italian

Shipyard : Rainassance Yachts Marine, USA.

Launch : 1983

Hull material : Wood cold moulded and West System epoxy resin.

Deck material : Wood cold moulded and West System epoxy resin finished with teak

L.O.A. : 27,43 m

Beam : 6,28 m

Draft : 3,50 m
Dspl : 72.000 Kg
Tonnage : 54,00
Engine : N° 1 engine diesel Cummins 6 BTA 5.9,
turbocharged, max continuous power of 235 Kw at
2800 rpm
Genset : N°1 Onan 22.5 KVA
Rig :Fractioned sloop with light alloy Proctor mast, with
three set of spreaders and jumper. Discontinuous standing rigging in Nitronic 50. Structural
aramid
runners.
Sail area : 375 m2

HULL

Construction Material : Hull is made of four layers of Canadian pitch pine glued with West System epoxy resin, the inner and the outer ones are longitudinal, intermediates are laid down at +/-45°. During the refit the hull was softly sanded outside and other three coats of West system resin were applied on the impeccably maintained original layer. No planks were changed because wood was in a perfect condition Hull and deck structures are made of cold moulded acajou.

During the 2002 main refit several through hull penetration were structurally closed to make the boat safer, all valves were replaced.

Deck is made of crossed layers of wood, finished with teak planks (18 mm).

Rudder : Rudder is made in sandwich with glass-kevlar outer skin. The rudder stock is in light alloy hinged on a deepskeg.

Steering system : The steering system is direct through a cardan coupling. Quadrant is in steel.

Keel : Fin and bulb are made in cast lead over an internal steel structure. The keel is fitted to the hull by mean of bolts up to the top face of the keel floors.

Propeller : N° 1 Max Prop 32"; shaft line of 50 mm stainless steel Aisi 630.

GENERAL NOTES : Hull is perfectly maintained, both the freeboard, painted with full Awlgrip cycle, and underwater are in a very good condition.

All special structures like shrouds, keel floors, rudder bearing support, ... are faultless.

Bilges were completely sanded and protected with three coats of epoxy resin.

Deck and all fittings are absolutely watertight.

ENGINE

Year : 2002

Manufacturer : Cummins

Model : 6 BTA 59 M3, 6 in line cylinders. Bore 102 mm, stroke 120 mm, cylindrate 5.883 cc.

Power : Max continuous power 235 KW at 2.800 rpm.

Working time : 950 h

N° in the serie : 21482970

Shaft elastic coupling : Centa Aquadrive

Last Cummins check : 02-2005.

Transmission : Shaft line in stainless steel Aisi 630; 50 mm in diameter. Max Prop propeller, three blades 32".

General notes : All machinery were changed in 2002 and are in extremely good state.

ELECTRICAL SYSTEM

Characteristics : 220 Volt AC 50 Hz, 12/24 Volt DC

Generator : ONAN 22.5 MDKAF 22 Kw/1500 rpm, (working time 300h)

Batteries : N° 1 battery 24 Volts 120 Ah Dryfit with gel, maintenance free for engine start.

N° 1 battery 12 Volts 60 Ah Dryfit with gel, maintenance free for genset start.

N° 1 battery bank 24 Volts 480 Ah Dryfit with gel, maintenance free, for systems.

N° 1 battery bank 24 Volts 480 Ah Dryfit with gel, maintenance free, for electronics and lights.

Battery charger : N°1 x 100 A, 24 Volt Mastervolt (for system batteries).

No. 1 x 100 A, 24 Volt Mastervolt (for light batteries).

N°1 120 Ah Bosh alternator fitted on the main engine (to recharge the 2 batteries banks).

Inverter : N° 1 Mastervolt 24/1500

Alternator : N° 1 x 80 Ah, on main engine (to recharge the starting battery).

Shore power connection : N° 1 x 64 A

GENERAL NOTES : All wires, panels and switchboards were replaced during the 2002 refit. Switchboards are fitted with magneto-thermal switches for each machine or user. Electrical system is perfectly operating.

FRESH WATER SYSTEM

The fresh water system is made of two stainless steel tank of 1300 l of total capacity.

Tanks are fitted with electrical gauges. Water feeding is ensured by a G&R autoclave through closed circuit, one for fresh and one for hot water.

Piping is made of polyethylene for alimentary use (Accorn) and water is heated in an electrical unit (80l, 220V, 1500W) fitted with teleheating from the engine.

Fresh water is produced on board by a Tecnicomar watermaker (180 l/h)

Water intake is in a recess on deck fitted with a metallic plug.

GREY WATER SYSTEM

Water from sinks and showers are discharged in three 40 l grey tanks with automatic pumps.

BLACK WATER SYSTEM

Toilets are electrical from Tecma feeding a stainless steel tank of 200l. Tank can be pumped directly overboard or sucked from a shore system.

FUEL SYSTEM

Fuel tank in stainless steel, fitted in the engine room, has a capacity of 2000 l. The tank is fitted with both electrical and optical gauge.

Piping is in copper and certified reinforced rubber. Two Racor filters are fitted on both lines, engine (KWA50) and generator(KWA20).

BILGE SYSTEM

The bilge system has four branches to suck water from lazarette, engine room, mast/saloon and forepeak. Bilge pump is a self priming G&R ACM-BT connected in parallel with the firefighting pump which can work as a back-up or at the same time.

A submersible automatic pump is fitted in each bilge compartment, two of these are also possible to be pumped by two manual pumps.

HYDRAULIC SYSTEM

The boat is fitted with an electrical power-pack with five lines to trim outhaul, backstay, innerforestay and both runners. The system made by Medtec (Wally Yachts) has a manual back-up. The Reckman furler works with an independent power-pack.

RIGGING

The light alloy fractioned mast is based on the keel floors.

MAST : Proctor in light alloy with three flat set of spreaders and jumpers. The rig is fractioned 7/8 with structural backstay and runners. Mast was checked with penetrating liquids and ultrasound in 2002.

STANDING RIGGING : Discontinuous stainless steel (Nitronic 50) rod.

Backstay and runners are in aramid fibers. Shrouds were checked and partially changed in 2002,

rechecked in 2005 everything was fine.

RUNNING RIGGING : All running rigging is in Dyneema.

BOOM : Proctor in light alloy (park avenue)

RUNNERS WINCHES : No. 2 Harken 980 self tailing 2 speeds

PRIMARY WINCHES : No. 2 Harken 1120 self tailing 3 speeds electrical.

MAIN SAIL WINCHES : No. 2 Harken 980 self tailing 3 speeds electrical.

MAINSAIL TRAVELLER WINCHES : No. 2 Barient 36 self tailing 2 speeds.

STAYSAIL WINCHES : No. 2 Barient 737 self tailing 3 speeds.

HALYARDS WINCHES : No. 4 Barient self tailing 2 speeds.

SAILS

Mainsail : No. 1 North in soft Norlam 2002.

Delivery mainsail : No. 1 North in soft Norlam 1995.

Jib : No. 1 Doyle in dacron 1998

Staysail : No. 1 Doyle in dacron 1998

Light genoa : No. 1 Banks in Kevlar 1998.

Genoa #2 : No. 1 Doyle in Spectra 2003.

Gennaker : No. 1 North 2002.

Gennaker : No. 1 Banks 1998.

RADIO AND NAVIGATION ELECTRONICS

N.2 : Magnetic compasses White Star Riviera

N.1 : Magnetic compass Danforth Costellation

N.1 : GPS Furuno Navigator GP 36

N.1 : Autopilot Raytheon ST 7000

N.1 : SSB Furuno FS 1562

N.1 : Raytheon system:

No. 1 Masterview ST 80

No. 4 Maxiview ST 80

No. 2 Multiview ST 80

No. 1 CH wind ST 80

N. 1 : Radar RL 70 C Raytheon

ENTERTAINMENT SYSTEM

N.1 : TV colour 32' Plasma Hitachi (with the possibility to see chart plotter)

N.1 : DVD Sony DVP NS 300

N.1 : HI FI Bose in the saloon with surround system and DVD/CD player.

DECK, SAFETY AND FIREFIGHTING EQUIPMENT

Anchor is a stainless steel CQR 75 kg. A secondary anchor Danforth 30 Kg with 15 m of chain and 100 m of rope.

The mooring winch is a Lewmar 5 kW, the chain, 100 m of 12 mm, is stored in the forepeak.

Safety equipment:

Two 6 persons liferafts

No. 1 MOM (Man Overboard Module)

Two safety floaters

16 life jackets

Complete set of flares

Radar reflector

Horn

Mooring lines and fenders

No. 1 tender Novamarine 4 m (2002) with Yamaha 40 HP.

Firefighting equipment:

N.7 Fire extinguishers 2 Kg.

N.1 Fire extinguisher system Max Marine in the engine room.

CONCLUSIONS

Main works during 2002 refit:

Main engine replacement

Generator replacement

Shaft line and propeller replacement

Pumps and machinery replacement

Windlass replacement

All piping and valves replacement

All wiring and electrical system replacement

Navigation lights replacement

Hull shell (sand blasting) and structures control with new epoxy protection

Rudder control (sand blasting)

Steering system inspected and renewed

Batteries, battery chargers, inverter replacement

New teak deck and deck shell control

Hatches dismantling and renewing.

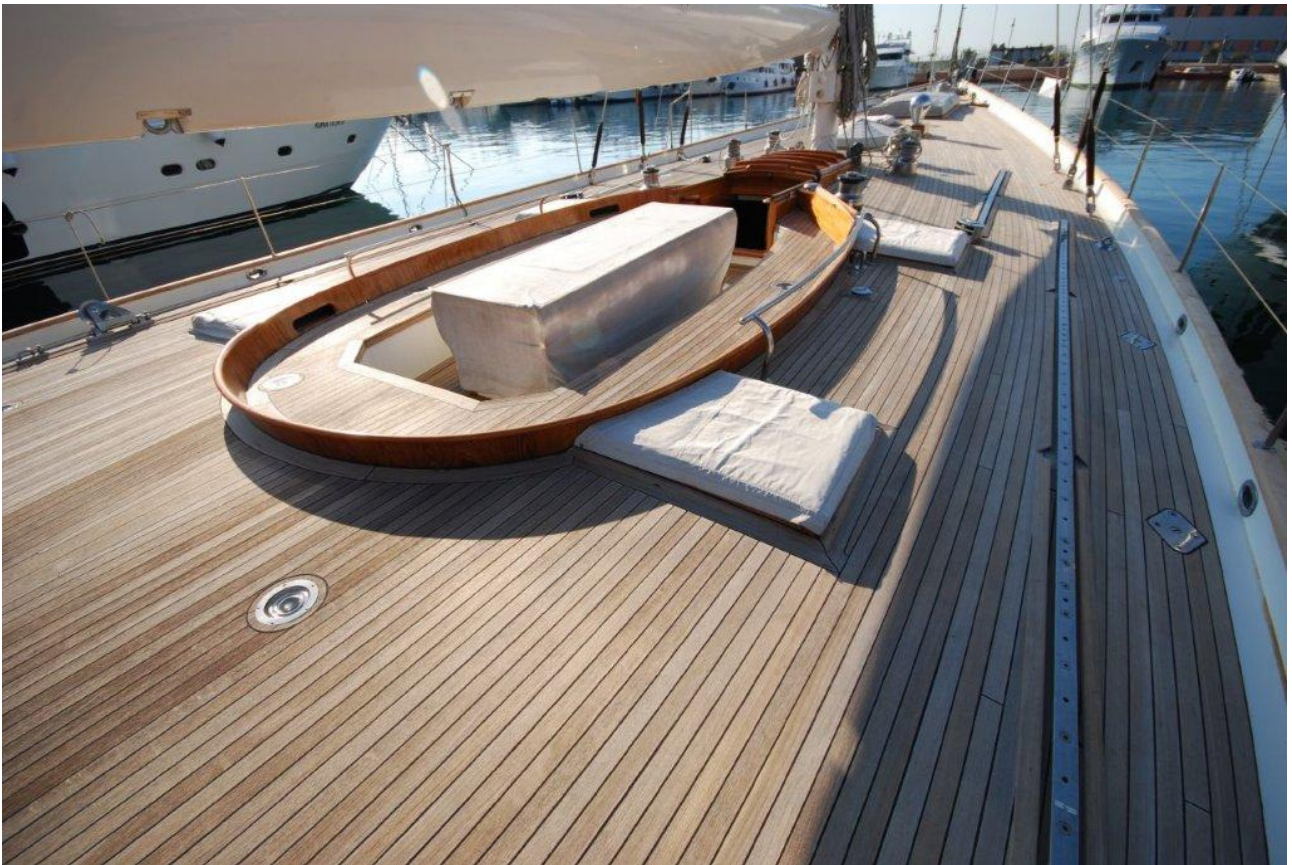
Rigging check with ultrasound and penetrating liquids

Running rigging replacement

Replacement of air conditioning, fridges, black and grey water, fresh water system.

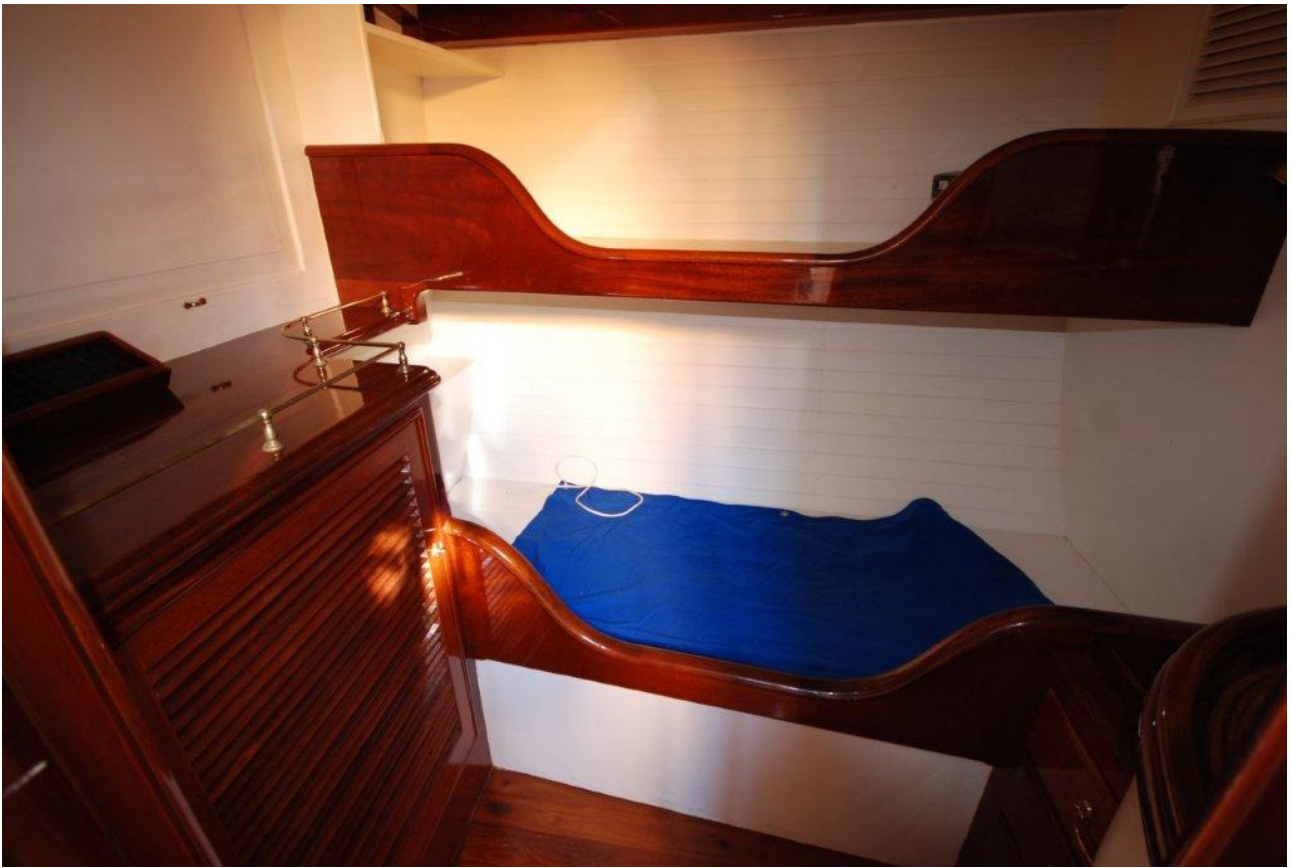






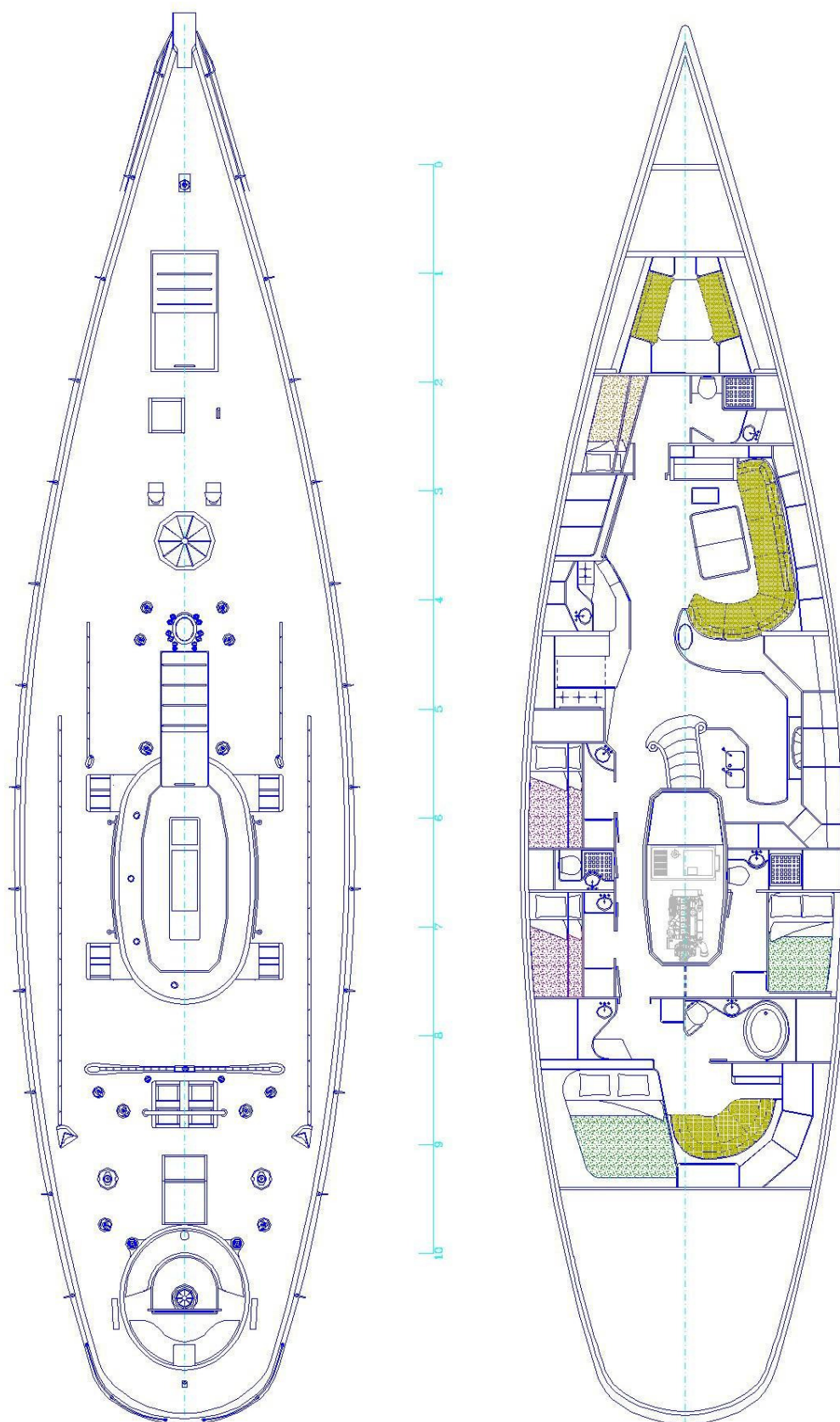












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