

-104-

Max Fun 35 Guts and Glory

SOLD



GENERAL	
Name	Max Fun 35 Guts and Glory
Model	Max Fun 35
Type	RACER-CRUISER
Year	2004
Hull Material	GRP
Flag	.
Lying	Salesharbour Enkhuizen, Holland (Netherlands)
Price	PRICE UNDER REQUEST
Vat	NOT PAID
Slogan	.
General Notes	Tax Paid
Final Notes	<p>This very popular one design class is famous because of her speed, easy handling and stunning looks.</p> <p>Keawords; Carbon Hall spars mast, Silver metallic Hull, North 3 dl sails + Norths Cruising sails.</p> <p>This is one of the best equipped Max Funn 35's around and in more than perfect condition.</p> <p>Philosophy</p> <p>Philosophy of the designers Simonis/ Voogd After the succesful introduction of the Max Fun 25 on the dutch market in 2000, dutch company Max Fun Boats introduces the all new Max Fun 35 designed by us. The philosophy behind the Max Fun 35 is to create a fast and easily driven yacht. Not trying to create another racing boat designed to any specific rating rule we opted for a sportsboat in the true sense of the word. The Max Fun 35 has more in common with the latest sportscars. Fast and mean on the outside and luxury inside. Objective is to create an affordable one design class. The hull is relatively narrow for a 35 footer with moderate flare. Wetted surface has been minimized and the T-shaped keel with lead bulb, accounting for 50% of the overall displacement, generates a high stability. A high aspect rudder with carbon fibre stock will keep the boat on course. The VPP predicts speeds well in the twenties on broad reaching angles.</p>

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DESIGN

Builder	Max Fun
Designer	M. Voogd

DIMENSIONS

Loa	11.00 m
Lwl	9,43 m
Beam	3,25 m
Draft	2,20 m
Displacement	3.000 kg

ENGINES

Engines	Single Diesel YW# 62889-1440278
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INSTRUMENTS

Notes	ST 60 Kit Raymarine 2004 VHF & GPS Raymarine 2004 4x 20/20 displays Raymarine 2004 remote 20/20 Raymarine 2005
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SPARS & RIGGING

Sails	.
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SPARS & RIGGING

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Notes	<p>Sail area: Main: 45.0 m² 100 % Jib: 27.2 m² GP Spi: 145.0 m² I: 12.95 m J: 04.20 m P: 13.65 m E: 04.90 m</p> <p>Fractional rig, no backstays. Hall carbon mast.</p> <p>Sailplan</p> <p>The sailplan shows the mast fairly far aft positioned. We did this in order to get enough drive from the the jib. With a lower aspect ratio the jib will be more efficient and downwind the seperation between the mainsail and the assymetric spinnaker becomes bigger.</p> <p>The rig features a Hall spar carbon fibre mast with swept back spreaders with a wide shroud base and no runners. The geometry of a wide spreader base means that rigging sizes can be smaller (lighter!) as the loads on the rigging are lower. In addition, the mast section itself can be lighter as the set-up provides better side to side support and less compression on the mast. Because of Hall Spars unique single-piece, autoclave-cured construction, the rig is light and strong.</p> <p>There are two masthead spinnaker halyards and one at the hounds for a fractional chute. The fractional non overlapping headsail fits on a Harken furler mounted under deck to avoid a bowman in mark rounding maneuvers and allow for ease of handling in cruising conditions too.</p> <p>The mainsail has a fairly generous roach but still clears the backstay. It could have been possible to omit the backstay but for overall stability of the mast and mainsail trimming, we believe the boat is better off with backstay.</p> <p>A big asymmetric spinnaker is flown from the carbon bow sprit.</p> <p>For light upwind conditions a 55 m2 Code zero type sail can be flown from the bow which makes upwind sail area 100 m2 for a 3000 kgs boat!</p>

DECK

DECK	
Notes	<p>The deckplan shows a generous cockpit with a clean deck lay-out. Four winches in total with ratchet blocks on the gennaker sheet and a fine trim on the mainsheet will be enough to keep the sails under control. The jib furling line and bowsprit control line are fed back under deck</p> <p>All controls are feed back to the cockpit over the coachroof. For touring purposes a locker can be installed at transom to create extra locker space and close off the transom.</p>

CONSTRUCTION	
Notes	<p>For the building of the boat conventional building materials will be used as much as possible.</p> <p>Conventional resins and glass fabrics have progressed a lot over time and in this manner it is possible to create an exciting yacht for an exciting price.</p> <p>For the hullshell a thick foamcore has been used for panel stiffness and an one piece internal structure has been designed to carry all the sailing loads. Not unlike the alloy spaceframes from the old IOR racers. In this case the internal frame is completely built out of glass/ carbon fibre and glued into place. The steel keelfin slots into a recess in the hull and with the keelbolts as well as with the mainchainplate bolts also a mechanical fastening is achieved between hull shell and interior liner. We did not opt for a lift keel as transporting a boat this size by road is not legal in Europe due to its beam of over 3.0 meters.</p> <p>The project was started at the middle of October 2001 and four boats had to be delivered before the 1st of June 2002. To achieve that short turn around time for building all the moulds and the products extensive use has been made of the latest CAD /CAM technologies.</p> <p>The boat consists basically out of four pieces. Hull, deck, interiorliner and a ceiling liner.</p> <p>The first boat is built over CNC cut frames with Core-cell foam planking. After the outside skin laminate was applied and the hull faired and painted to a high standard the hull mould was made over this Aplug@. Main advantage was minimal wastage, only the building frames and after the mould was completed the whole assembly was turned around, the inside skin of the first boat was laid down. The internal frame, which includes nav station, galley and all structural members, engine base and aft bunks was full 3D modeled in the computer and CNC milled as one unit.</p>

ACCOMODATIONS	
Bath Shower	Yes
Notes	<p>While the aim is to create a fast yacht we did not want it to become a unattractive empty boat inside. The internal frame is visible thru-out the boat but by making the moulding in a dark colour and with a spickle coating it already will look vastly different from what we are used to.</p> <p>The hull sides are finished off in alcantara look alike lightweight panels and with removable leather seats and wooden floor panels the boat will have a warm feeling inside. The galley consists out of a sink and three burner stove integrated in a one piece base. This whole unit is gimbaled. On starboard side one finds a nav table with place for notebook and electronics. The interior can in total accommodate six people. Two aluminium pipecotts can be installed in the bow.</p>

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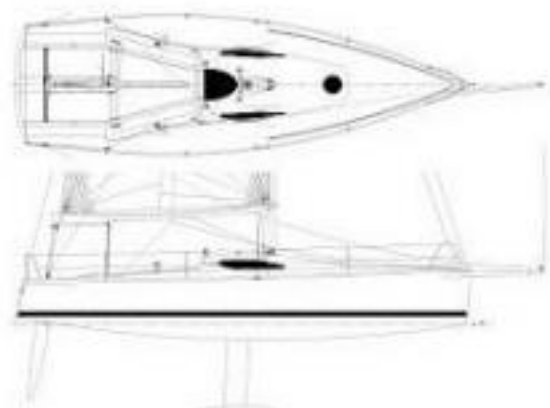
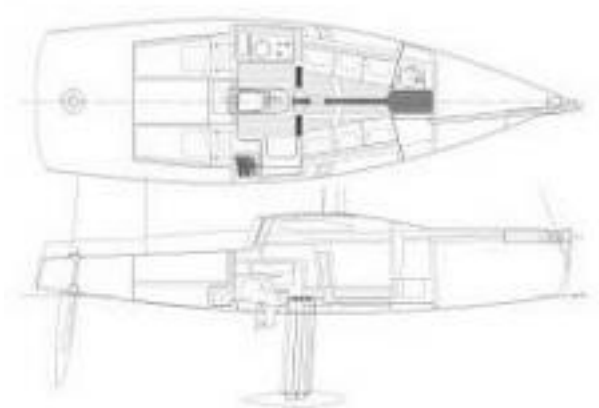
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