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V1 LUTRA 30 SPORT BOAT A



Yacht Name	V1 Lutra 30 Sport Boat A	LOA	9.00 m
Model	V1 LUTRA 30	Beam	2.91 m
Year	2008	Draft	2.43 m
Location	Valencia	Displacement	1850 kg kg
Price	At Request	Engine	Engine 13 hp

BROKER'S COMMENT: .

DESCRIPTION:

With an uncompromising attitude towards winning performance, the V1/Lutra-30 is a marvel of the latest computer-aided design technologies, set to conquer the challenges of world-class racing competition. Bringing together an enviable array of specialists in its development, the Lutra Design Group have served as this boat's naval architects, while the structural engineering has been done by SP Technologies. The dynamic spirit of the boat is vividly expressed through her clean and racy looks, reflecting her strong racing pedigree. Waiting to be discovered are its exceptional build-quality and comprehensive list of amenities - an exceptional choice for discerning enthusiasts. The boat's hull and deck are made out of advanced composite infusion epoxy E-glass / Carbon fibre, which is female moulded, while its mast is a high modulus carbon fibre Hall Spars rig. Routine functions such as trailering and rigging on the V1/Lutra 30 are custom engineered to facilitate minimal delivery time and effort. Trailering safety is increased by the retractable keel and rudder. The entire boat is made to enable winning racing performance that's ready to take on the water whenever you are.

DESIGN

Design Notes:	Naval Architect : Lutra Design Group, the Netherlands Interior and Exterior Styling : Ken Freivokh Design, UK Structural Engineers : SP Technologies, UK The yacht will (within minor alternations) comply with ORC Special Regulations category 2.
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DIMENSIONS

LOA:	9.00 m
LWL:	8.53 m
Beam:	2.91 m
Draft:	2.43 m
Displacement:	1850 kg

ENGINES

Engines:	Engine 13 hp
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TANKS

Notes:	Fuel Capacity TBD Water Capacity 0 ltr Stoving Optional small sink and one burner (with internal tank) stove.
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GALLEY

Hot water: No

Coolbox: No

Refrigerator: No

Water system: No

NAVIGATION INSTRUMENTS

Automatic pilot: No

Compass: No

Notes: Navigation Wireless Tick Tack electronic instruments to be advised;
Optional The navigation lights are 3 color Lopolight at masthead with integrated windex and windex lights.

SPARS & RIGGING

Sails: Mainsail 38.73 m2 Jib 22.02 m2 Spi / Gennaker 95.75 m2 Upwind Area 60.75 m2 Downwind Area 134.48 m2 + North Sails pack.

Notes: Mast High Modulus Carbon Fibre two spreader deck stepped mast, made by Hall Spars & Rigging, USA; Rigged with fractional forestay and headsails, but with mast top spinnakers and single backstay. Boom Hall Spars, light weight aluminium boom. Spi Pole Oversized (134%) Carbon Fibre spinnaker pole with end-for-end claws; Two fixed spinnaker pole eyes on the front of the mast for symmetrical and asymmetrical kites. Standing Rigging Stay materials, rod rigging is highly recommended; Fractional forestay with tuff-luff foil prefeeder; Kevlar fixed backstay with purchase (1:24). Running and Rigging All ropes to be of racing specification, according to their purpose. â€¢ 1 Masthead spinnakerhalyard â€¢ 1 Main halyard (lead to pit over coach roof, (1:2)) â€¢ 1 Wing halyard (exit just above forestay) â€¢ 1 CL toppinglift (spare jib halyard, exit just under forestay)

ELECTRICAL

Battery Charger: No

Notes: Custom Electrical Panel with switches and breakers: 1. Masthead lights 2. Engine/spare TBD 3. Spare 4. Spare Electrical System 12V DC battery 70 amp with main switch, two wire ungrounded system throughout, wiring to be colour-coded stranded conductor, PVC insulated; All installed in accordance with the best marine practices; A master battery switch is available to disconnect all powers.

CONSTRUCTION

Notes: The Hull and Deck to be made of Advanced Composite Infusion Epoxy E-Glass/Carbon-Fibre structure, and to be post-cured at a temperature of 55Â° Celcius. Female moulded Hull, no filler needed on the outside, and no filler needed on interior as per the spirit of the yacht. Keel To be secured in Keelbox in such a way that the Fin/Bulb can be lifted for trailering. Coachroofhatch are removable for total lifting of the Keel. Bulb : Lead casting with antimony and an internal stainless steel frame. The Bulb to be milled to accurate shapes. Fin : Dillimax 890 bar, faired to sectional shape with Epoxy E-glass rigid closed cell foam foil female moulded. Rudder Female moulded foam filled Carbon-Fibre blade with carbon stock in a cassette supported by two self-aligning bearings; Capable of being lifted; Custom Tiller is attached to the stock and can be rotated in the upper/down direction.

ACCOMMODATIONS

Shower: Yes

Air conditioning: No

Heating: No

Notes: INTERIOR Interior Structure to be made of high-tech Composite. Construction members to be integrated in the accommodation where possible, but with no compromise towards performance of the boat. Stowage to be located under the bunks. Stowage nets to be located on the topside in the salon is optional. Optional light-weight racings specification: â€¢ Navigation Station in additional closet at keelbox; â€¢ Toilet in front of the main bulkhead. â€¢ Four separate removable (for day racing) pipe coths with angle correction. â€¢ Two stowage bags, phones, glasses, wallets, and keys to be located under the entrance stairs.

EXTRA NOTES

TV: No

Speakers Cockpit: No

Image Gallery



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