

60ft open IMOCA „Austria one“



Specifications:

Naval architect: Nivelt
Builder: Garcia, France
Hull: Aluminium/composite
Year: 1995; refit 2003 + 2012 +2020
Flag: Austria
Laying: Marina Kastela / Split, HR

Length: 18.27 m
Beam: 5.1 m
Draft: 4.5 m
Displacement: 11.5 t
Keel: canting keel; 3 t
Sailing area: 229m²/495m²
Engine: Nissan SD22 51kW
Berths: 9

Rigg:

Mast: 24 m alu/carbon, 3 spreaders
Standing rigging: rod rig Navtec 2011
Running rigging: Dyneema 2011

Deck hardware:

9 Anderson winches
3 Furlers for genna 1 & 2, code 0
Blocks: Ronstan, Wichard

Sails: Vendee Globe 2008/9

Main: 151m² Hydranet
Genna 1 light: 78m² Carbon Mylar (CBS)
Genna 1 heavy: 76m² Hydranet
Genna 2: 44m² Hydranet
Genna 3: 20m² Hydranet (excellent condition)
Strom jib (not used); Try sail 27m² (not used)
Code 0: Aramid 178 m²(excellent condition)
Gennaker A5: 176m² 2.5 oz Nylon
Gennaker A2: 300m² 0.75 oz Nylon

Accommodation:

Large navigation station

2 pilot berths, 2 berths in keel compartment, 4 berths in bow compartment, 1 berth in stern compartment

Sinks with fresh water and salt water pumps, gas cooker, pumping toilet

Navigation & communication:

B&G H5000 autopilot (2018), B&G Zeus³ Chart plotter (2018), B&G 4G radar (2018), Yacht PC and 24" monitor (2018), c-Map and Navionics charts (2018), Expedition software (2018), AIS Raymarine 700 class B (2019), Navtex NASA (2011),

VHF: ICOM IC-M603, ICOM IC-M412 (2011), ICOM IC-M23 (mobile, floatable, new 2013), AIS (2015), Garmin echosounder and chartplotter (2016), Seamee active radar reflector

Energy:

4 solar panels, 2gel batteries 420AH, one starter battery; 2x120l + 30l fuel.

Safety:

2 Life rafts Plastimo, 4 persons and 8 persons; 4 personal AIS

EPIRB resueME Ocen Signal (2018); equipped according to Austrian requirements for world-wide sailing

Grab bag with flares

General information:

The boat participated in the Vendee Globe 2008-2009 with the skipper Norbert Sedlacek and arrived at 11th from 30 started boats. There was a major refit in 2011/2012 comprising new axes and bearings for the canting keel, new bearings for the twin rudders, new Navtec standing rigging, replacement of engine by completely refit Nissan SD22, MaxProp propeller, new wiring and new electrical switches, deck painted, inspection and service of all sails. The boat is now used to participate in open races in the Adriatic and Mediterranean, and for offshore sailing.

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