

NECTON 13,60



NECTON 13,60

Nēktón: *ciò che nuota, ad indicare gli esseri pelagici forti nuotatori, capaci di vincere le correnti e il moto ondoso. Pesci di mare aperto, la cui volontà li guida nella vastità degli oceani.*

Necton 13.60 is a blue water sailing cutter designed for sailing in high security standard, autonomy and comfort.

CAD-CAM DESIGN

The entire boat is based on a complete 3D CAD model. This allows to extract all parts geometry directly, both metal aluminium alloy parts and furnitures, achieving the exact consistency to the original project

All plates and plywoods are cut using CNC tools and identified by a code for the assembly on site.

The industrial construction, using modern technologies, allows time saving and competitive cost.

At the meantime the dedicate-on off oriented artisan work allows to meet high quality standards and allows the chance to customize every boat to the owner's requirements.

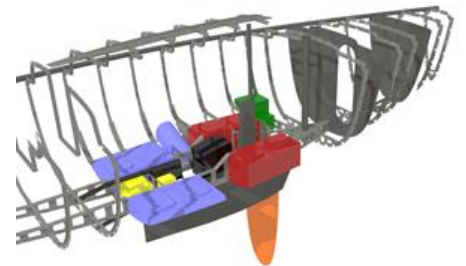
HULL FORM

Necton is designed as a medium displacement boat in way to allow for major changes in total load and coupled not significant changes on performances as required on a blue water oriented sailing boat.

The moderate maximum beam is located not far from mid-boat and volume equilibrate distribution provides good performances at all sailing points.

A close attention is on main weights location to allow light extremities and excellent sea-keeping handlings.

Water and fuel tanks, engine, batteries and chain store are located near mid-boat, under the dinette floor.



LIFTING CENTERBOARD

The lateral plane is composed by a fixed keel including lead ballast and a lifting NACA profile centreboard.

The fin movement is a compass one around a pin located inside the centreboards trunk.

Fin position can be easily adjusted from the cockpit, draft can change from 1.6 m to 3.5 m. All intermediate positions are allowed.

The rudder is protected from a skeg and is deep 1.6 m, the same immersion of the fixed part of the keel.



SAIL PLAN

Sailing plan is a 9/10 mast on the deck

Cutter rigged, two staysail, with self turning foresail; furling genoa and foresail completely handled from the cockpit post.

The main sail reefing system is also completely and safely handled from the cockpit in all weather condition.

The large sail store is able to recover all sails including spinnaker storm-sail (to be fitted on a dedicated and removable stay) and spare sails.



CONSTRUCTION

Hull shell and deck plates are in aluminium magnesium marine alloy AA5083, and in AA 6082 stringer profiles;

All Plates, in all thickness and all profiles are supplied with builder test certificates.

Structure constituted by transverse and longitudinal reinforcements. Two central keelson acts as engine bed and side wall for the tanks integrated into the structure; in the bow area they join together into a single central keelson.

Rounded hull is aft closed from a stepped transom

There are three watertight bulkheads: one aft of the fore sailing box, one for the aft peak, one near the mast aft of the fore cabin, with watertight door.



NECTON 13,60

Water and fuel tanks, placed in the center of the boat, have top at the floor level and are of double bottom structural type, framed separated. Each tank section has a bolted inspection hatch.

The aluminium keels are a composed construction of web plates and are weld-joint to floors.

INTERIORS

The under deck situation is full of light thanks to the panoramic windows of the coachroof.

There's a good view by the dinette and the position of the chart table is raised so it's possible to steer under deck thanks to doubled engine control and autopilot.

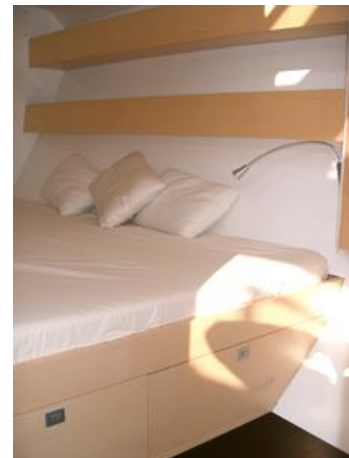
The aft symmetrical guest cabins have a bathroom with oil skin locker; a second bathroom is bow located for the owner cabin.

There is a little space with a locker for hardware and a foldable table in the bow area.

The hull shell, above DWL, and deck plates are isolated by a polyuretanic foam 70 mm thickness.

The complete insulation, the dorade air intake and several portlights all contribute to a good air support and climate under deck during summer and winter.

The furnitures are screwed on flanges welded to the structures and can be disassembled so every part of the boat can be reached.



NECTON 13,60

TECHINICAL DATA

Dimensions

Over All Length:	LOA	14,20 m
Hull Length:	LH	13,60 m
Waterline Length:	LWL	13,04 m
Max Beam:	Bmax	4,00 m
Waterline Beam:	BWL	3,38 m
Min Draft:	Tmin	1,60 m
Max Draft:	Tmax	3,50 m

Displacement

Light Displacement:	13,2 t
Load Displacement:	15,6 t
Ballast:	4,5 t
Crew:	8
Max Load:	2,4 t

Sail Plan

I	16,61 m
P	15,80 m
J	4,81 m
E	5,98 m

Sail Area

Main Sail (full batten)	55 m2
Genoa 135% (furling)	53 m2
Jib (furling)	27 m2
Foresail (self tacking)	15 m2
Spinnaker	145 m2

Engine

Diesel inboard:	Lombardini	LDW 2204 MT
Power:	61 kW, (87 HP), 3200 rpm	
Gearbox:	Technodrive	TMC 260

Shaft/Propeller

stainless steel	AISI 316	Φ 40 mm
Autoprop	H6	Φ 566 mm



NECTON 13,60

Battery

Domestic system batteries:	575	Ah
Engine battery:	115	Ah
Voltage D.C.:	12	V

Domestic system batteries charger

Alternator:	Ample	4023 1",130 A
Charger/inverter:	Mastervolt	Mass-Combi-2000
Wind Generator:	Southwest	Air-X-Marine 400W
Solar Panel:	Uni-Solar	US 64, 64 W

Engine battery charger

Charger: Sterling Power DC/DC, 12V-12V,50 A

Interior lighting

Led: BCM

Navigation lights

Led: Lopolight

Tanks capacity

Fuel tanks

Main tanks:	2 x 375 = 750	l
Daily tank:	90	l

Fresh water tank: 2x 260 = 520 l

Holding tanks

Waste waters: 2 x 57 = 114 l

Deck fittings

Primary Winches:	2 x 60 ST
Main Sail Winches:	2 x 48 ST
Coachouse Winches:	2 x 48 ST
Mast Winch:	1 x 44 ST

Design

CE design category: A
Design: ing A. Gatti, arch A. Valenti

