

Open 60 « UUDS »



Ex **VOILA.FR**, 8th in VENDEE GLOBE 2000 – 2001, 2nd ex aequo in Grand Prix de Fécamp 2001 – 5th in TRANSAT JACQUES VABRE 2001

Ex **GEODIS**, winner VENDEE GLOBE 1996 – 97

Ex **SCETA CALBERSON**, winner BOC 1994 – 95

Type :	60 feet Open monohull
Length :	18,23 metres
Draft :	4,50 metres
Displacement :	9 tonnes
Designer :	GROUPE FINOT
Builder :	JMV INDUSTRIE and MAG
Year :	1994
Total refit :	2000
Keel :	3,5 tonnes canting keel (37/45 degrees on each tack) with a 3 tonnes bulbe
Ballasts :	central ballasts forward and aft

CONSTRUCTION

Hull :	sandwich carbon Nomex on the sides of the hull pure pre impregnated carbon T 800 in the bottom cocked at 120°
Deck :	Sandwich carbon Nomex
Ballasts :	Sandwich carbon Nomex with plexi hatches
Keel :	steel fine structure with sandwich shape and lead bulb (new from 2000)
Dagger boards :	pure carbon (lengthened in 2000 and 2001)
Rudders :	carbon T 800 shaft built by AMCO
Spare rudder :	one dagger board is used in a carbon box suspended to the transom

UUDS / BGYB (continuation 1)

ENGINES

Main engine : 40 HP LOMBARDINI (new 2000) and gear box (year 2001)
Transmission : SD 20 sail drive (year 2001)
Propeller : foldable propeller (year 2000)
Fuel tank : 30 litres plastic daily tank (year 2000)

BALLASTS

Central forward : 1 500 litres/ballast
Central aft : 500 litres/ballast
Plumbing : plastic tubes, seacocks, etc. (year 2000)
Ballast pump : belted pump on generator (year 2000)

HYDRAULIC

Pump : electrical and manual double effect (year 2000)
Jacks + distribution : double effect jacks + distribution made by
SERVHYDRO CAEN (year 2000)
Hydraulic oil tank : 25 litres (year 2000)

ENERGY

Generator : 9 HP Yanmar (year 2000)
Batteries : 2 packs with 2 batteries 145 Ah/12 V for service + 1 battery
for the generator (year 2000)
Alternator : 165 Ah/14 V (year 2000)
Solar panels : WEBASTO (year 2000)
12 x 53 W
12 x 26 W
4 x 13 W
Regulation : custom made by TEA with aircraft type wiring (year 2000)

RIGGING

Mast : M40 J ALU CARBONE (year 2000)
Boom and spinnaker pool : M40 J ALU CARBONE and ANTIBES MAT
Standing rigging : NAVTEC rod rigging (V1 and D1 – année 2001) - PBO (all
shrouds above the 1rst spreaders – year 2002) – Vectran CHIEN
NOIR (runners, staysail stay and upper stay – year 2000) –
Kevlar Navtec (solent stay – year 2001)
Running rigging : Vectran et Spectra CHIEN NOIR and ANCELIN (year 2001)

SAILS

3 main sails : Spectra (2000 and 2 GEODIS main sails)
2 solent jibs on stocker : Spectra (2000) and Kevlar (2001)
1 stay sail : Spectra (2000)
1 code O : Kevlar (2001)
1 asymetrical spinnaker : Polyester (2000)
1 gennaker : Spectra (2000)

UUDS / BGYB (continuation 2)

SAFETY EQUIPMENT

Life rafts :	2 life rafts (1 Solas container and 1 in a bag) (year 2000 for Solas - both serviced in 2002)
Watertight suite :	TPS by Guy Cotten
EPIRB :	Sarsat
Miscellaneous :	1 st French Class plus FICO and IMOCA

COMFORT EQUIPMENT

Fresh water :	1 POWER SURVIVOR 35 water maker
Fresh water tanks :	10 litres plastic tanks
2 berthes :	aluminium
Galley :	1 gas burner stove and 1 stainless steel sink

NAVIGATION INSTRUMENTS

GPS :	2 (year 2000)
Standard C :	Trimble 7001
Radar :	Furuno 1721 (year 2000)
VHF radio :	Furuno FM 2510
SSB radio :	Furuno FS 1550
Weather fax :	Furuno (year 2000)
Electronic barometer :	digital (year 2000)
Self steering :	2 Autohelm 7000 (year 2000)
Instruments	Autohelm (year 2000)
Electronic compass :	KVH (year 2000)
Computer :	2 Compaq (year 2000)
Standard Mini M :	Thrane & Thrane
Standard B :	with video computer (year 2000)

DECK HARDWARE

Winches :	Andersen (year 2000)
Stoppers :	Easylock Maxi (year 2000)
Stockers :	Profurl Kevlar (year 2001) for solent jib
	Facnor (year 2000) for gennaker
Rails, travellers and blocks :	Frederiksen (year 2000)

SHIPYARD AND TECHNICAL TEAM in 2000

When the boat was bought from GEODIS in 2000, it had been decided with the designers GROUPE FINOT and Marc LEFEVRE, that numerous upgrading modifications were to be made on the boat.

A big job of dismantling everything started in Caen where the boat was lying in dry dock.

UUDS / BGYB (continuation 3)

On the 15 April 2000, a truck took the boat without keel from Caen to Les Sables d'Olonne. Mid April the boat arrived in MAG SERVICE shipyard in Les Sables d'Olonne.

Further dismantling works and the refit were then started.

WORKS MADE:

Changing of the keel for a deeper and heavier steel keel. This meant reinforcement in the bottom of the hull and the mast bulkhead. Also a half bulkhead was added aft of the keel.

All the hydraulic system for the canting keel was changed in order to increase the angles of the keel when sailing and in case of capsizing. This meant a new aft half bulkhead, new jacks and new supports for the jacks to trim the keel. THIERRY ELUER has built the new half bulkhead and the carbon pieces for the jacks.

Adding of a new watertight bulkhead at the cockpit level. Altogether there are 6 watertight compartments including the crash box.

Approximately 100 Kg were removed from the boat (all the sides water ballasts bulkheads were removed, etc.)

Complete new electrical circuit made by TEA with aircraft wiring.

New aft compartment in the transom for the life raft.

Complete new paint job.

New seat, chart table and galley.

TECHNICAL TEAM:

Marc LEFEVRE - SARL V1 D2 : He has coordinated all the works as team manager. He asked for all the quotations, he coordinated relationship between Bernard GALLAY, the designers GROUPE FINOT, the shipyard MAG SERVICE, the suppliers and the shore team (Oliver STAUB, Pierre TISSIER et Ludovic AGLAOR).

He brought his great experience in terms of 60 feet Open monohulls and preparation for the VENDEE GLOBE. He had been before that in charge of the preparation of BAGAGES SUPERIOR and GEODIS for the two previous VENDEE GLOBE.

SHIPYARD AND TECHNICAL TEAM in 2001:

At the end of the VENDEE GLOBE 2000-2001, VOILA.FR was dismantled and entirely checked : new keel bolts and bearings, radio of the keel head canting system, new under water surface and antifouling, rigging, engines, new video computer for sending pictures and videos, refit of the hydraulic canting keel system by SERVHYDRO, etc.

Numerous upgrades : Kevlar Navtec solent stay with Profurl stocker, 300 Kg weight removed from the bulb, new sails.

The work was done at the V1 D2 shipyard in Caen with Marc LEFEVRE.

Ludovic AGLAOR was leading the shore team.

UUDS / BGYB (continuation 4)

SHIPYARD AND TECHNICAL TEAM in 2002

After the TRANSAT JACQUES VABRE 2002, VOILA.FR was based in Port Camargue where numerous works for checking and upgrading the boat were carried out by Ludovic AGLAOR : part of the aft water ballasts has been removed (it saved about 100 Kg), dismantling, etc.

In September, VOILA.FR was taken to SAILING CONCEPT shipyard in La Ciotat. The keel was removed and overhauled in a factory and new keels bearings were made. Also radios were made from some important pieces linked to the keel for checking;

The deck received a new paint job, the old antifouling paint was sanded from the bottom and replaced with a new Nautic antifouling .

A new PBO standing rigging has been furnished by CHIEN NOIR.



UUDS / BGYB (continuation 5)

