



## ITALIA 15.98 / TECHNICAL SPECIFICATIONS / EDITION DECEMBER 2015

### ITALIA 15.98

**Model:** Italia 15.98

**Project:** Italia Yachts design team

**Naval architecture:** Matteo Polli - Italia Yachts design team

**Design e styling:** Design Studio Spadolini

**Structural design:** Maurizio Cossutti Yacht Design

**Property and management:** Italia Yachts Venezia

### DIMENSIONI E CARATTERI GENERALI

**Length over all:** m 16.60 (55 ft)

**Hull length:** m 15.98 (53 ft)

**Waterline length:** m 14.00 (46 ft)

**Maximum beam:** m 4.85 (16 ft)

**Draft standard ("T" config):** m 2.90 (9.5 ft)

**Draft optional ("L" shaped):** m 2.60 (8.5 ft)

**Displacement light (draft std):** kg 15.800 ca. (34800 lbs ca.)

**Ballast (draft std):** kg 5.700 ca. (12570 lbs ca.)

**Diesel engine:** 75 hp (55 kW)

**Sail area main:** 98 mq (1054 sqf)

**Sail area jib (107%):** 78 mq (840 sqf)

**Sail area gennaker:** 220 mq (2367 sqf)

### CE CERTIFICATION

The boat is built according to the standards of the European CE certification and complies with Directive 94/25/EC (category A Ocean) for pleasure boats. This Directive lays down, among other things, that the boat must be able to sail even in waves up to 7 meters and wind intensity up to force 10 on the Beaufort scale.

The Directive also establishes a minimum standard for:

- Strength of hull and deck
- Structural bulkheads and reinforcements
- Keel, rudder and their attachment to the hull
- Safety and stability
- Installations of engine and gas plant
- Seacocks
- Technical manuals and documentation for all major installations

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# ITALIA 15.98 YACHTS

## HULL AND DECK CONSTRUCTION

The hull and deck are made of sandwich with biaxial and unidirectional glass fabrics impregnated with vinylester resin.

The core of the sandwich is made with PVC closed cell foam of different densities in different areas of the vessel.

Carbon reinforcements will be placed in areas of high stress.

The central part of the hull is made of monolithic FRP to improve the resistance to concentrated loads and to avoid delamination.

It is possible to make a crash box on the bow as an option.

The main reinforcement grid is made of galvanized high strength steel and, it supports loads of keel, shrouds and mast, making extremely secure the integrity of the entire craft, even in extreme conditions such as the grounding. Secondary structures are made of composite, reinforced with unidirectional carbon.

The chainplates for attaching the rigging to the hull are made of stainless steel AISI 316. The finishing of the exterior surfaces is in white gelcoat with coloured hull stripes.

## DECK TEAK

The cockpit floor, the benches, the swimming platform and the upper part of the coaming are covered in teak planking of thickness 10mm. Teak on side deck and the top of the deckhouse is optional.

## STRUCTURAL BULKHEADS

All bulkheads are in marine plywood and they are glued and gusseted to the hull, to the internal structure and to the deck. The deck is superimposed on the hull, glued with structural adhesive and gusseted internally. The boat is provided with a first watertight bulkhead between the anchor locker and the cabin crew.

## KEEL

The keel is standard fixed-type with a "T" shape configuration, and is composed of a blade with a structural part in Weldox 700 and a torpedo. The upper end of the structure is constituted by a plate recessed on the bottom of the hull, connected to the metallic structure of the frame by means of stainless steel AISI 316 bolts properly tightened. The steel parts are protected with an adequate epoxy coat, fairings and wing profile are made of fiberglass female mold and glued to the structural part. The torpedo, is made of cast lead to 3% antimony, is connected to the keel through vertical bolts. An "L" shaped configuration keel of 2.6 m draft is optional.

## RUDDER AND STEERING SYSTEM

The rudder blade is made in sandwich with "E" glass impregnated with vinylester resin and PVC foam core with closed cells of varying density. The rudder stock is made of stainless steel or aluminum Anticorodal. The two rudder bearings are self-aligning. The steering system consist of two pedestals, two quadrants, steering cables with and pulleys. With such a system the emergency tiller is not required. The two steering wheels are made of fiberglass painted white, and with a diameter of 100 cm.

## WINCHES

There are 2 XT 66 winches for fore sails trim and 2 XT62 winches to adjust the mainsail and the halyards. All winches can be upgraded with electric motor. Four winch handles are included.

## DECK EQUIPMENT

Tracks for the jib sheets is installed on deck according to the lengths and positions stated on the deck plan. The tracks are inclusive of travellers and purchases for the control of the jib sheet. 14 clutches and relative deck organizers are installed as designed on the deck plan. All the blocks needed to complete the deck equipment are sized in accordance with the provisions of the deck plan. All pulpits, pushpits and stanchions, are made of stainless steel mirror polished, by the standards of the yard. Side gates on both sides are installed. Lifelines is made of cable 1 x 19.

## HATCHES AND PORTLIGHTS

The following hatches and portlights are installed:

- N° 8 flush deck hatches horizontal
- N° 10 portlights on both sides of the deckhouse
- N° 1 for the anchor locker flush deck hatch
- N° 1 hatch for sail locker / crew cabin
- N° 4 opening portlights on the vertical sides of the cockpit
- N° 8 fixed windows on the sides of the hull
- N° 1 companionway according to the standards of the yard, and provided with a lock.
- Blinds and flyscreens on all hatches

## MOORING SYSTEMS

The anchoring system is supplied and installed as follows:

- 1500 w windlass, recessed below deck inside the anchor locker and equipped with wired remote control
- Fixed anchor arm, made of stainless steel according to the standards of the yard
- Delta anchor weight of ca. 25 kg
- 50 m calibrated chain galvanized steel diameter 10 mm
- N° 4 mooring lines polyester 20 m
- N° 8 Polyform fenders F5
- N° 6 steel cleats 316 retractable



## SWIMMING PLATFORM

The transom is openable to allow access to the sea and the placement of the swimming ladder, the mechanism is driven by a suitable piston system. The swimming platform is covered in teak as well as the cockpit floor.

## COCKPIT TABLE & SPRAYHOOD

A folding cockpit table made of stainless steel and teak is provided. It is provided a recessed on deck sprayhood, made from tubular steel and canvas; the colour can be chosen by the customer. The bimini is optional.

## INTERIORS

All interiors and bulkheads are made of marine plywood of various thicknesses and veneered teak finish with high quality hand finish. The floor boards are made of plywood finished with teak veneer, while the front steps, door frames and some details will be laminated teak. Pillows and mattresses with different densities of foam-rubber and fabrics can be chosen by the owner. Every detail of the interior construction represents the know-how of the manufacturer.

## LAYOUTS

It is possible to configure IY 15.98 with various internal layouts:

- Standard 1: 3 cabins / 2 baths (optional crew cabin)
- Standard 2: 3 cabins / 3 bathrooms (optional crew cabin)
- Optional 4 CAB: 4 cabins / 3 bathrooms
- Optional AFT 1: aft cabin 3 cabins / 2 baths (optional crew cabin)
- Optional AFT 2: aft cabin 2 cabins / 2 bathrooms (optional crew cabin)

The standard layout is composed of an owner's cabin in the bow with its own bathroom with toilet, sink and shower in a separate room with sitting. Aft are two double cabins with private bathroom mirror / or independent and large wardrobes / cupboards. The bathroom on the left is enriched with a separate shower.

The spacious dining area is furnished with a table (140x85cm) that can accommodate 8 people.

The chart table is placed differently depending on the version but it is equipped with a large table and space for the installation of all the equipment on board.

Even the galley is placed differently in different versions but in both cases the linear development is almost 4m. It's a 3 burner tilting stove galley with oven and stainless steel handrails for protection. The plan of the galley is in Corian or similar and the stainless steel sink double bowl is built on the plan. At the bow of the cabin there is the sail locker with separate access from the hatch on deck. As an option, this environment can be set up to accommodate a sailor.

## ENGINE

Diesel engine of 75 hp with sail drive transmission is mounted 110hp engine with V-drive shaft line is an optional.

In addition to the front stairwell, two openings on the sides of the engine room for easy maintenance is made

The control panel of the engine is positioned in a recess in the side of the steering column, the panel will be included tachometer, hour meter, audible alarm for oil pressure and temperature.

A single lever remote control is conveniently located near the control panel.

## DIESEL TANKS

All tanks are made of stainless steel and equipped with shut-off valves, breather and gauge. The total capacity of the diesel tanks is of about 600 litres and is divided in 2 main tanks and a third daily tank positioned close to the engine room.

All the tanks are made of stainless steel and provided of valves, inlets, level indicator.

## SYSTEMS

All onboard systems are made using quality materials and conform to the CE according to the construction standards of the yard.

### Fresh water system

The total capacity of water storage tanks is about 700 liters and is divided into two main tanks located under the floor of the saloon. All tanks are made of stainless steel and equipped with shut-off valves,, breather pipe and fuel level gauge.

The following elements are part of the freshwater system:

- N° 1 electric water pressure pump
- N° 1 boiler capacity of 50 liters
- N° 1 cockpit shower with hot and cold water mixer
- A mixer tap for each sink (galley and bathrooms)

### Gas system

A gas system is installed in accordance with housing in the outer compartment for N° 2 bottles to serve the tilting kitchen with 3 burners and oven.

### Bilge System

- A manual bilge pump is installed in the cockpit
- N° 1 electric bilge pump
- N° 1 electric bilge pump in the engine room
- Pump / pumps for the evacuation of showers
- N° 2 Holding tanks

### Refrigerator system

- N 1 front opening fridge, capacity 140 l approx.
- N 1 refrigerator-opening, capacity 140 l approx.

### Electric system 24v

- Electrical panel with synoptic longitudinal view of the vessel, with switches for utilities, led street lights, electronics, speaker levels, voltmeter and ammeter, battery switches and parallel
- Electrical panel with breakers mounted on an anodized aluminum panel in the utility room
- Maintenance-free batteries services (6 to 24v 130Ah) and starter motor (1 from 12v 70Ah)
- Ceiling lamps for interior lighting, switches and sockets services, night lights
- Navigation lights regulations led
- Battery Charger 80Ah

### Electric system 220v

- Shore
- Distribution Panel 220v
- 3-220v outlets
- (you can install additional sockets as per price list optional)

### MAST AND RIG

- Aluminum mast 3 spreaders, in accordance with the design specifications
- Electrical mast system including anchor light, windex light, navigation light motor lighting and light blanket.
- Three steps on the shaft for access to the boom.
- Aluminium boom conforms to the design specifications, complete with electrics and light on the cockpit table.
- Discontinuous rod rigging with turnbuckles brand BSI or equivalent.

### RIGGING

Complete set of running rigging, as follows:

- N° 1 main halyard Dyneema®
- N° 1 jib halyard Dyneema®
- N° 1 gennaker halyard Dyneema®
- N° 2 jib sheets in s Dyneema®
- N° 1 mainsheet with Dyneema®
- N° 1 gennaker tack Dyneema®
- N° 2 reefing lines made with Dyneema®
- N° 2 ropes made with Dyneema® for Jib cars

All sizes, will comply with the requirements of the design specifications.

### FURLER

The furling drum recessed below deck is manual with the ability to maneuver through the halyards winch. Electrification is optional.

### ACCESSORIES AND VARIOUS

Integral part of the delivery are:

- C.E. documentation
- Documents pertaining to the yard about construction for the registration
- Owner's manual

The yard reserves the right to change the above without prior notice.

