

1+1: Modification vs original design

STRUCTURAL MODIFICATION

During the built, while hulls were molded, I accepted to wait for later delivery under following conditions :

All bulkheads must be closed before being installed

2008 : boat was refitted by Phisa company :

Furnitures in hull and wardroom were all removed.

Floors were removed and elevated (last step is higher than the 2 others): all floors were elevated by 10 centimeters and aluminium frames replaced the wooden original frames

The two passages in rear cabins were reduced in order to strengthen the roof bulkhead

The starboard hull became the owner hull, forward starboard cabin was replaced by shower room and bathroom

The wardroom was modified : additional cupboard, the saloon was reduced, smaller table, creation of an additional table, modification of the kitchen

In accordance with the mast manufacturer (Jean Pierre Marechal), the 20mm chainplates have been replaced by 30mm chainplates.

WATERPROOFING

2020 :

All deck fitting, bow pulpit, pushpit, chainplates etc... have been removed, the attachment holes have been densified : The internal sandwich was removed 3 centimeters around each hole. Those extended holes were all filled with loaded resin epoxy fiber mixed with fiber glass. Then holes were done again in this plain material in order to re-install deck fitting, bow pulpit, pushpit, chainplates etc...

Tiller station and seats of the tiller station have been stratified

The engine rooms hatches and deck hatches were removed, foam was injected in the deck and closed using stratification before re-installing hatches

The aluminium rails used for attaching the net have been suppressed. All holes have been clogged. An Inox bar inserted in a stratification was installed



The solent rail was removed, all holes clogged. The rail was re-installed on a new epoxy structure.



Deck was totally made waterproof.

The deck on the sugar scoops has been stratified because water was entering in waterproof rear compartments.

The cabinet in which the swimming ladder was sliding has been suppressed because water was penetrating through the rail mountings. The swimming ladder has been re-installed using stratification.

INOX GUARD LINES :

In 2020, the stanchions have been made taller. An inox tube replacing the original upper guard lines was installed on these new stanchions.

The teak of the cockpit floor and sugar scoops has been removed and replaced by an epoxy structure.

Up to the second step of the sugar scoop, waterproofing between deck and hull was repaired using polyester stratification which reinforced the waterproofing of the rear compartments.

The roof glasses have been removed 2021, waterproofing was made before re-installing the glasses.

FUEL TANKS

Fuel tanks have been replaced by polyethylene tanks. Original tanks couldn't be removed which would have been annoying for repair in case of fuel leak.

ENGINES

Control board have been move inside the saloon (no risk of water penetrating in the control boards, or in the roof of the aft cabin, alarm can be better heard)

Engines controls (ZF) have been installed at 3 locations : wardroom, tiller station portboard, tiller station starboard

WINCHES

Command of the main winch from the winch or from the starboard tiller station (enables to monitor the main sail hoisting)

Installation of a general switch for electrical winches (reduces the risk of spurious winch activation)