TP52 - SPECIFICATION
SPECIFICATIONS

CHARACTERISTICS

INFO

<table>
<thead>
<tr>
<th></th>
<th>TRANSPAC 52</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Designer</td>
</tr>
<tr>
<td></td>
<td>Judel / Vrolijk &amp; Co.</td>
</tr>
<tr>
<td>Builder</td>
<td>Premier Composite</td>
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PARTICULARS *

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Length Overall</td>
<td>15.85m (52')</td>
</tr>
<tr>
<td>Max Beam</td>
<td>4.3m (14’1”) to 4.42m</td>
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<tr>
<td>Draft</td>
<td>3.5m (11’6”)</td>
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<tr>
<td>Crew max</td>
<td>1130 kg (2,491lbs)</td>
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FIT-OUT

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Engine Power</td>
<td>50hp</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>80L (21.1 gall.)</td>
</tr>
<tr>
<td>Water Capacity</td>
<td>80L (21.1 gall.)</td>
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STRUCTURE

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>ISO Structural</td>
<td>Cat. A</td>
</tr>
<tr>
<td>ISAF OS</td>
<td>Cat. 1</td>
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</tbody>
</table>

* All parameters subject to change within the TP52 rule during final design optimization
CONSTRUCTION

STRUCTURE
- The structure is fully optimized for minimum weight and maximum stiffness. State-of-the-art FEA design tools have been utilized to optimize the layouts, laminate specs and details
- Designed and built in accordance to ISO structural regulations to Class A with plan approval by Germanischer Lloyd
- Hull and deck moulded from CNC machined female tooling

WEIGHT CONTROL
- Weight is constantly monitored and recorded by the build team throughout the build process
- Weight reports together with weekly progress reports are compiled for the owner, designer, and project manager(s).

TRANSPO 52- STANDARD CONSTRUCTION
- The hull and deck constructed from unidirectional pre-preg carbon/Kevlar honeycomb sandwich
- Additional optimized unidirectional carbon epoxy pre-preg reinforcements in way of all deck fittings and other highly loaded areas
- Structural internals are L flange style capping and built from vacuum consolidated unidirectional pre-preg carbon/Kevlar honeycomb construction
- Non-structural internal components are built from unidirectional pre-preg carbon/Kevlar honeycomb

SYSTEMS

ENGINE
- 50hp Yanmar diesel engine with Sail Drive (4JH4EXSD50)
- Two bladed geared folding propeller (Gori)
- Spinlock flush throttle control
- 80L (21.1 gall.) rigid plastic fuel tank
- Fuel filter and water separator
- Water lock with silencer
- Carbon fibre exhaust to transom
- Teleflex throttle control mechanism
- Fuel level indicator

ELECTRICAL
- House Batteries: 2 X 105 Amp/Hour AGM
- Start Battery 1 x 75 Amp/Hour Optima AGM
- 115 Amp alternator, three independent battery switches
- 12v DC electrical panel, 12 position with circuit breakers/isolator/selection switch
- Red/White LED cabin lighting in saloon, galley, heads, navigation and aft areas
- Navigation lights (pulpit and pushpit mounted)
- Smart regulator, oil pressure sensor, battery sensor, spike protector and fuse charge
- 6 interior battery powered LED cabin light fixtures

PLUMBING
- RM69 lightweight racing head
- Flush fitting composite thru-Hulls
- Manual water pump in galley sink
- Manual bilge pump: accessible inside (98L (26gall.)/minute)
- Manual bilge pump: accessible from cockpit (98L/minute)
- 4 x electric bilge pumps (130L/minute)
- 3 x 50L (13.2gall.) fresh water bladder tanks

HYDRAULICS- HARKEN PACKAGE (material allowance 26,000 USD & installation cost included)

DECK HARDWARE

WINCHES & PEDESTALS- HARKEN PACKAGE (material allowance 186,300 USD & installation cost included) HARDWARE- HARKEN PACKAGE (material allowance 34,500 USD & installation cost included)
### OTHER HARDWARE COMPONENTS
- 9 x Spinlock rope clutches for Halyards, sheets and fore guy
- Custom organizers
- Spinmaker string drop system
- Jib cunningham and barber hauer with under deck control lines
- Cunningham, traveler and outhaul led to mainsheet trimmer
- Vang led aft to tattician, alt mainsheet system
- 5 x Clear dinghy hatches in cockpit sides for rope stowage

### BOWSPRIT
- Custom autoclaved removable carbon bowsprit
- Removable carbon bobstay

### SAFETY ON DECK
- Foredock toe rails to ORC standards
- Kevlar deck ties
- Clipping points using folding padeyes- ISAF OSR standards
- Glass custom made stanchions
- Fibre foil custom composite pulpit and pushpit (inc. centre line pushpit) with nav lights
- Upper SPECTRA and Lower 1 X 19 s/s wire lifelines

### APPENDAGES AND STEERING

#### KEEL, FIN AND BULB
- CFD optimized fin and bulb configuration and shapes
- High Ballast to Displacement ratio
- Keel design and structural attachment is in accordance to ISO structural regulations to Class A with plan approval by Germanischer Lloyd
- Fixed keel & CNC milled lead T-bulb
- Composite fairings- CNC milled moulds moulded with Carbon composite fairings
- Keel fin construction to the designers specs. The keel fin will be a solid section CNC milled from one billet. The material will be Bilsalloy 80 or the equivalent MPa as per designers specs
- S.S. bolts, backing plates, washers and nuts
- Pocket for trim and weight adjustment
- Epoxy barrier coated

### STEERING SYSTEM
- Female moulded infused carbon fibre rudder blade with autoclaved carbon fibre stock
- JP3 Upper and Lower self-aligning rudder bearings
- Custom infused carbon tiller with Spinlock tiller extension

### INTERIOR

### OVERVIEW
- ORC offshore Category 1 compliant
- All non-structural components built from CNC’d female moulds in carbon/Kevlar honeycomb sandwich

### INTERIOR ACCOMMODATIONS
- Nav station in pre-preg carbon/Kevlar honeycomb
- Head located forward of the mast bulkhead
- 8 x carbon pipe cots with adjusting tackle
- Engine box with integrated steps in pre-preg carbon/Kevlar honeycomb
- Carbon sink in galley unit
- Custom fabricated lightweight gimballed burner propane stove

### HATCHES & PORTLIGHTS
- Custom companionway sliding hatch and hatch garage
- Custom composite sliding foredeck hatch with integrated inflatable seal
- Custom second offshore companionway hatch
COATS AND COVERINGS

• Interior finished in semi-gloss (satin white std.) paint (to client specifications)
• Awlgrip paint finish to top sides and deck gloss areas
• Paint finish non-skid areas on deck
• Cockpit floor: non-skid grip tape
• Below water-line finished with epoxy primer
• Fwd and aft area clear sealer to designer specifications.

RUNNING RIGGING (Allowance 20,000 USD) RIG (Allowance 300,000 USD)

OWNER SUPPLIED

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<tbody>
<tr>
<td>1</td>
<td>Sails</td>
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<td>2</td>
<td>Electronics (equipment and installation cost)</td>
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<tr>
<td>3</td>
<td>Safety gear</td>
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<tr>
<td>4</td>
<td>Commissioning</td>
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<tr>
<td>5</td>
<td>Duty</td>
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<tr>
<td>6</td>
<td>Shipping</td>
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<td>7</td>
<td>Measuring</td>
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<td>8</td>
<td>Project management</td>
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