



## Boat File

VAYU – Provin design, model year 2000

Year: 2003

Length overall: 14.50 m

Beam: 4.85 m

Draft: 1.50 m

Material: Aluminum

Light displacement: 13 t

Rig: Sloop

Certification: Category 1

## Construction

- Hull bottom 8 mm, sides 6 mm up to waterline, topsides 5 mm, deck 4 mm
- Frames/floors/deck beams 10 mm
- Build supervised by Maritime Authorities
- Certified Category 1

## Engine

- Inboard engine MIDIF MD2300 – 60 HP (2003, 2400 h)
- Consumption: 3 L/h at 1800 rpm
- Three-blade propeller
- 2 diesel tanks 240 L each (total 480 L)

## Rigging & Sails

- Standing rigging inspected 2021, gooseneck reinforced
- Full-batten mainsail, heavy Dacron (serviced/reinforced 2021)
- Furling genoa (2016), furling staysail (2016)
- 2 ProFurl furlers factory serviced 2021
- Removable inner forestay with working jib (almost new), storm jib new
- Asymmetric spinnaker 170 m<sup>2</sup> with sock (2021), light symmetric spinnaker with sock
- Spinnaker pole on adjustable track (mast-mounted)
- Winches: 2x40 (Barlow & Harken) in cockpit, 3 at mast base

## Ground Tackle

- Electric windlass Lofrans Tigres 1500W (2021)
- Main anchor: Spade 35 kg (2021) + 80 m chain 10 mm (2024)
- Secondary anchors: Kobra 20 kg, flat anchor 10 kg, 40 m chain 10 mm

## Comfort

- Fresh water: 2x220 L + NAUTA flexible tank 135 L (2021)
- Galley: double sink (freshwater mixer + seawater foot pump), 2-burner stove + oven Techimpex Deluxe (2020), fridge Vitrifrigo 95 L (2021, serviced 2025)
- Heads: electric toilet SFA Maxlite+ (2021, motor replaced 2025), swim platform shower
- Water heater Sigmar 40 L (electric + engine loop)
- Headroom: 2.00 m from galley to saloon, minimum 1.80 m forward cabin

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## Electrical & Energy

- Batteries: 4 AGM service 100 Ah (2022) → 400 Ah/24V, engine 100 Ah (2025), windlass 110 Ah (2025)
- Alternators: 80 A house, 60 A engine + windlass
- Sterlink A2B 24V 80A alternator charger
- 6 solar panels 1240 W (480W 2025 + 4x125W 2021 + 160W semi-rigid)
- MPPT: Victron 15A & 20A (2024-2025), Energie Mobile 20A (2021)
- Silentwind Pro+ wind generator (2021, bearings replaced 2025)
- Ampair hydrogenerator
- Energie Mobile 1500W inverter (2021)
- LED lighting
- Octopus 24V leak tester + 12V + Engine

## Electronics & Navigation

- Wheel steering with Lecomble & Schmitt hydraulic pump + cylinder
- Main autopilot NKE Gyropilot 2, backup autopilot Raymarine SmartPilot X5 + ST70
- Beaufort windvane steering
- NKE 2023: depth sounder, anemometer, Multigraphic, Gyropilot Graphic, 2 PAD Pilot, autopilot remote control
- Furuno radar (radar functional, display damaged)
- Cobra Marine fixed VHF + ICOM IC-M23 handheld
- AIS EmTrak B350 class B + VHF splitter, 2 VHF antennas
- Plastimo compass

## Tender & Outboard

- Tender 3DTender 3 m aluminum (2021)
- Yamaha Enduro 15 HP 2-stroke outboard (2023)

## Safety Equipment

- Life raft 4Water Hero 6 persons (2021, due for service)
- Ocean Signal EPIRB (2021, exp 2029)
- 2 automatic lifejackets, 4 standard lifejackets
- 3 fire extinguishers
- 2 bilge pumps: manual + automatic electric

## Insulation

- Vayu is insulated with 4mm foam everywhere above the waterline (which also prevents condensation)
- The bilges are not insulated. To go into ice, it's indeed a small job (but much less important than the insulation above the waterline)
- The drawback once the bilges are insulated is that you can no longer inspect them, and for a metal boat that's always a bit inconvenient.
- We had originally planned to go to Patagonia, where bilge insulation was not particularly necessary. For higher latitudes, it becomes so.

## Steering gear

It is a hung rudder. The bearings were replaced in 2023 for safety before the transpacific.

They had not developed any play in 15 years.

The rudder is driven by a Lecomble & Schmitt hydraulic cylinder, activated either by the NKE autopilot or by the hydraulic steering pump.

- Advantage: reliability of hydraulics, it never breaks down. No wear on steering cables.
- Drawback: no feel at the helm, it's a cruising boat—when we leave the anchorage we switch on the autopilot, the interest of hand-steering is quite limited.

## Points of sail

As a good cruising boat, Vayu performs very well downwind and on broad reaches in general, particularly with wing-on-wing sails (genoa poled out to windward, and mainsail to leeward with a preventer). This is a very comfortable point of sail for the crew and a sail configuration we favor. With the autopilot in wind mode, it has never gybed, even in rough seas (we avoid setting the autopilot course beyond 175 degrees when it's really rough).

This point of sail holds very well up to 135 degrees off the wind; below that the genoa begins to backwind and it's time to move it to leeward.

Upwind, the results are more mixed—no miracle with a short mast and a small keel (although the winglets on the keel improve pointing a bit).

Close-hauled in light wind is tricky, the genoa is hard to flatten. Performance is like a catamaran without daggerboards.

Close-hauled in stronger winds (>16 knots apparent), we can unfurl the staysail, which is very flat. We gain a good 8 degrees of pointing. Performance is like that of an average keelboat.

For those who enjoy sailing heeled over, this is not your boat—Vayu is not an upwind boat. The advantage is that she heels very little, never more than 20 degrees.

## Availability

- Vayu is available from early November 2025.
- It is possible to visit her physically or via videoconference right away, even though we still live aboard.