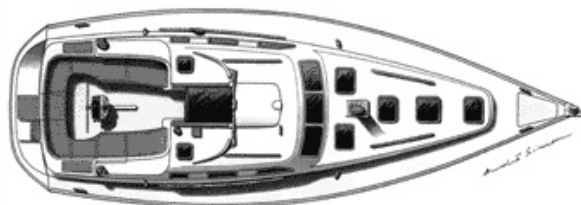


PRINCIPAL SPECIFICATIONS

- Design: Berret – Racoupeau.
- Length overall: 11.98 m.
- Hull length: 11.62 m.
- Waterline length: 10.69 m.
- Hull beam: 3.96 m.
- Light displacement: 7780 Kg.
- Air draught: 15.60 m.
- Gross tonnage: 16.69 tons.
- Draught - cast iron deep keel (Standard): 1.55 m – 2439 Kg.
- Draught - cast iron shallow keel (Option): 1.90 m – 2111 Kg.
- Fresh water capacity: 476 L.
- Fuel capacity: 138 L.
- Maximum engine power: 68 HP
- CE Certification: A8 / B10 / C12.



caractéristiques

SAIL AREA

• Total sail area:	74.90 m ² .
• Mainsail:	32.10 m ² .
• Furling genoa:	42.80 m ² .
• Spinnaker:	106.02 m ² .

SAIL PLAN

• I:	14.05 m.
• J:	4.43 m.
• P:	12.30 m.
• E:	4.60 m.
• LP (140% Overlap):	6.20 m.

DESIGN

Designed in accordance with European RCD requirements and CE Certification, these regulations ensure that the Océanis Clipper 393 incorporates the minimum safety requirements including:

- Safety and protection of persons on board.
- Durability of materials.
- Stability and safety.
- Safety when manoeuvring.
- Fire protection.
- Protection of the environment and reduction of engine emissions.

- HULL -

The hull is a single-skinned GRP construction. A structural inner moulding is bonded and laminated to the hull at various points. Its structural role is important as it takes and absorbs the stresses at pressure points (chain plate tie rods, keel, rudder, etc.) spreading the loads and so **guaranteeing reduced stress on the hull**.

The surface of the inner moulding **makes cleaning easier** and provides a **better finish**. The propeller shaft is protected by a moulding in the hull.

The hull is white with blue and silver livery. A steel blue option is also available.

- DECK -

The deck is a balsa sandwich construction for an optimal strength/weight ratio and for good thermal and sound insulation.

- HULL/DECK JOINT -

The hull/deck joint is secured by 4 toerails. The toerails are screwed and bonded to the deck and are connected by a mooring cleat.

- KEEL -

The shallow and deep draught keels are cast iron. To improve their durability, the keels are given anti-corrosion treatment and improved finish in the factory before assembly, using epoxy compound based coatings and paint.

- STEERING SYSTEM -

- Rudder with GRP stock.
- The stainless steel leather-trimmed steering wheel is mounted on a pivoting column for ease of passage.
- Emergency tiller.

ON DECK**- MOORING AND ANCHORING -**

- Welded stainless steel bow fitting with offset bow roller for anchor stowage.
- 4 aluminium roller fairleads on toerail. There are 2 roller fairleads between the bow fitting and the toerail.
- 6 x 300 mm aluminium mooring cleats.
- 1 sheave.
- 800 W – 12 V electric windlass with waterproof relay housing and on-deck up/down switches assisting anchor handling.
- Self-draining anchor well with hatch cover.

- PULPITS AND GUARDRAILS -

- Stainless steel open pulpit forward with built-in teak step and navigation lights.
- Stainless steel pushpit surrounds aft of cockpit.
- Lifebuoy holder.
- Ensign staff holder.
- 1 outboard motor bracket.
- Double row of sheathed stainless guardrails supported by 12 stainless steel stanchions and 2 double stanchions.
- Sliding boarding gate for transom access. (BénétEAU patent).
- 4 teak handrails on coachroof.

- COCKPIT -

- Pivoting helm seat allows easy access to bathing platform (BénétEAU patent).
- Sail locker to port.
- Liferaft locker to starboard.
- Locker for 2 gas bottles to port.
- 2 aft cockpit lockers.
- All cockpit benches are teak-slatted.
- Steering wheel console holds navigation instruments.
- Steering compass on console.
- Control lever on cockpit coaming to starboard.
- 1 x 12 V cigarette lighter socket on console.
- Folding varnished wood cockpit table fixed to steering wheel console.
- Cup holder.
- Manual bilge pump.

- BATHING PLATFORM AND TRANSOM -

- Stainless steel bathing ladder with teak treads and a handrail.
- Stainless steel bathing ladder with teak steps and a handrail.
- Protective rubber rubbing strake.
- Cold water cockpit shower.

- MAST AND BOOM -**MAST:**

- Anodised aluminium mast.
- Deck-stepped with stainless steel pillar in saloon.
- Double aft swept spreaders.

BOOM:

- Anodised aluminium.
- 2 rapid reefing lines led back to cockpit.
- Boom fitted with mainsail foot outhaul tackle.

- STANDING RIGGING -

This comprises:

- Discontinuous stainless steel rod rigging (1 x 19).
- Forestay with mechanical genoa furling gear.
- 2 aft inner shrouds.
- 2 backstays.
- Inner forestay.
- All chain plates are stainless steel and fixed to the side decks.
- Shroud chain plates are fixed to the inner moulding by stainless steel tie rods.

- RUNNING RIGGING -

The principal lines are led back to the cockpit for increased safety.

The running rigging comprises:

- Low stretch main and genoa halyards.
- Mainsail topping lift.
- Mainsheet.
- 2 genoa sheets.
- Rigid boom vang led back to cockpit.

The mainsail halyards are led back to the cockpit and the topping lift remains at the mast.

Running rigging handling by means of:

- 1 deck organiser with 6 sheaves.
- 2 double jammers.
- 1 single jammer.
- 3 cleats.

