

OUTREMER 4X

Standard specifications - 2016

Architectes / Architects:	BARREAU / NEUMAN
Consultant Design / Design consultant:	Patrick le QUEMENT
Architecte Intérieur / Interior designer:	Franck DARNET Design
Longueur flottaison / waterline length:	14.62 m / 48 ft
Largeur / beam:	7.10 m / 23.3 ft
Tirant d'eau / draught:	1.0 – 2.0 m / 3.3 – 6.6 ft
Hauteur sous nacelle / bridgedeck clearance:	0.80 m / 2.6 ft
Hauteur du mât / mast height:	17.5 m / 57.4 ft
Tirant d'air / air draught:	20.4 m / 66.9 ft
Déplacement / displacement:	8.2 T
Plan de voile / sail plan:	Grand voile / mainsail - 68 m ² Génois / genoa - 55 m ² Gennaker - 115 m ² (optional) Spinnaker - 130 m ² (optional)
CE certification:	Cat A / 8 p
Engines:	2 x Volvo D1-30



INTERIOR FIT-OUT



SALOON

- Wraparound glazing with opening panels
- L-shaped bench seating for 5
- Bench seating (220 x 60 cm) can convert to a watch bunk
- Removable table 135 x 81 cm that can also be used in the cockpit
- Extensive, accessible stowage under the seats
- 2 forward-opening hatches for ventilation
- Maximum headroom: 2.0 m

GALLEY

- Stainless steel sink
- Laminate work surface
- 2-ring gas stove with pan clamp
- Built-in oven with grill
- Pressurised hot and cold freshwater
- Front-opening 12V 130L water-cooled fridge
- 1 opening panel above the stove for ventilation
- Maximum headroom: 1.90 m
- 2x 220V socket

NAVIGATION STATION

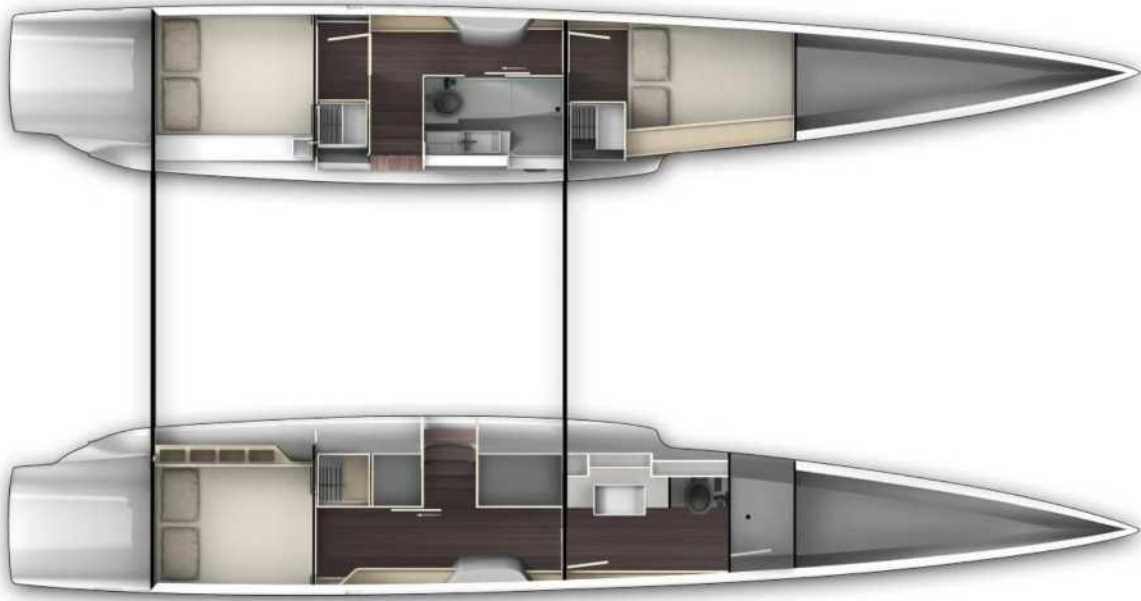
A genuine interior watch station thanks to its panoramic vision and an office space once lying at anchor, the vast chart table becomes a social hub.

- Chart table: 125 x 67 cm, with 1 opening for a laptop
- Multifunction switch panel
- Location for navigation electronics and communication
- White / red reading light 2x 220V socket and 1x 12V socket

HULLS

2 types of fit-out are available: *Owner & Offshore*

OWNER'S VERSION



Starboard hull

Passageway:

- Wardrobe, stowage
- Opening deck hatch

Aft cabin:

- Longitudinal bunk 200 x 150 cm and HR foam mattress
- Large fixed rectangular porthole on the hull topsides, providing unrestricted views across the sea from the bed
- Opening deck hatch
- Portlight opening onto the scoop (optional)
- Wardrobe, shelving, small storage units and extensive stowage under the bed
- 2 LED reading lights on the bedhead (on aft bulkhead)

Shower-room:

- Access via a door from the passageway
- Washbasin with mixer tap
- Manual marine WC (optional electric version)
- Separate shower 80 x 75 cm
- Large fixed rectangular porthole on the hull topsides, providing unrestricted views across the sea
- Opening portlight on the in-board topside T10-type
- Opening deck hatch T60cm

Forward sail locker:

- Access from the deck
- Opening panel
- LED lighting
- Ladder

Port hull

Passageway:

- Stringer with shelf on the outboard topside

Aft cabin:

- Longitudinal bunk 200 x 150 cm with HR foam mattress
- Large fixed rectangular porthole on the hull topsides
- Opening deck hatch
- Wardrobe, shelving, small storage units and stowage under the bed
- 2 LED reading lights on the bedhead (on the aft bulkhead)

Shower room:

- Access from the passageway
- Washbasin with mixer tap

Manual marine WC
Shower 64 x 64 cm on the sole
Portlight opening onto the in-board topside

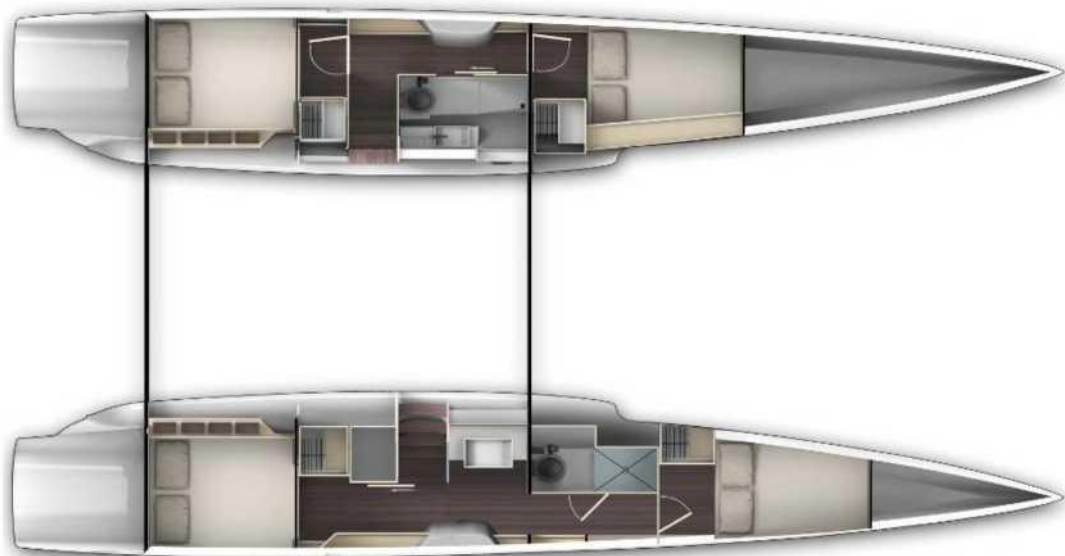
Forward cabin:

Longitudinal bunk: 200 x 150 cm
2 LED reading lights on the bedhead
Large fixed rectangular porthole on the topside
Wardrobe, shelving, small storage units and extensive stowage under the bed
Deck hatch

Sail locker:

Large sail locker
Access to the deck via a hatch
LED lighting
Ladder

OFFSHORE VERSION



Port hull identical to the Owner's version

Starboard hull:

Passageway:

Wardrobe, stowage
Deck hatch T41
Hand basin with mixer tap

Aft cabin:

Longitudinal bunk 200 x 150 cm
Large fixed rectangular porthole on the outboard topside providing unrestricted views across the sea from the bed
Opening deck hatch
Wardrobe, shelving, small storage units and extensive stowage under the bed
2 LED reading lights on the bedhead on the aft bulkhead

Shower room:

Shower 80 x 75cm (on the sole)
Deck hatch
Manual marine WC
Portlight opening into the in-board topside

Forward cabin:

1 work bench/bunk + small storage units and stowage under the bunk + wardrobe
Large fixed rectangular porthole on the topside
Opening deck hatch

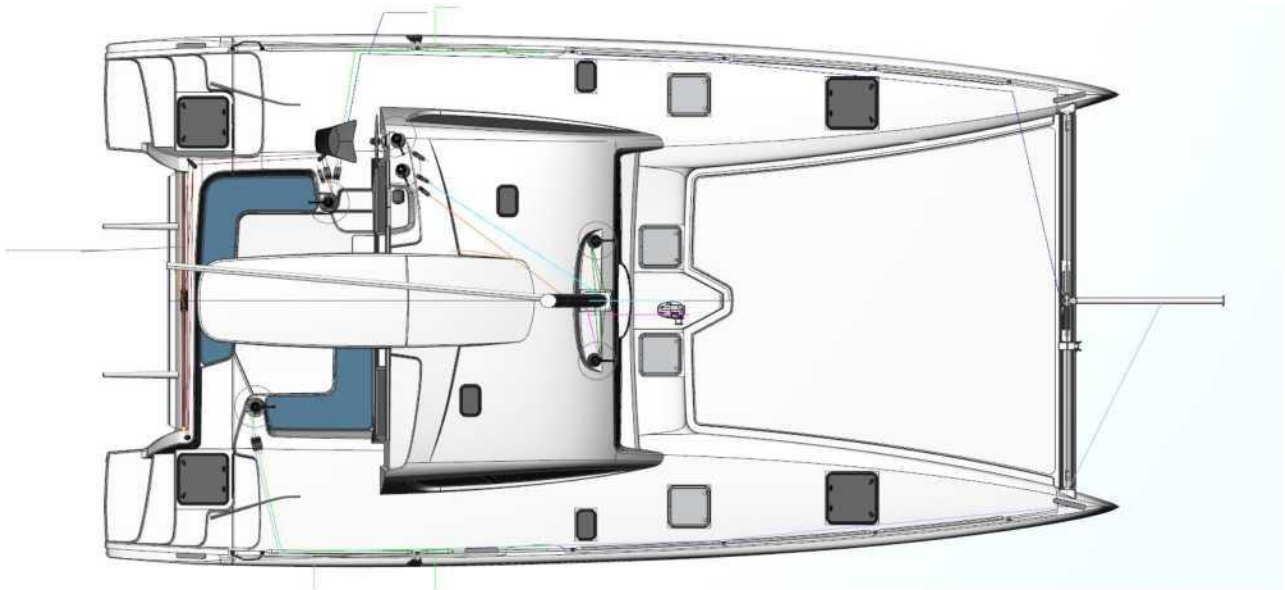
Sail locker:

Forward locker for the stowage of warps and fenders
Access to the deck via a hatch
LED lighting
Ladder

Decoration, Upholstery (Franck Darnet Design concept)

- Complete interior upholstery, mattress, cushion covers, saloon, cabins (removable covers with high resilience foam)
- Foam PVC core sandwich soles for performance and stiffness
- Sides and lower sections made of hardwearing, easy to maintain polyester veneer, upper sections made of insulated leatherette

THE DECK



Deck hardware

- 1 Harken ST50 winch at the mast foot for solent, gennaker & spinnaker halyards and reefing pennants
- 2 Harken ST50 at the helming station for mainsail halyard, mainsail sheet and solent sheet
- 1 Harken ST50 winch on coachroof to starboard for genoa sheet or code 0
- 2 Harken ST50 in the cockpit for gennaker sheets, mainsail traveller, daggerboards, genoa furler, gennaker furler and tender
- Mainsail track on the aft beam
- Releasable jammers on the deck and mast
- 6 deck cleats
- Longitudinal carbon compression beam

RIG

- Rotating carbon mast painted black positioned on coachroof: single spreader
- Single-strand stay
- Kevlar topmast shrouds
- Aluminium boom painted black equipped with cam clutches for the reefing pennants and mast wand
- Lazybag and Lazyjack
- Genoa furler
- Bowsprit with gennaker and spinnaker fittings

Cockpit

- L-shaped 4-person bench seating to port + 1x 3-person bench seating to starboard
- As standard, the saloon table can be used in the cockpit.
- Stowage for 1 x 13 kg gas bottle
- Stowage lockers

Helming station

- Carbon wheel to port
- Engine controls, compass, location for electronic navigation system
- Removable carbon tillers, 2 ergonomic helming seats

Stowage locker at the foot of the mast

- 2 large lockers for the water and diesel tanks
- Access via deck hatch

TECHNICAL

Sails

- Hydranet fathead mainsail, triradial cut, 3 reefs, fully battened Hydranet genoa, triradial cut on a furler

Engines

- 2 Volvo D1-30 Sail drive engines, 1x 336-litre diesel tank, 3-blade folding propeller

LED lighting in engine rooms

WATER

140-litre tank + 40 litre hot water tank (220V or 110V + engine exchanger)
1 black water tank to port

ELECTRICITY

2x 115 A alternator
1x 220V / 12V charger 30A Multiplex switch panel
Battery tester: voltmeter, ammeter
2 engine start batteries 12V, 70 Ah with bipolar cut-out
Lithium-Ion 180 Ah 2500W service batteries with bipolar cut-out
4 electric bilge pumps (2 per engine room + 1 per hull)
Electric 1000W windlass on a vertical axis
Nav lights (LED), topmast lights, anchoring lights (LED) and deck searchlight
Shore power with differential cut-out and galvanic protection

STEERING APPARATUS

2 x balanced rudders on self-aligning roller bearing
Mechanical transmission with tiller directly on the rudders

SAFETY

Outremers satisfy all the demands of the European directives (CE certification). In addition to these rules, the Outremers are equipped with two crash boxes and four watertight bulkheads.

2 opening hull panels for conformity
2 fine mesh safety nets
Stainless steel stanchions ht. 60 cm, double row of Dyneema guardrails
2 jackstays along the length of the hulls
Anchorage: see options

CONSTRUCTION

Combining sturdiness and weight control is at the core of Outremer's historical expertise. The 4X version benefits from numerous improvements and vacuum-infused carbon composite reinforcements for a significant weight saving.

We achieve this through the exceptional quality of our operators, the precision throughout the construction of our boats and the implementation of demanding procedures.

HULLS

Hulls infused with monolithic polyester below the waterline and polyester PVC sandwich above, reinforced in the bilges for increased resistance to impact and punching:

Special NPG gelcoat
External vinylester barrier coat
Manual lamination of the hull/deck joint
Structural bulkheads made of carbon/foam sandwich
Laminate reinforcement to both sides of all structural bulkheads

DECKS AND VARIOUS

Infused carbon-PVC sandwich core deck for maximum stiffness combining performance and insulation, glued, then laminated along the entire length of the joint line, thus giving it exceptional solidity

Polyester daggerboard casing: sandwich structure
Composite carbon daggerboards
Composite rudders on stainless steel rudder stock