



ITA1499





COMPANY INFO:

Itacatamarans Srl corporate headquarters is located in Verona in the Veneto region of Northeast Italy and conceived by Itacatamarans' major shareholder and CEO, Emanuele Caprini. Emanuele brings both a wealth of business knowledge from his success as co-founder and legal representative of Enocea Srl www.enocea.com, and a passion of sailing from his many years of experience sailing performance monohulls.

The Itacatamarans production facility is located in the Marche region of Eastern Italy, on the Adriatic coast, which is well known in the yacht world as one of the "Silicon Valley" of the Italian yacht industry. Here there is a deep pool of experienced craftsmen who are passionate about what they build. In this region one will find such iconic builders as Azimut Yachts, Benetti Yachts, CRN Yachts, Dominator Yachts, Ferretti Yachts, Pershing Yachts, Franchini Yachts, Carboline, Cantiere delle Marche, plus sailboat builders Adriasail and Wally Sail and a number of composite producers.

OUR MISSION:

At Itacatamarans our mission is to make your experience of purchasing, owning, and sailing an ITA yacht totally gratifying. To achieve this goal, we are focused on the following.

- Itacatamarans spent over a year concentrating on all aspects of the design, developing an innovative construction process, and creating interior layouts for long term livability and comfort
- Our highly experienced in-house team consulted with today's leading designers, engineers, and technicians to create the ITA 14.99 that carefully manages all criteria to yield performance, comfort, reliability, safety, and value
- Our listening to each owner's needs and openness to semi-personalize each catamaran

DESIGN TEAM:

The design brief from Mr. Caprini was to produce a technologically advanced performance cruising catamaran using the latest proven hull design elements incorporating daggerboards, dual aft helm stations, a single level cockpit/salon bridgedeck, and a sail management system which could be managed by one couple and easily sailed by one person from the safety of the cockpit.

The naval architect commissioned to design the ITA catamaran range is a young talented Frenchman by the name of Francois Perus of YDC www.yachtdesigncollective.com who after graduating with naval architect and engineering degrees in France worked for such well known multihull designers as Tony Grainger in Australia, Christophe Barreau (Catana & Outremer), and Berret-Racoupeau Yacht Design.

François Pérus & Romain Scolari from YDC and the ITA Team joined together to develop the concept to its completed reality, having Emanuele Caprini himself specifying many of the boat's design characteristics.

HULL DESIGN FEATURES:

Based on the design brief for a performance cruising catamaran the critical hull design fundamentals had to include more than ample payload carrying capacity, location of payload / machinery / tankage, efficient hull shape for both performance and comfort (pitching), while keeping the weight as low as possible.

The ITA 14.99 hulls have been designed with the following key elements:



- Wave-piercing reverse bows for added waterline, less weight forward, and shed water quickly
- Bow stems and forefoot are fine V-shaped to reduce bow wave, slice through waves, and less drag
- Flat hull sections aft running to stern for improved payload capacity and planning
- Less hull rocker midship to reduce pitching
- Daggerboards for increased windward making capability, faster downwind speed, shallower draft, and greater safety in heavy seas
- High freeboard for more interior volume above the waterline and drier on deck
- Bridgedeck clearance of 0.92 m (3.02 ft) at full displacement for more comfort at sea

While hull shape and bridgedeck clearance have a significant influence on comfort at sea, there is a third key element to the comfort equation and that is keeping the ends of a catamaran light by compressing the weight of heavy equipment and tankage closer the vessel's CE (center of effort) to reduce pitching.

- Engines/saildrives are located well forward of transoms with the saildrive forward of the engine and the front of the engine facing aft for easy inspection and service. This has as a secondary benefit reduced prop wash on the rudders
- Access to the engine rooms are via 80 cm x 80 cm (2.6 ft x 2.6 ft) engine room hatches located at cockpit level aft of helm station
- Engine rooms are included in the aft water tight compartment and sealed from the interior with exhaust blowers, vibration dampening and sound insulation
- Water tanks are located in bilge area of midship passageway in each hull
- Diesel fuel tank(s) in port/starboard deck lockers at base of mast
- Anchor windlass access is via center deck locker at the base of the mast with chain locker below and primary anchor stowed under aft end of compression beam

DECK DESIGN FEATURES:

Since most cruisers consist of one couple for sailing, the deck and running rigging had to be of a design so one person can easily manage all sailing maneuvers from the safety of the cockpit.

The ITA 14.99 deck has been designed with the following elements...

- Dual aft helm stations on deck level for excellent visibility under sail or power, redundancy should one rudder is damaged, and pure sailing pleasure
- Both steering pedestals are equipped with JEFA pedestals with direct linkage to rudders. The steering can also be swinging as an option.
- All mainsail lines (halyard / topping lift / reefs) led aft via bridgedeck tunnel to rope clutches and mainsail utility winch on aft crossbeam

HULL/DECK/ROOF CONSTRUCTION:

The French engineering firm Rivoyre Ingenierie® www.rivoyre.com was commissioned to collaborate with Francois Perus and Itacatamarans' composite engineer for Finite Element Construction (FEA) involving

- Structural analysis of vessel's global hull planting 3D finite elements integration



- Stress and safety margin calculations
- Definitive scantling and final optimization of the lamination schedule

Note that Itacatamarans' composite engineer brings with him decades of lamination expertise starting years ago in the aeronautical and wind turbine industries (Sauber Formula 1 work on the side), followed by working with Wally Yachts as composite manager, followed by composite manager for the Ferretti Group.

The hulls, bridgedeck and foredecks are infused as one component without junctions and secondary laminations to obtain an integral structure with the lightest weight.

The coachroof and bimini are also infused as one component.

Deck to hull junction is bonded with a structural glue and fully laminated to achieve a monolithic structure using biaxial fibers to maximize the load distribution.

SAFETY FEATURES

The ITA 14.99 has 4 watertight zones for additional safety at sea.

- Zone 1: Sacrificial bow stems; watertight bulkhead from bow stem to bulkhead separating forepeak locker from forward cabin; forepeak locker crashbox separated into 3 watertight sections
- Zone 2: Living quarters isolated from bow and stern watertight zones
- Zone 3: Daggerboard trunks (casings) molded separately from hulls
- Zone 4: Transoms (stern to under aft berth)

One of many advantages of a having dual steering system is redundancy. Should one rudder hit an object at sea; the damaged rudder can easily be disconnected via the tiller bar so steerage is still possible with the undamaged rudder/helm. The well know Danish company JEFA Steering Systems www.jefa.com has engineered and supplies the entire ITA 14.99 steering system.

INTERIOR:

All interior furniture is high quality shock-resistant real wood with a selection of laminates as standard and optional veneers offered painted, high gloss or satin finish. Complimenting the interior is beautiful high quality Italian hardware, fixtures, and appliances.

Tempered safety glass wraps the entire upper deck with un-obstructive views, wide opening sliding doors to the cockpit, all hull windows, and large aft windows located in each aft stateroom.

Attention to the details is perceivable as soon as you walk onboard, as well as the high level of quality Italian craftsmanship in design and construction finish.

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