

## HH60 PRINCIPAL DIMENSIONS

### AFT HELM VERSION

	Metric	Imperial
LOA	17.95m	58.88ft
LWL	16.92m	55.50ft
BOA	8.12 m	26.63ft
DRAFT (Board up) TBC	1.30 m	4.27 ft
DRAFT (Board down) TBC	4.00 m	13.12ft
MAST CLEARANCE	28.78m	94.40ft
MAST TUBE LENGTH	25.36 m	83.18ft
DISPLACEMENT LIGHTSHIP	15,500 Kg	34,162lb
DISPLACEMENT MAX LOAD	20,600Kg	45,402lb
BEAM ON WATERLINE/HULL	1.70 m	5.58 ft
	140.15sqm	1,508sqft
MAINSAIL		
OVERLAPPING SOLENT	69.53 sqm	748sqft
FRACTIONAL REACHER	170.00sqm	1,829sqft
SELF-TACKING STAYSAIL	43.00sqm	463sqft
ENGINES	2 x Yanmar 57hp	
BATTERIES	Lithium Ion	
SPEED UNDER ENGINE	10 knots	
CRUISING RANGE AT 6 knots (+1 genset)	700 nm	

#### GENERAL NOTE:

Where a particular model, type of brand of sailing, electrical, mechanical, audio-visual, IT, or lighting system, unit or appliance has been specified in this Specification, the model supplied shall be the latest model available at the time of order.

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## PREAMBLE

The HH60 originates its form from the proven HH55. The longer cockpit of 800mm (2'7" feet) and the longer swim platform 600mm (2' feet) has changed the characteristics of the boat. The benefits of this change are a larger cockpit that allows for designated steps to the helm immediately aft of the saloon door for safe and quick helm station access even in adverse conditions. This and the swim platform extension have meant a longer boat where new larger daggerboards (4.0m/13'2" draft) have been moved aft to balance a new taller carbon mast, longer boom with a more powerful sail plan. In addition, the larger space and performance gained naturally from a larger catamaran include full king size beds in the aft VIP cabins, the cabins are larger too. The outboard topsides have been extended to match the swim platform extension which has resulted in a sleek looking aesthetically pleasing yacht. At the forward end we have included a new design of carbon longeron which integrates all the following into one monocoque structure: extended bow sprit for gennaker tack, a 'V pelican striker allowing the forestay to move forward and increase the foresail areas, carbon cross beam, carbon martingale strap, and carbon anchor box with auto anchor wash. The aft cockpit is covered by a large carbon hard top and this is either a raised style where in standing mode the helmsman's' line of site is above the bimini, or a lower style with individual helm protection pods. There is no right or wrong and so this is an option with the HH60 depending on the individuals own preference. Either the 3 or 4 cabin arrangement is available with some customizations to the interior, but we are limited to working within the confines of the structural bulkheads. As all HH Catamarans this yacht is engineered to the highest loads and standards meeting and exceeding ISO CE Class A Ocean requirements. Furthermore, the rig and daggerboards are designed and engineered to handle hull fly loads with safety margins over and above. It is these qualities and many more that make the HH60 feel solid and safe whilst blue water passage making.

## HULL AND DECK STRUCTURE

- 1) Design and structural engineering by Morrelli& Melvin, builder will construct strictly in accordance to given drawings with inhouse SOPs and QC monitoring
- 2) Latest 4<sup>th</sup> generation hull designs from Morrelli& Melvin
- 3) Constructed into female GRP moulds for minimum construction weight using advanced epoxy resin infusion techniques to produce a hull and deck shell of the highest strength to weight ratio without voids
- 4) Engineered foam cores selected to increase strength and reduce weight
- 5) Carbon composite sandwich construction, post-cured in oven for maximum strength

**HH60**

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- 6) Infused carbon with epoxy resin and Corecell damage tolerant foam sandwich construction with varying densities and thicknesses as determined by M&M
- 7) Additional carbon fiber reinforcing in all highly loaded areas
- 8) Carbon fiber longitudinal stringers and ring frames
- 9) Sacrificial 'false' bow piece ahead of cross beam bulkhead
- 10) Watertight bulkheads and forward sail locker floors to seal off bow compartments
- 11) Structural composite hull floors to save weight and add stiffness
- 12) Carbon fiber shroud chain plates

## APPENDAGES

- 13) Symmetric curved (Cs) daggerboards, 5.80m long, build from precision female carbon moulds, all carbon pre-preg is NC computer cut and 'kitted' for lamination accuracy, strength performance, and carbon layer count control. Each board is load tested to maximum working load of 13,000kg, deflection is measured to ensure design conformity. Top of the board has a 'safety fence' with dense silicon rubber collision bumpers to avoid losing the board from free falling through the case if the 'Up' control line breaks. Top of the board has a lifting hole for halyard hoist. Boards are finished with PU paint, large contrasting painted depth indicator numbers on the upper aft face, and antifoul on the permanently immersed tip. Composite structural engineering and laminate specification as determined by M&M.
- 14) Curved daggerboard cases constructed with vacuum bagged, carbon fiber prepreg, and epoxy foam sandwich construction
- 15) Fixed CNC cut Vesconite bearings top and bottom mounted into carbon housings designed to withstand low to moderate impact damage, no metal or moving parts.
- 16) Boards are lowered and raised by two high strength lines with chafe resistant covers lead to the aft winches, or *Optional* integrated electric line drivers provide push button operation at the helm stations.
- 17) High aspect spade rudders, carbon stocks built from carbon pre-preg, and carbon blade construction. Rudders are housed in self aligning JEFA bearings with water tight tube and rubber 'boot'
- 18) The top of the rudder stock has a socket to accept an emergency tiller.
- 19) Rudders can be changed within an hour whilst the boat is in the water.

## MAST & RIGGING

### MAST

- 20) 25.36m Standard Modulus Carbon fiber fractional non-rotating mast, diamonds, lower stays and cap shrouds, single carbon spreaders, finished with black or white coat 2-part paint system.
- 21) Mastfoot with mast jack and shims to “tune mast rigging”
- 22) Flip flop blocks under gooseneck for turning the halyards and control lines to cabin top.
- 23) Carbon fiber gooseneck with stainless steel pin
- 24) Foldaway nylon steps to access gooseneck and masthead
- 25) Halyards led aft to helm station
- 26) Halyard locks for reacher halyard and self-tacking staysail halyard
- 27) Solent / Genoa is raised on a service halyard and then lashed off at top when raised
- 28) Solent / Genoa with single line Facnor furler.
- 29) *Optional* Self tacking Staysail with mast lock, single line Facnor furler, adjustable locking tack, torsional stay, self tacking track and sheets, blocks and jammers.
- 30) *Optional* Reacher with mast lock, continuous line Karver furler adjustable locking tack, torsional stay, self tacking track and sheets, blocks and jammers.
- 31) *Optional* Gennaker, shares Reacher mast lock, continuous line top down Karver furler with swivel, shares Reacher tack, adjustable locking track, built in torsional stay into sail luff, sheets, blocks and jammers.
- 32) *Optional* independent mast lock and tack point for furling Gennaker
- 33) Fixed lazy jacks on mast, adjusted with lashings to boom, directed through spreader for easier hoist
- 34) Spreader lights (2) for coach roof and foredeck
- 35) Hailer(1) on spreader connected to VHF
- 36) Service Halyard/topping lift 1:1 (max load 500kg)
- 37) Cunningham for full hoist mainsail and reefs led to winch with clutch
- 38) Single track ball bearing battcar system for fat head mainsail with detachable headboard to enable easy lowering into mainsail covers
- 39) *Optional* Split track mast car system to lower the height of the mainsail stack when lowered
- 40) Lightning protection from rod at mast top connected to hull copper plate
- 41) All navigation lights are Lopo
- 42) All mast wiring is in chafe guards and in secured hard conduits.
- 43) Radar and spreader equipment is protected from the sails by stainless guards

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## BOOM

- 44) Pre-preg standard modulus carbon fiber autoclave baked for minimum voids
- 45) Boom tube with stylized boom wing for mainsail stack, or with Hayracks to suit stack pack cover for mainsail.
- 46) 3 Karver reef hooks secured in rope bridles with trip lines. Reef lines and trip lines all lead to starboard helm station. Reef hooks safely take all the load off of the reef line, to avoid reef line chafe.
- 47) Padeye and Spectra strop for lashing loose footed mainsail clew
- 48) Stack pack for mainsail attached to lazy jacks and boom with 'auto zipper' on rope pulley system

## INTEGRATED LONGERON, CROSSBEAM, MARTINGALE MONOCOQUE

- 49) Carbon fiber longeron elegant design with a deep taper at each end
- 50) Carbon cross beam with attractive seamless angled attachment to longeron
- 51) Twin V Pelican striker supports solid carbon strap martingale. The V Pelican striker lowers the height of the martingale to allow a deeper foot on the reacher and gennaker. It also allows for the forestay to pass forward of the cross beam increasing the Solent / Genoa sail area.
- 52) *Optional*: 3:1 tack down haul for reacher tack, and self-tacking staysail tack, included with sails
- 53) Carbon reinforced attachment points for the forestay, self-tacking staysail tack, reacher tack. *Optional* additional tack for Gennaker, included with the sail.
- 54) Dyneema stays for fwd bikini tramp

## RUNNING RIGGING from Maffioli

- 55) All running rigging and control lines are included, when additional Sail Options are selected all ropes (halyards, trip lines, sheets, furling lines) for that Sail are included.
- 56) Halyard control lines led aft to helm stations
- 57) Furling lines led to aft beam winch
- 58) Sail control lines led aft to helm stations
- 59) Loops or shackles for all blocks
- 60) Halyards and control lines equipped with lashing ends, including:
  - 4:1 Rope purchase main sheet
  - Tack lines led to winch on longeron
  - Cunningham and reef lines led aft to helm stations
  - Solent sheets (2) led to each helm station
  - *Optional*: Self tacking staysail sheets (2) led to each helm station

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- *Optional:* Reacher sheets (2) led to aft beam reacher winches
- Main halyard 1:1
- Solent halyard 1:1
- *Optional:* Self tacking staysail halyard 1:1
- *Optional:* Reacher halyard 1:1
- Solent furler line led to aft beam winch
- *Optional:* Self-tacking staysail furler line led to aft beam winch
- *Optional:* Reacher furler line led to aft beam winch

## STANDING RIGGING

- 61) Custom aramid forestay with furler (1) for Solent
- 62) Custom aramid lower (2) and cap (2) shrouds with loops to chain plates
- 63) Custom aramid diamond with integral turnbuckles
- 64) Custom carbon martingale integrated with cross beam and longitudinal structure
- 65) *Optional:* Aramid reacher torsional stay with furler
- 66) *Optional:* Aramid self-tacking staysail torsional stay with furler

## SAILS

- 67) We offer a complete high performance package *Optional* sail package including:
  - Mainsail
  - Solent (Genoa)
  - Self tacking staysail
  - Code Reacher
  - Furling Assymmetric Gennaker
  - Storm Sail
- 68) from 3 different suppliers:
  - Evolution
  - Doyle Sail
  - North Sail
- 69) Details of the packages are part of the options and pricing sheet.

## DECK GEAR

- 70) Aluminum 2-speed Lewmar EVO 70.2EST winches (2) for main and headsail sheets at helm stations
- 71) Aluminum 2-speed Lewmar EVO 65.2EST winches (2) for halyards and control lines at helm stations
- 72) Aluminum 2-speed Lewmar EVO 70.2EST winches (2) for reacher sheets and davit lines on aft beam
- 73) Karver Trimmer 46 4-speed winch (1) on longeron for tacklines.
- 74) Winch kill switches (6)
- 75) 8" aluminum winch handles with holders (3)
- 76) Properly sized Spinlock jammers or clutches for control lines where needed
- 77) Harken fore and aft jib tracks with adjustable pin cars (2)
- 78) Harken self tacking staysail track with pin stops
- 79) 4:1 double-ended rope mainsheet system, led to each helm station
- 80) Mainsheet traveler controlled by Antal line driver
- 81) *Optional:* Reacher sheet system consists of:
  - 1) Harken blocks (2)
  - 2) T164 (titanium) padeyes (2)
- 82) Forward trampolines, with Spectra border line, lashed individually for maximum safety
- 83) Composite stanchions (1m) with three levels of Spectra lifelines
- 84) Lewmar Size 10 flush deck hatches, one per head,
- 85) Lewmar Size 44 flush deck hatches, one per stateroom,
- 86) Lewmar Size 60 flush deck hatches, forward area (2) and port sail locker (1)
- 87) Large flush carbon foredeck hatch at port or starboard sail locker (1)
- 88) Lewmar opening port lights, one per heads (4)
- 89) Opening inwards portlights in salon forward bulkheads (2)
- 90) BSI CE certified escape hatches (2)
- 91) Saloon windows, tinted toughened glass
- 92) Topside windows, tinted toughened glass
- 93) Pneumatic struts for engine and sail lockers and genset locker.

## DOCKING AND ANCHORING

- 94) 50' X 3/4" Mega Braid docklines with chafe protected eyes (4)
- 95) 30' x 3/4" Mega Braid docklines with chafe protected eyes (4)
- 96) 12" X 36" (6) & 17" X 60" (2) inflatable fenders with covers
- 97) Nomen Clip Cleats (4), Padeyes (6) for sail control and spring lines
- 98) Anchor chains and ropes: 60m (197') of 3/8" G43 chain with 23m (75') of nylon rope, 49' of 5/16" G43 chain with 45m (50') of nylon rope
- 99) Anchor bridle with shackle that clips onto the chain
- 100) Anchor bridle attachment points on inboard hull sides
- 101) SS anchor roller exit on longeron
- 102) Salt and fresh water wash down in anchor locker
- 103) Rope/chain automatic gypsy sized for chain and 8-strand nylon anchor rode
- 104) Electric windlass, Quick DP3 or equivalent, inside fwd underwing locker
- 105) Rocna anchor size 40kg
- 106) Foldable Fortress anchor size 15kg.

## PROPULSION

- 107) Yanmar diesel 57hp with SD60 Sail drives (2)
- 108) 3-blade folding props for minimum drag –Gori Varifold with overdrive for fuel efficient passage making
- 109) Tachometer, fuel, hours, temperature, amp gauges
- 110) Water temperature and oil pressure audio alarms
- 111) Engine throttle control/gear shift, 1 per helm station
- 112) Manual engine room ventilation blower with 4" ventilation hoses
- 113) Custom composite engine muffler, and water lift with water separator, gas through under wing/chamfer panel and water below waterline. This gives quiet exhaust without the 'splosh splosh' noise.
- 114) Jabsco oil change pump for engine and genset oil
- 115) 370Litre diesel fuel tanks with cleanout ports and appropriate baffles (2)
- 116) KTI fuel and water separators w/changeover valve for each fuel system
- 117) Shut-off valve on fuel tanks
- 118) Fuel tank SS deck fills, 1 per hull



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- 119) Fuel tank fuel transfer from port to stbd and stbd to port using KTI Systems Kenan Filter MK60DP for transfer and fuel polishing

## STEERING

- 120) Custom dual helm steering system
- 121) 1050mm carbon fiber sculptured race boat steering wheels (2)
- 122) Spade rudders with strong and safe carbon fiber shafts designed and engineered by M&M
- 123) Transmission aluminum and carbon torque tube steering system provides the worlds best steering feeling. The system has less than 1kg of friction including the autopilot, and no free play on the wheel, when sailing true feedback from the rudder pressure is felt on the wheels
- 124) JEFA self-aligning rudder bearings (4)
- 125) Water containment tube and water tight bulkhead in case of collision, with a rubber boat above.
- 126) One emergency steering tiller stowed and secured in fwd locker
- 127) Port JEFA auto-pilot motor directly connected to JEFA transmission gear boxes.

## ELECTRICAL

- 128) Designed to ABYC regulation
- 129) C-Zone house electric digital switching and monitoring system with 10" control screen in Nav station. C zone handles all DC and AC electrical loads, interfacing directly with chargers, genset, batteries and shore power. All tank and alarm monitoring is also handled by the digital switching for a totally integrated electrical system. The C-Zone controls output modules around the boat, the output modules (OI & COI) receive a signal or send power to the required device. The output modules have a manual override for total redundancy if C Zone is faulty. This digital switching system saves over 300kg of wiring, distribution boxes and fuses through the yacht, as well as providing a user friendly interface that can also be controlled on an iPad.
- 130) Shore power 220V 50Hz or 60Hz. Single 50 amp socket in anchor locker.
- 131) Service in both 12 & 24 vDC and 220vAC/110vAC
- 132) Solbian 1KW solar panels
- 133) *Optional further 2Kw of solar. 1.1 Kw on the cabin top and 900w on the davits*
- 134) 110A engine alternators 24V (2)

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- 135) *Optional 185amp x 27vDC Hi Power alternators. This option provides over 4Kw of house battery charging per engine for rapid battery charging (typically less than 2 hours from flat to full charge). However, it voids the warranty for anything to do with the front of the Yanmar engine associated with the alternators, belts and attachment of.*
- 136) 600 amp/hour Lithium-Ion Battery Bank (200amp hour (3) with built in battery management system
- 137) AGM starting batteries (2) with emergency parallel switching between engines
- 138) Victron Energy Combination inverter/charger 100amp charging for 24vDC system with 5000w of 220vAC available from the batteries for powering air conditioners, electric cookers, washing machine etc
- 139) *Optional upgrade the combi inverter charger to an 8Kw inverter, recommended for people choosing an electric galley.*

## ELECTRICAL OUTLETS

140) 110v/220v single outlets at:

- Galley (4)
- Nav. station (2)
- Cabins(4) one in each
- Heads (4) one in each
- Saloon (2)
- Aft Cockpit (2)
- Additional USB charging sockets at all bunks
- 24vDC and USB charging units at both helms
- USB charging units at nav station (2), galley and saloon

## LIGHTS

141) LED Courtesy Lights in:

- Aft cockpit
- Transom steps
- Companionways

142) Flush LED warm white spotlights in:

- Saloon ceiling
- Heads
- Cabins

- Helm stations
  - Aft cockpit
- 143) LED reading Lights at:
- Nav. station
  - Two at each berth
- 144) LED navigation lights
- Running lights at end of longeron
  - Stern light on aft edge of bimini
  - Anchor light at masthead
  - Steaming light on front face of mast
  - Compass light
- 145) Rope light facing down attached to the underside of toe kicks (not vertical surfaces)
- Along saloon and cabin furniture that is styled with a toe kick
  - Along the aft cockpit furniture that is styled with a toe kick
- 146) Overhead dome lights in engine rooms and transom and bow locker compartment
- 147) Red overhead lights above nav. station, helm stations (2), and galley

## ELECTRONICS

- 148) Base Navigation System – Helm Stations 2 x 19", Nav. Station 1x 16"
- 149) B&G Zeus3 touch screen displays to integrate radar/chart overlay/weather routing/yacht systems/ autopilot/performance numbers – system to integrate with iPad/lap top as remote display and control
- 150) B&G ZC2 Zeus remote keypad (2)
- 151) B&G Hercules 5000 pilot controller (2)
- 152) B&G H5000 pilot computer (1)
- 153) Navico NEP-2 network Expansion port-2 (1)
- 154) B&G H5000 Hercules performance base pack w/GCD (1)
- 155) B&G NAIS-500 Class B AIS system (1)
- 156) B&G ZG100 GPS antenna,10Hz (2)
- 157) B&G vertical masthead unit pack (1)
- 158) VMHU top bracket (1)
- 159) B&G 4G Radar Broadband System (1)
- 160) B&G H5000 analog expansion module (1)
- 161) B&G H5000 3D motion sensor (1)
- 162) B&G Precision-9 compass, NMEA2000 (1)

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- 163) B&G DST800 active speed/ depth/temp transducer (2)
- 164) Hull housing type A, plastic, flush (2)
- 165) Wind vane (1)

## **Auto Pilot System Standard— One H5000 autopilot system**

- 166) One H5000 autopilot system with one Jefa motor on port rudder
- 167) Integrated into B&G system
- 168) Pilot computer H5000 (1)
- 169) Pilot keypad controller (2)
- 170) Compass Precision 9 (1)
- 171) Pilot Feedback sensor RF300 (1)
- 172) *Optional Autopilot Drive motor on starboard rudder with switch over switch, or an installed totally independent Autopilot with independent course computer, GPS, fluxgate compass and controller etc. Note – this independent system cannot display or be controlled through the B&G system. B&G can only handle primary autopilot.*

## **Communications Base System**

- 173) B&G V90 VHF w/handset & speaker (1)
- 174) B&G H90 wireless handset (1)
- 175) B&G NSPL-500 AIS/VHF antenna splitter (1)
- 176) Gam, combo VHF/AIS antenna, SS whip (1)

## **PLUMBING AND TANKS**

- 177) 350 Litre fresh water tanks (2)
- 178) All toilets are fresh water flush with auto electric macerators and touch panel controls for odor free and stain free bathrooms.
- 179) Water tank SS fillers, one per hull
- 180) Hot and cold pressure water system in each hull
- 181) Hot and cold pressure shower in Stbd transom
- 182) Isotemp 11 gallon hot water heaters 220v/750w (2) with engine transfer heating, one each Port and Stbd
- 183) Large displacement pumps for steady pressure, less pump wear
- 184) Levels for water tanks (2), waste tanks (2), and fuel tanks (2) all display through C-Zone
- 185) Salt/fresh water washdown for decks

- 186) Electric bilge pump system in each hull
- 187) Portable emergency manual bilge pump
- 188) All sanitation hose odor resistant
- 189) All flush mounted composite thru-hull fittings below waterline
- 190) All plumbing hoses are double clamped below waterline
- 191) Deck pump-out ports for removal of black water (2)
- 192) 140L Black water tanks with overboard discharge, tanks are above DWL for gravity discharge and easy automatic cleaning (2)
- 193) Auto electric bilge ventilation system ensures a dry fume free bilge (2)

## VENTILATION

- 194) Manual blinds for each deck hatch and windows in the living spaces
- 195) Custom fixed, glass windows in hull with Lewmar opening ports in each head
- 196) Lewmar flush hatches in fwd coach roof, one at each side (2)
- 197) Lewmar flush hatch in fwd salon

## FINISHES

198) Alexseal exterior/interior paints

- One gloss color from waterline to sheer
- One gloss color across deck between non-skid areas
- *Optional:* Custom mixed non-skid paint on deck surfaces where needed
- *Optional:* Seadeck high quality 6mm thick EVA foam decking for a soft feel underfoot
- *Optional:* Custom, dark or metallic colors available

199) Hard semi-ablative antifouling on hull bottoms

200) Gloss paint on some bulkheads, interior hull and ceiling surfaces

201) Synthetic liner on hull and ceiling surfaces

202) Rolled grey barrier paint in bilges

203) Exterior storage lockers: carbon surfaces sealed

204) Ring frames and stringers in rolled white barrier paint

205) All furniture and cabinetry are composite built from 12 mm lightweight foam core with light weight 2mm plywood skins. Real wood veneers are exterior on all surfaces, internal surfaces of cupboards and drawers are of similar realistic wood Formica. Interior of hanging lockers is natural cedar to keep clothes dry and fragrant

206) Interior cabin doors are cored and veneered

207) Where cabinet geometry allows door hinges will allow for opening of doors

208) Wood veneer interior joinery

209) Counter surfaces Corian finish

210) Durable synthetic Amtico flooring

211) Rolled matte white paint inside cabinetry

212) All vertical joinery surfaces finished in open-grain satin varnish

213) Table tops finished in gloss filled-grain varnish

214) Galley and heads counters finished in lightweight polished Corian

215) Exterior caulked teak delivered newly sanded

216) Interior seating upholstery in Ultra-Leather, exterior in Sunbrella or Ultra Leather.

## HELMSTATIONS

217) 2 outboard helm seats

218) Line bag type storage below winches

219) Fixed acrylic skylights with snap canvas sunshade in bimini, one at each side

220) Cup holders (2) at each side

## ENTERTAINMENT COCKPIT–AFT, TRANSOM STEPS

221) Port and Stbd settee with wrapped reticulate open cell foam cushions

222) Storage lockers in settees

223) Stainless steel folding swim stairs integrated in stbd transom

224) Caulked teak floor

225) Table with 2 chairs

226) 4 part sliding glass door in anodized alloy frame.

227) Outdoor hot-cold water shower at starboard transom

228) Ample drains directly through wing deck overboard

229) Two carbon dinghy davits, seamlessly attached controlled from reacher winches with jammers to support an agreed suitable model tender and motor. Gas BBQ on aft beam with adjoining sink

230) *Optional: Davits designed for your dinghy, so that dinghy locks in place when hoisted to avoid the dinghy swinging around when not lashed.*

231) Fishing rod holders (2)

232) Carbon wash boards across transom steps

## INTERIOR

2 DIFFERENT INTERIOR COMBINATIONS ARE AVAILABLE, THERE MAYBE SOME PRICING DIFFERENCE TO STANDARD LAYOUT

### SALOON

233) Wood and synthetic veneers for composite furniture, floors and tables

234) Navigation/communication station on port side; ample room for electronics

235) Touch screen electrical controls

236) Ceiling covering to be stretched synthetic leather “Whisperwall”

237) Settees (1) with Ultra-Leather wrapped 5” reticulate open cell foam cushions

238) Table in light veneer

239) Navigation file folder cabinet

### GALLEY

240) 4 plate gas stove and oven with pot holders

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- 241) Ample storage cabinets below counters, pot and pan drawer under stove
- 242) Double stainless steel sink with faucet
- 243) Vitrifrigo fridge with 2 drawers below counter
- 244) Vitrifrigo freezer with 2 drawers below counter
- 245) *Optional: Programmable fridge units that can be set as either a fridge or as a freezer.*
- 246) Galley working surface to be of lightweight Corian/quartz
- 247) Lazy Susan

## **THREE STATEROOMS (ONE MASTER ROOM AND TWO GUEST STATEROOM)**

- 248) King sized (80"x80"x6") berths in two aft cabins, double berth stbd forward, mattresses are split for easy access to hatches and storage below
- 249) Storage lockers shelves
- 250) Clothes and towel hooks

## **EN SUITE HEAD & SHARED SHOWER TO EACH STATEROOM**

- 251) Head compartment with door
- 252) Vanity with integral wash basin and Grohe faucet
- 253) Mirror above sink
- 254) Planus Artic electric large toilet system
- 255) Separate stand up shower compartment with door access to both cabins
- 256) Grohe wall mounted shower with temperature-controlled mixer
- 257) Shower drain with strainer
- 258) Hanging hooks (2)

## **STORAGE LOCKERS—FORWARD OF MAST**

- 259) Storage lockers in front of mast with step and Lewmar Size 60 hatches (2)
- 260) Large watertight locker on forward stbd hull with built in stairs and storage cupboards
- 261) Locker for windlass/chain on center line forward of mast

## **ENTERTAINMENT**

- 262) Saloon Entertainment
- 263) Fusion AV750 Marine Stereo with DVD, FM, AM and Bluetooth inputs (1)
- 264) Anthony Gall A'Diva SE speaker (2)
- 265) Cockpit Aft Entertainment
- 266) Fusion 4" marine 2-way speakers, white (2)



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BUILT BY



DESIGNED BY



#### *Disclaimer and notes*

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