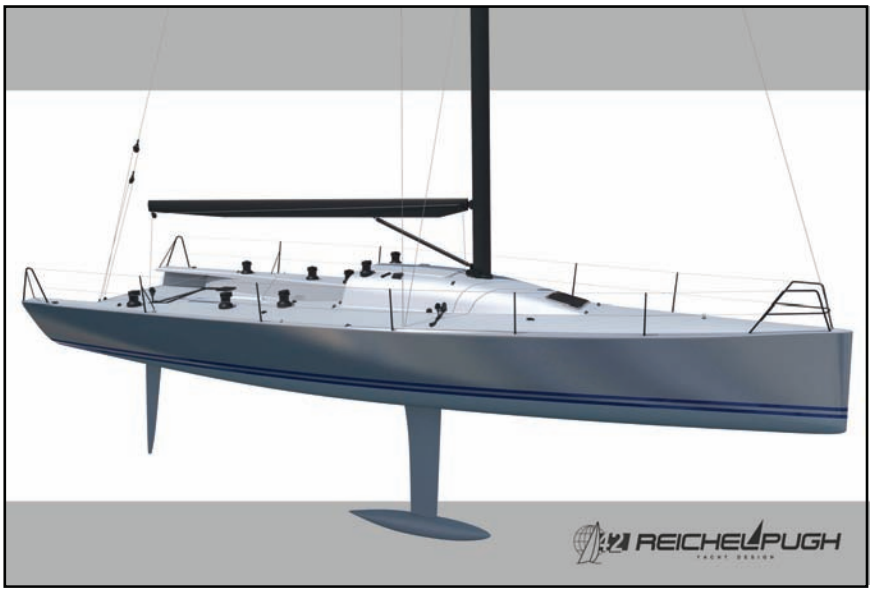
REICHEL PUGH
YACHT DESIGN

Reichel/Pugh in partnership with McConaghy International are pleased to present our ORC Grand Prix 42



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In late 2005 after a year of development the ORC announced the completion of three new Grand Prix offshore level class box rules sized 26, 33, & 42 feet in length. The GP42 is going to have the most explosive performance on the water, following on from the huge success of the Transpac 52 box rule, which was developed here in California. More information can be found on the ORC website at www.orc.org

Reichel/Pugh is leaving nothing to chance; the GP42 will incorporate the latest design advances with the principal goal being winning performance for seasons to come.

Reichel/Pugh & McConaghy's are leaders in their fields & have collaborated on many successful, high profile projects. This is a unique opportunity to obtain a Reichel/Pugh designed, McConaghy built product at an extremely attractive price.

McConaghy's guarantees the solvency, quality, and customer service of their China operation. They also offer the same warranty as for an Australian built product.

Both Reichel/Pugh and McConaghy are extremely excited about the highly competitive price & confident of the quality that will come out of this new facility.

BASIC SPECIFICATION

The boat is to conform to the final version of ORC 42 rule – 2005-2006.

HULL, DECK AND STRUCTURES

Hull and deck are to be moulded in precise female moulds. Hull to be constructed of a carbon pre-preg epoxy laminate under vacuum and cured in oven, mainly unidirectional carbon fibre with foam core according to designer specification, including ring frames, bulkheads, keel floor and longitudinal reinforcements. Hull to be painted white.
Deck construction as above with C plates under fittings. Deck to be painted off white and have non slip in required areas.
Chain plates to be carbon composite.
Interior as required by ORC rule including 4 berths and cushions, washbasin and toilet, sink, flush seacocks where necessary, three gas burner stove, hanging locker for personal gear, companionway stairs over engine box, fitted safety equipment including bilge pumps to ORC requirements. Interior surface smooth and clear coated over carbon, white painted engine box and floor boards.
All procedures and processes will take place within an environment correctly matched to the material requirements.

CNC KEEL

Keel to compromise fabricated fin and cast lead bulb, fin will be made oversize and then milled with numerical control, lead will be epoxy painted and finished to smooth finish, fin finish to CNC templates. Attachment system with stainless bolts.

PROPULSION

30hp propulsion unit and sail drive, briski/gori racing (alternator for battery charging), fuel tank, tubing, breather and filling system, water filter, exhaust system with light weight tubing, spinlock morse control and flush fitting seacock.

ELECTRICAL

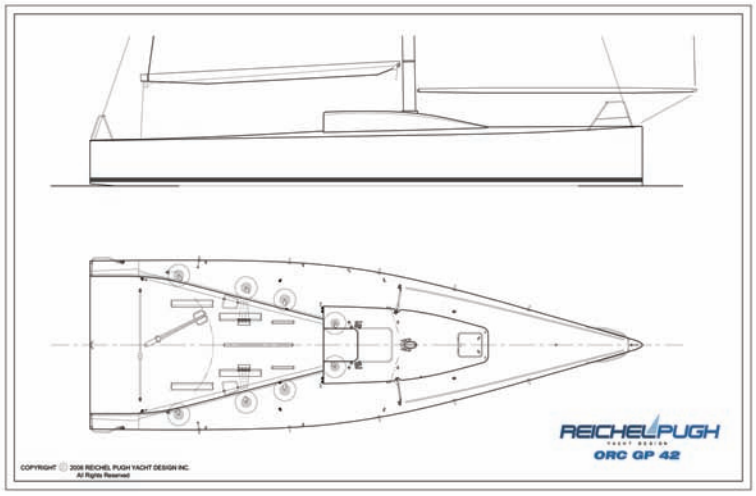
Basic electrical system for engine, instruments and navigation/internal lights including separate sealed batteries, isolators, cabling, panel trip switches, navigation and interior lights, 12 V sockets and feeds for instruments.

STEERING AND CNC RUDDER

Carbon rudder blade made in CNC female mould, carbon stock, self aligning bearings, carbon tiller and spinlock tiller extension.

RIG (KING COMPOSITE)

The mast will be a two spreader rig, built from standard modulus carbon (240-250 Gpa) per GP42 Class Rule.
The section will be designed specifically for this boat.
The tube will be male moulded in one piece on an aluminium mandrel and autoclave cured at 4-6 bar at 125°C.
The gooseneck for boom, vang, b & g support for wand and reinforcements will be in carbon.
The aerodynamic spreaders will be in carbon.
The boom will be in carbon sandwich.
Spin pole will be autoclave cured with high percentage of unidirectionals.
Rod rigging and turnbuckles by BSI.
Head stay with foil and strop with turnbuckle.
Mechanical vang with gas spring.
K49 backstay.



RUNNING RIGGING

Vectran and spectra halyards with Tylaska fittings
one set of sheets and control lines in suitable material and supplied with suitable fittings for Grand Prix level competition.

DECK GEAR

If not stated equipment is Harken
6 Spinlock Halyard stoppers
1 Harken halyard divider
2 Harken B44STQ halyard/spinnaker winches
2 Harken B530TCR top cleat speed primary winches
2 Harken B48.2STA mainsheet winches
2 Harken B48.25TA Backstay Winches
2 Harken transverse Genoa tracks with inboard, outboard control blocks and jammers plus under deck block system for lead height control
Foreguy system for overlength pole
5 halyard turning blocks
Swivel jammers for vang system and 48:1 vang system
Outhaul system with 24:1 ratio lead to main trimmer
Mainsheet track and traveller controls lead to mainsheet trimmer
2 Spi sheet turning blocks
2 Spi sheet leading blocks
2 guy blocks and pad eyes
6 pad eyes for spi blocks, barbers and aft of mast
3 Blocks for backstay system
4 Foot rests on cockpit floor
2 pushpits and pulpit and attachments in SS316
8 composite stanchions
Genoa tack fitting in 316
One round Lewmar fore hatch
Forward toe rail to ORC requirements
Companionway hatch and wash boards

ORC Grand Prix 42

- designed by –
REICHEL/PUGH YACHT DESIGN, INC.

Length Overall	12.80 m
Length Waterline	12.20 m
Beam	3.90 m
Draft	2.60 m
Displacement	4,200 kgs
Fin & Bulb Weight	2300 kgs
IM	16.20m
J	5.00m
LP	5.35m
ISP	18.60m
SPL	6.55m
P	16.80m
E	5.90m
Engine	Yanmar 3YM-30 w/ SD20 sail drive

DELIVERY & CRADLE

When payment for materials is received, composite materials can be ordered. Current lead time for delivery of materials by sea freight is 10 weeks. Hull construction can start when composite materials are received and delivery of first yacht will be 4 months after this date. Therefore first boat can be delivered 6 ½ months from order of composite materials, and one boat per month can follow. Cradle to be included.

PAYMENT SCHEDULE

Payment: 10% on order, 40% at order of materials, 30% at completion of hull & Deck, 20% at completion at factory.

PRICE FOR PRE PREG CARBON STRUCTURE

Cost per boat is approx USD$493,000 each, based on 5 boat order
Or USD$504,000 each based on 4 boat order
Or USD$520,000 each based on 3 boat order
Or USD$546,000 each based on 2 boat order
Or USD$596,000 each based on 1 boat order

Plus freight from Hong Kong for Yacht
Plus freight from Argentina for Rig
Assistance with shipping can be provided.

BUILD INSURANCE

Each boat will have builder's insurance for the entire construction period.

OPTIONS

Southern spars rig add USD$13,200 plus freight from NZ

Hall Spars rig add USD$16,200 plus freight from Newport RI

Dual carbon wheel steering system add USD$15,000

Upgrade from standard Harken winches to Harken racing winches add EURO 2,970

Upgrade from standard Harken winches to Harken grand prix racing winches add EURO 11,505

Additional cost to add Harken primary pedestal system add EURO 18,200 plus additional labour for installation

NOTE: due to the current world wide shortage of carbon fiber and subsequent volatility in carbon fiber pricing and availability this offer will be valid until December 31, 2006. Price and delivery schedule will need to be reconfirmed prior to acceptance of order.

For more information please contact Peter Burton (peterburton55@sbcglobal.net Mobile: 619-857-2917)
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