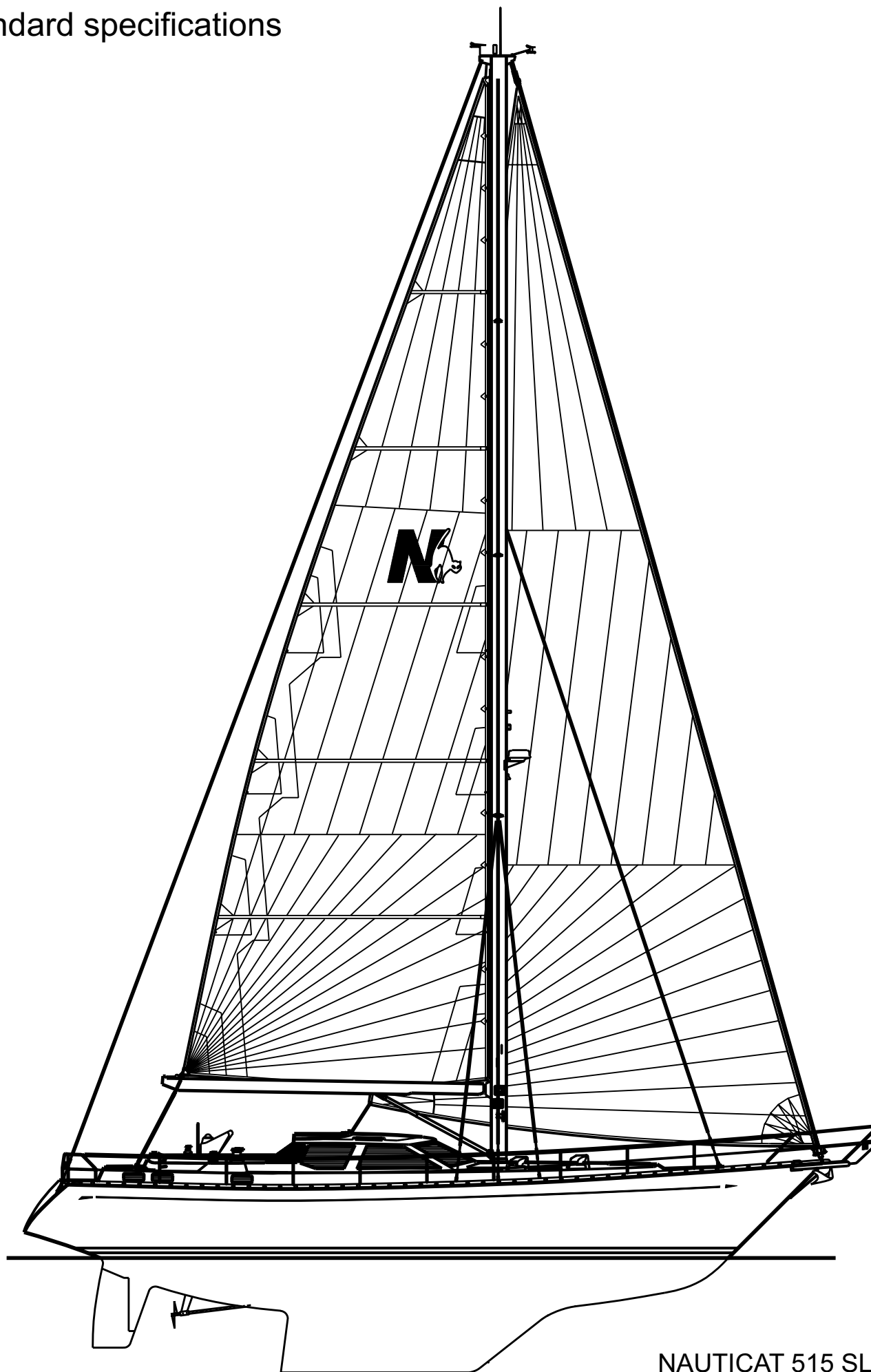


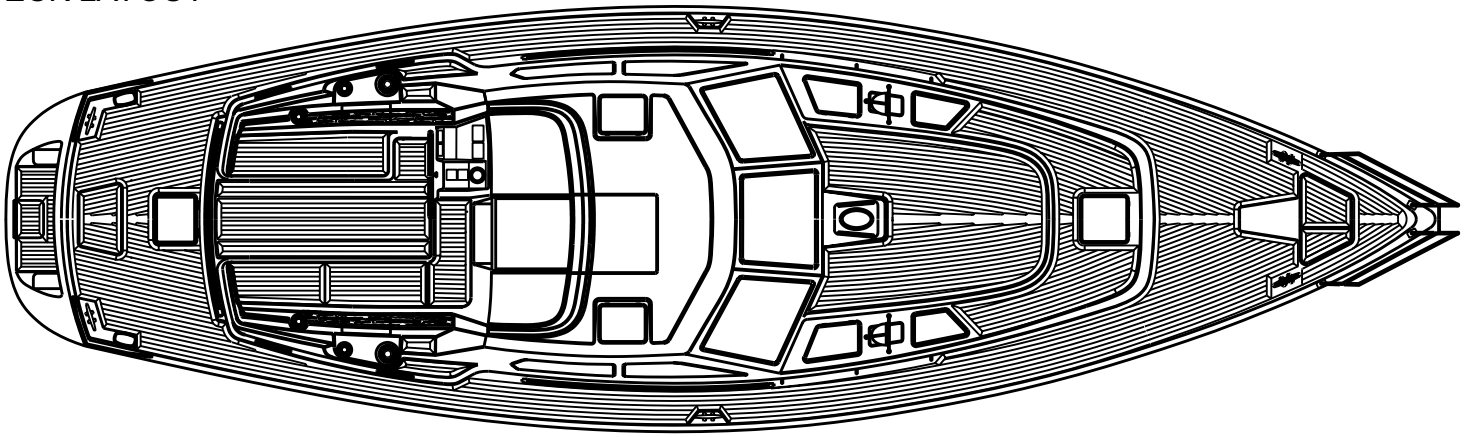
nauticat 515

Standard specifications

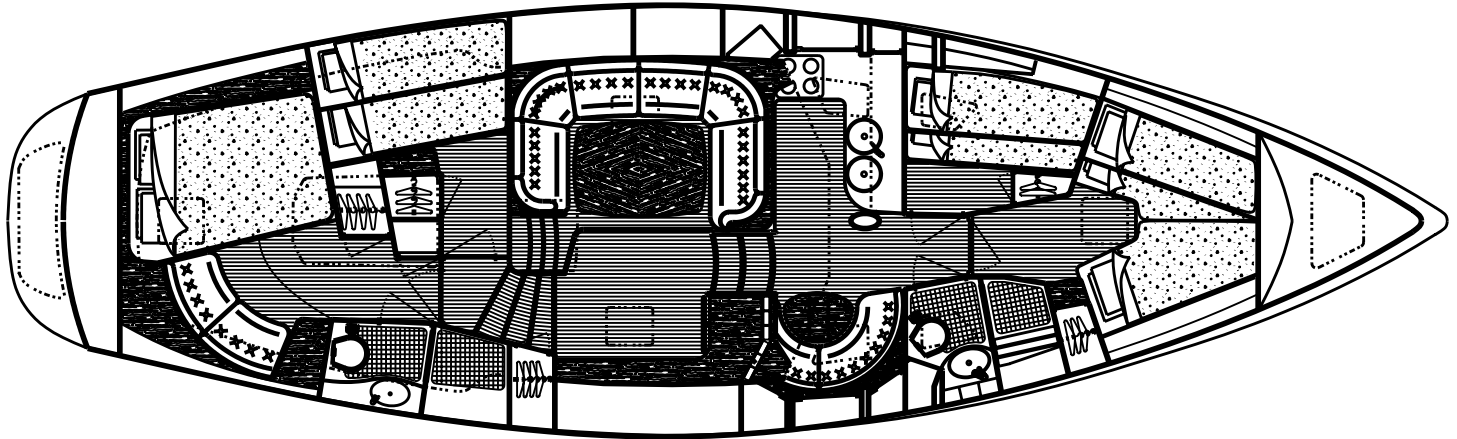


NAUTICAT 515 SLOOP

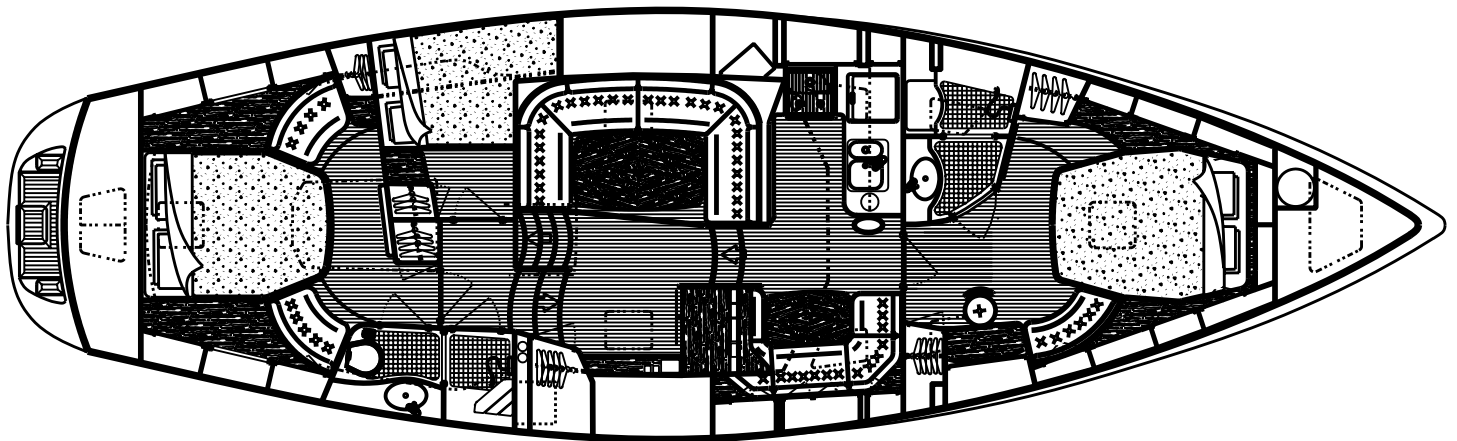
DECK LAYOUT



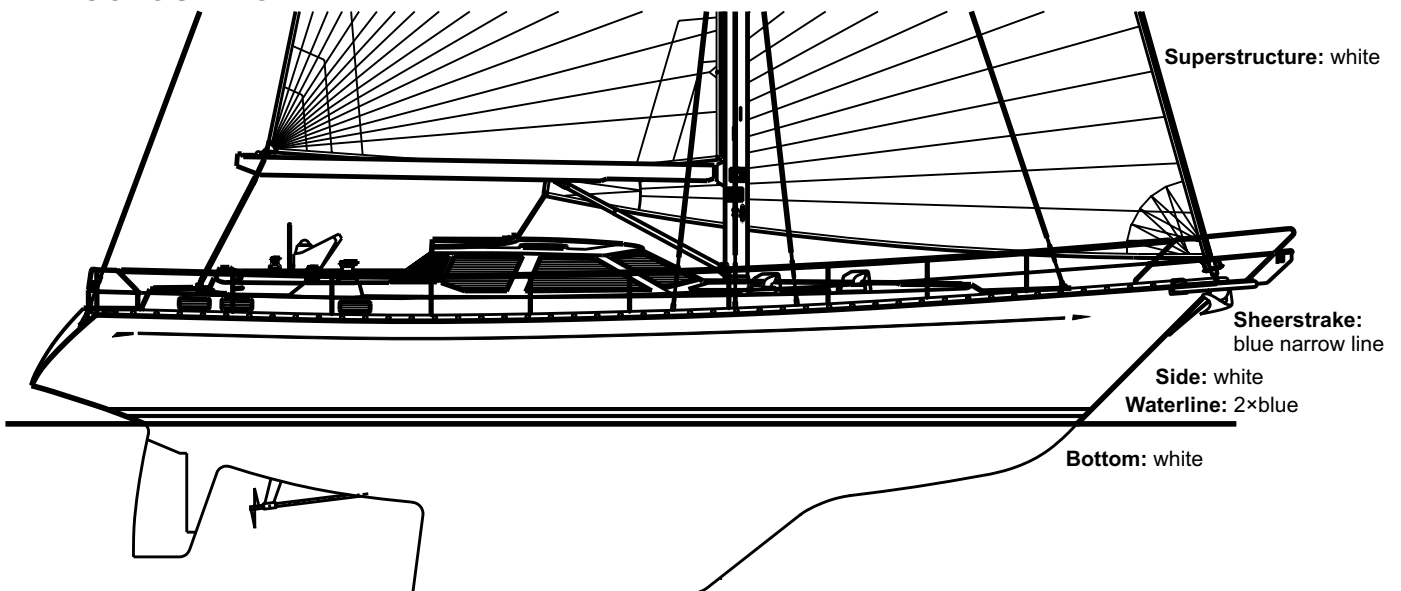
INTERIOR 515-013



INTERIOR 515-111



STANDARD COLOURING



NAUTICAT 515 PILOTHOUSE SAILING YACHT STANDARD SPECIFICATIONS

L.O.A, hull	15.42 m	50'7"
L.W.L	12.22 m	40'
Beam	4.60 m	15'1"
Draught	2.20 m	7'4"
Freeboard (fore)	1.75 m	5'9"
Freeboard (aft)	1.65 m	5'5"
Displacement	24.0 tons	52900 lbs
Headroom		
-fore and aft cabin	1.91 – 1.97 m	6'3" – 6'6"
-pilothouse and saloon	1.97 – 2.02 m	6'6" – 6'8"
Ballast	8.2 tons	18100 lbs
Fresh water capacity	1600 litres	352 imp.g. 423 U.S.g.
Fuel capacity	1570 litres	345 imp.g. 415 U.S.g.
Height above waterline	23.5 m	77'1"
Speed under power, app.	9 knots	
Cruising range app.	1850 nautical miles	

SAILS (offered as an option)

Sail area	125.9 m ²
Mainsail	59.1 m ²
Furling mainsail	52.1 m ²
Genoa I	78.6 m ²
Genoa II	66.8 m ²
Jib	22.8 m ²
Storm jib	15.4 m ²
Spinnaker	208.3 m ²
Cruising spinnaker	196.7 m ²

Sails manufactured by North Sails.
Mast manufactured by Seldén Mast.
CE approved category A.

HULL

A hand laminated fibreglass construction with layers of mat and woven roving. The longitudinal stringers, the engine bed and the transverse floor bearers stiffen the hull. All main bulkheads and other structural panels are bonded to the hull where appropriate. The engine bed has captive steel plates for the securing of engine mounts. The hull colour is white with a double blue waterline and a single blue cove line, see the drawing. The keel is lead keel and is fixed by stainless steel bolts with double nuts and stainless steel internal backing plates. This is fixed by stainless steel bolts with double nuts and stainless steel internal backing plates.

DECK AND SUPERSTRUCTURE

The deck and the superstructure are an one-piece moulding, constructed entirely of hand laminated fibreglass with a white gelcoat surface. Rigidity is achieved with deck beams formed by the use of polyurethane foam. All surfaces including the pilothouse roof have an anti-slip finish. The anchor-box on foredeck has top access hatches. Six heavy duty cleats with adjacent chocks are employed for safe mooring of the vessel, 2 forward, 2 aft and 2 midships. All windows are made of toughened safetyglass fitted in alloy frames. The guard rail is made of solid teak which is mounted on stainless steel stanchions. Boarding gates aft and starboard. An intermediate life line is also run between the toe- and guard-rail. The negative transom has an electrically operated hatch/ bathing platform as option.

ENGINE

The engine is a Yanmar 4LHA-HTP diesel engine developing 160 hp at 3000 rpm and swings the 24" x 17"RH bronze propeller through a ZF45A gearbox. The propeller shaft is made of 40 mm acid proof steel with bronze P-bracket. A large skeg mounted fibreglass rudder, with stainless steel webs and stock ensures good manoeuvrability and steerage. Approximately 1570 litres of fuel is carried in 2 tanks. Each tank has a deck level filler, with vent pipes and a separate handpump for taking out the dirt. A single lever Kobelt control is provided at both steering stations. An audible alarm indicating low oilpressure and high engine temperature is fitted in the pilothouse and the cockpit. The engine is installed in a spacious, sound-insulated and separate engine room with access through a door in the aft guest cabin. It is also possible to reach the engine room through the pilothouse floor, via hatches. A selection valve in the engine room for selecting either fuel tank. The valve determines both flows of fuel, suction and return. Space reserved for an optional generator.

PLUMBING

All underwater through hull fittings have bronze seacocks. The freshwater capacity of 1600 litres is divided in three stainless steel tanks. All tanks are filled from the deck. A pressurised water system supplies toilets, galley and shower facilities. Tubing in rigid polyethen. Stainless steel double sink in galley, wash basins in toilets. Wall shower as standard in each toilet. One manual and one automatic electric bilge pump with manual override. Holding tank 245 l (65 gal. UK) and a pump out fitting on deck.

STEERING

The steering system is hydraulic with dual station controls; one in the pilothouse and one in the cockpit. The cockpit is enclosed with a binnacle column and the steering pump has no check valves to enable a direct feedback of the rudder pressure. Both controls are self-contained and connected in parallel. Acid proof rudder stock with bronze bearings. Rudder of GRP. Emergency steering with a tiller connectable directly to the rudder stock.

ELECTRICAL SYSTEM

A 24 V system with 2 x 105 Ah for start and 4 x 235 Ah for consumption. A combined master switch for the starter and consumption batteries. The charging is done by an alternator and a parallel coupling relay. The master switch panel has circuit breakers and these serve all circuits throughout the boat and cut out in the case of a short-circuit or overload. Working and decorating lights are positioned throughout the boat where appropriate. Indirect lighting in the galley and the saloon. Lights in all hanging lockers. An engine room light is also fitted. Instruments for oilpressure, engine temperature, revolutions, fueltanks, voltage and amperage. Running lights according to international regulations. Navigation lights are mounted on the pulpit, the steaming light on the foreside of the mast and the stern light on the pushpit. An anchorlight on the top of the mast. A decklight on the mast.

SPARS AND RIGGING

The main mast is keel stepped, with trible spreaders and intermediates. All halyards are internal. The boom is equipped with a Rodkick boomvang with gas cylinder. The mast foot is made of metal and connected to the keel to give lightning protection. Winches provided:

Halyard winches:

- 2 x Andersen 40/2

Standing rigging:

- 1 x 19 Ø 10–14 mm, stainless steel wire

Running rigging:

- Internal halyards 7 x 19, stainless steel with ropetails

- Sheets of rope Ø 16 mm

Sheetwinches:

- Foresail 2 x Harken B70.2STA

- Mainsail 2 x Harken 46.2 STA

Turnbuckles and chain plates are made of acid-proof steel

INTERIOR

Construction throughout the yacht is of solid teak and teakfaced marine plywood, except the Durant surfaces of the galley working area and laminate surfaces in the shower compartment. All teak is satinvarnished. Floorboards of teak faced plywood with light wood striping and varnished finish. Wall to wall carpeting in the pilothouse. Toilet and shower room floors are of mosaic tiles. Floor drains in toilets. A good selection of upholstery, curtain and carpet materials are available to complete the decor. All interior layouts and designs are based upon the drawings enclosed, but can be varied to individual requirements.

FORE CABIN

V-berth and upper berth to port. Clothes storage in full length hanging locker. Extensive bulk storage beneath the V-berth. An openable hatch above. Reading and general lights. 24 V outlet.

FORWARD TOILET

The forward head is located by the fwd cabin. It has a marine pump type toilet, pressurised water, basin and wallshower. Septic tank and a pump out fitting on deck. Inside the door there is a curtain rail on the roof. Ceiling light. Storage behind, and underneath the washbasin. Finished in light laminate. Dorade vent and an opening hatch for ventilation.

AFT TOILET/ SHOWER ROOM

The spacious aft head has pressurised water and a washbasin. The head is supplied with marine pump type toilet, septic tank and a pumpout fitting on deck. Separate shower room with a wallshower and a dividing shower-curtain. Separate lights for both. A big mirror and an openable window. The shower room is also suitable for drying wet sailing gear.

GALLEY AND DINETTE

The spacious U-shaped galley provides extensive storage and cabinetry for long cruises or living aboard. Drawers and lockers for food storage and utensils. A cutting board and a trash pail. Twin enamelled or stainless steel sinks and a three burner gimbaled gas stove with an oven and flameguards. Lots of counterspace. Opening overhead hatches above the galley and adjacent dinette plus Dorade vents are included. The dinette to starboard, has two settees and an adjustable table, book shelves and cabinetry, and is indirectly lit.

PILOTHOUSE

This area distinguishes the Nauticat 515 from other yachts. The steering station is to starboard. Here the helmsman has all controls and the electronics at his fingertips. The main electrical switchboards and engine control instruments are also here. Plenty of space for additional radar, satnav etc. The large raised seating area is to port. Full visibility is provided for those sitting around the table and for the helmsman. The windows are made of toughened safetyglass in alloy frames. Two overhead hatches, on port and starboard. The companionway has a big sliding translucent hatch and openable washboards which are fixed to the boat.

AFT CABIN ARRANGEMENTS

The standard layout includes a guest cabin, which is on port side. It has upper and lower berths, a wardrobe, and shelves and lockers as appropriate. This cabin has an openable window. The access to the pilothouse, is through the aft passageway which separates this cabin from the master stateroom. This cabin may be used for a variety of different purposes (storage room etc.), if the additional sleeping capacity is not necessary. It can also be eliminated and it's space allocated to the master stateroom, which may be designed in several configurations with specific detailing to the purchaser's specification.

MASTER STATEROOM

The spacious master stateroom has a full length double berth, with reading lights. Capacious storage cabinets, drawing lockers and a full length wardrobe are provided. Several openable windows on starboard and port. Shelves and lockers, bookshelves and clothes lockers are placed as appropriate. General illumination in the ceiling. 24 V outlet.

EQUIPMENT

Anchors and lines	1 × 50 kg (110 lbs) Bruceanchor, 1 × 20 kg (44 lbs) anchor 1 × 10 m (33') anchor chain, 2 × 50 m (2 × 164') nylon anchor line.
Anchor box	One forward. Storage with drainage for the gas-bottle.
Bar locker	Situated in the dinette, with a bottle rack etc.
Batteries	2 × 105 Ah and 4 × 235 Ah lead batteries in a ventilated box.
Bilge pumps	One electric, which can be used automatically or manually override and one manual bilge pump.
Compass	Suunto D 165, illuminated, fitted on the steering pedestal.
Cradle	One steel cradle in case the yacht is shipped.
Electric outlets	24V outlets in the fore cabin, master stateroom, saloon, pilothouse and cockpit.
Depth sounder	Raymarine ST70 series in cockpit
Emergency steering	Direct to the rudder stock.
Fairleads	2 forward, 2 aft and 2 midships.
Fenders	6 pcs.
Fire extinguishers	2 × 2 kg (2 × 4 lbs), 1 × 6 kg (1 × 13 lbs) or equal
Heads	Two, one aft and one in the bow. Manual marine pump type toilets.
Holding tank	245 l (65 gal. UK) with emptying from deck or to sea.
Horn	Electric, fitted on the mast, with push button inside and outside.
Instruments	1 tachometer 1 engine oil pressure gauge 1 engine temperature gauge 1 engine hours meter 1 ampere meter 1 voltmeter 2 fuel gauges 1 fresh water gauge
Lifebuoy	1 horseshoe type, with holder at the handrail.
Lights	Navigation, steaming and anchor lights according to international rules. Deck flood-light on the mast. Flexible chartlight in the pilothouse. Search-light. Overhead lights in all cabins, reading lights

at berths. Lights in all hanging lockers. Engine room light.

Log	Electronic log, Raymarine ST70 series in cockpit.
Mooring cleats	2 forward, 2 aft and 2 midships.
Mooring warps	4 × 20 m (4 × 66').
Padeyes	6 pcs for lifeline.
Refrigeration	App. 180 liter insulated box, electric (24 V) compressor driven.
Repair kit	Gelcoat and hardener to the colours of the hull and deck.
Sink	Double, stainless steel or enamelled, in the galley.
Switch board	1 start/stop switch for engine 1 signal horn switch 3 windshield wiper switches 1 warning light for charging 1 warning light for engine overheating 1 warning light for engine oilpressure Switches for navigation lights Switch for the electric bilge pump
Wash basins	In forward and aft toilets.
Ventilation	The pilothouse is ventilated through two alloy framed hatches. The galley and the cabins in the front also have alloy framed hatches. There are two Dorade vents on the cabin roof in the front, they ensure the ventilation of the galley and the fore toilet. The aft cabin, aft guest cabin and the aft toilet have opening ports, aft cabin also a hatch.
Windshield wipers	Three pcs. on the front windows.

Nauticat Yachts tries to improve its products by using the latest techniques and equipment while still maintaining the high standards. Therefore, it might be necessary to alter the specifications from time to time. Nauticat Yachts reserves the right to alter specifications without prior notice. The pictures may show options. Depending on the fact that the ordered amount and placing of extra equipment varies from boat to boat, each boat is balanced with lead before delivery at our testpool. The interior drawings presented in this specification should only be considered as examples of possible interior layouts. The interior layout according to which the boat is to be built is confirmed separately for every yacht at order. See also your dealer's additional specifications as variations appear due to national safety rules. All dimensions mentioned in this standard specification are approximate.

Nauticat Yachts Oy has during its existence evolved to one of the leading boatyards, building traditional motorsailers and pilothouse sailboats. At the end of the year 2009 over 2750 Nauticats have been launched in different parts of the world. In addition to the famous "Grand Old Lady", the Nauticat 331, the current range comprises the traditional motorsailers, Nauticat 38 and 441. Nauticat 321, 351, 37, 385, 42, 515 and 525 we call pilothouse sailing yachts.



Builder and Head Office

NAUTICAT YACHTS OY

Lallintie 92

FIN-21870 Riihikoski, FINLAND

Telephone: +358 207 129 660

Telefax: +358 2 4868 500

nauticat.yachts@nauticat.com www.nauticat.com