



AQVAMARINE

- translation of italian article -

ALDABRA B 600

Text and photos by Stefano Ruia

The Aldabra is an "invention" of Roberto Bracco, entrepreneur nau"impossible" the spread of polycates in our nation, Bracco giotico very famous in the environment of multihulls. He started his career in this sector among the first in Italy, importing large French catamarans with his Catamaran Center. At a time when everyone was cò il tutto per tutto... e vinse la sua scommessa. Passò infatti a importare i più conosciuti catamarani del mondo, i Lagoon, diventando il principale dealer del cantiere e organizzando una vasta flotta charter in tutto il mondo. Ma non contento di questo successo decise di lanciare anche una "sfida" italiana nel settore dei grossi catamarani di lusso. Nasce così l'idea degli Aldabra, che unisce al know-how francese (il progetto è del famoso studio Berret-Racoupeau) idee, innovazioni e stile italiani. Infatti il design è stato affidato allo studio Zuccon International Project di Roma (con referenze quali Ferretti Custom Line, Baglietto, Posillipo, ecc.), che lo ha fatto seguire dall'architetto Marco Casali. Non è un caso, quindi, che tutte le cabine sono prive di oblò al soffitto. In questo modo la coperta è pulita e completamente fruibile e l'assenza di oblò evita di potersi fare male ai piedi. But the desired collaboration for an Italian "excellence" does not stop here. Under the coordination of the shipyard Aqvamarine, the hull is built by ACT Group (which produces hulls and blankets, with the original Scrimp process, also for Ferretti, Pershing, Fran-

DATA SHEET

Concept: Roberto Bracco -

Designer: Berret-Racoupeau -

Design: Studio Zuccon International Project (Rome) -

Manufacturer: Aqvamarine -

Distributor: Catamaran Center; Marina degli Aregai, 18010 S. stemare (IMI: tei 0184 481048. fax 0184 481506; websiterno al www.aldabracat.com; infoValdabracat.com - Ability to navigate -

Keel: catamaran -

Overall length: 18.34 m -

Floating length: about 16.74 m -

Width: 1.50 m -

Boat weight: 24.000 kg -

Displacement at sea: 23.300 liters -

Relative displacement 140 Inala: T

he relative displacement is cal in grams and the cube of the length to the flotation in feet; an ultralight has a displacement rela the multihull is not consistent with that of the monohull) •

Type of armament: catamaran with jib and forearmgazione: senza sima. m 9.25 -

Rapporto larghezza/lunghezza (scafo): 50,43% - Pescaggio: m colato come rapporto fra II pesotivo inferiore a 100; il dato per

- Equipment tree: rig fractional with an order of crosses acuar Tree: resting in deckhouse, carbon, tapered and abbananato. measuring approximately 550x300 mm; Mast height m 25.70 - Boom: carbon with side terraces raccogllranda, dimensions mm 330x200 (without terraces) - Rigging: continuous in keular rod - Dimensions stralli and rigging: mm 14 to 24, without coating - Sail area genoa in spectra on awolgifiocco: m² tierate airindietro, con sartie basse singole - ^{71.00} - Sail area trench in spectra on awolgifiocco: m² 35,00
- Sail area in spectra fully battened: m² ^{136.00} - ficie velica totale con randa e genoa: m^{Super2} ^{207,00} - Sail area genaker: m² ^{170.00} Displacement/Sail area without spinnaker: l/m²
- 112/note: indicator of slowness to 'take the pace') - Boat motorization tested: two £B five-cylinder diesel Volkswagen Marine TD1 120-5 from 88 kW (120 HP). as optional you can opt for a motor of: good - Engine noise in navigation: 73 dba.

Toilet bow starboard hull - Minimum internal height: 200 cm - Washbasin: on marble top, semispherical, with diameter 30 cm and depth 13 cm cir Comfort sink: good • toilet: electric - Comfort toilet at mooring: good - Comfort toilet at sea: good - Shower space: not separated - Comfort shower Height outlet shower: must be held in hand - Ventilation: medium; 1 porthole of about 43x20 cm - Natural lighting: medium, only the porthole - Artificial lighting: two halogen spots - Volumes lockers and cabinets: good Engine noise in navigation: 66 dbaca - cia: buono; pompa di scarico

Toilet stern starboard hull - Minimum weathering height: 200 cm - Basin: on marble, semi-spherical, with diameter 30 cm and depth 13 cm - Comfort sink: good - toilet: electric - Comfort toilet at berth: good - Comfort toilet in navigation: good - Shower space: not separate - Comfort shower: good; The drain pump is electric - Shower outlet height: must be held in hand - Ventilation: medium, 1 opening porthole of about 43x20 cm • Natural lighting: medium, only the porthole - Illumibuoni Engine noise in navigation: 73 dba.nazione artificiale: buono, due spot alogeni - Volumi gavoni e armadi

Crew cabins: one forward cabin of the Scar 1 piazzone di sinistra con letto a una piazza e mezza con bagno e doccia separati, due oblò a scafo, aria condizionata e scaffalature; una cabina a prua dello scarpone di dritta con letto adza, w.c. sotto il letto, doccia non separata, aria condizionata, oblò e scaffalature.

Engine compartment - Soundproofing: discrete - Accesottima, by special locker on boot - Accessibility oil rod: excellent - Green accessibility - Ventilation: natural aerations obstructive in case of fire, electric aspirator; There is also a manually controlled fire protection system.

Plant engineering - Electric panel: opening with sporsibility:titore: ottima -

Accessibilità asse elica: tello, dispone di un totale di 31 interruttori magne 24 V totemic; 6 to 12 V for wind instrument units, Hi-Fi (with uplink Electrical system, 24/12 V, good quality: standard are solar panels for a total power of 600 W

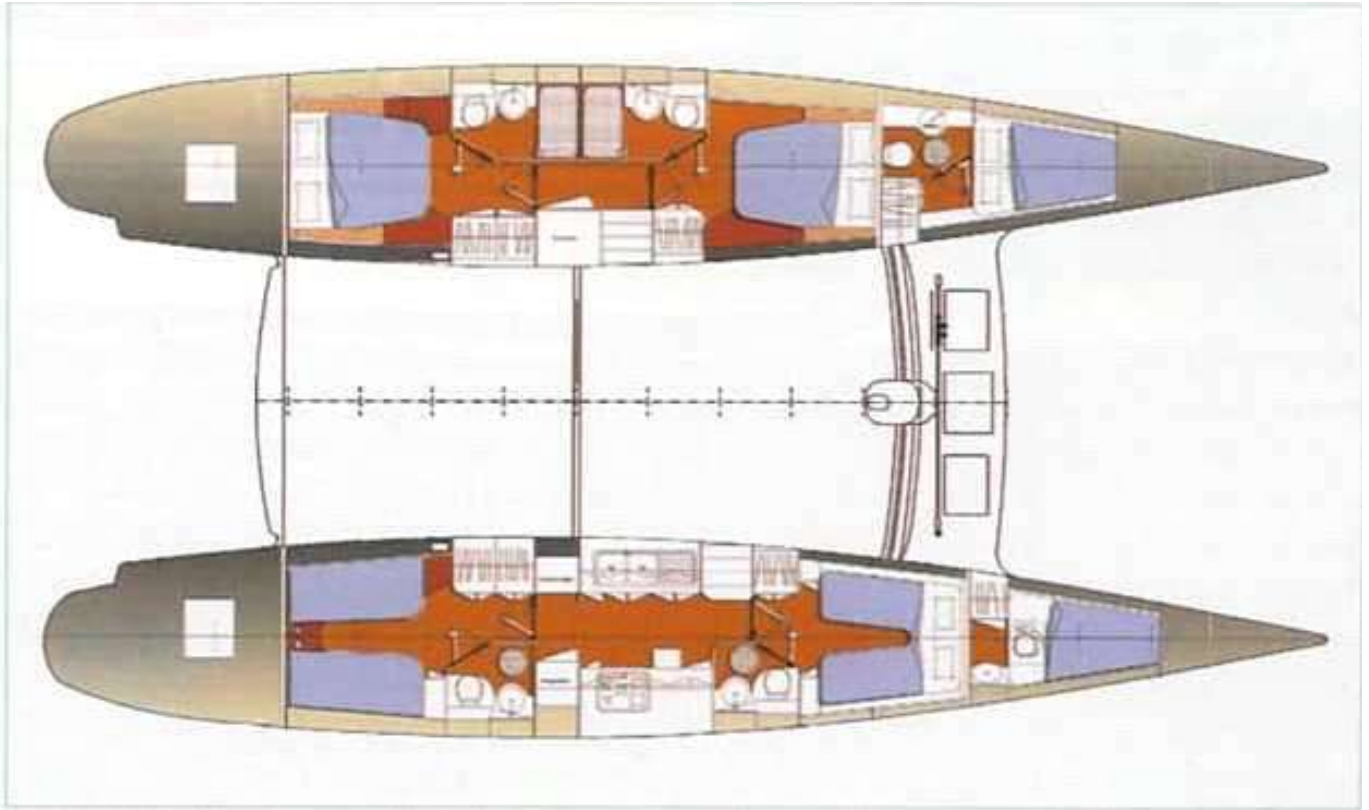
- Batteries: 3 from 150 Ah 12 for the engine and 1 for II generator) placed in the aft lockers and 8 (4+4 in parallel) from 200 Ah for the services, placed in the appropriate locker in front of the shaft

- Alternator: 4 independent (two on the motors, azio Impianbuono, with multi-system sockets in each room; 17.5 kW generator set as standard - Fuel tanks: four fiberglass 1,300 liters total positioned under the dinette and in the cockpit

- Water tanks: fiberglass 1,500 liters total placed in the keels; with water maker 180 l/h Black water tanks: two of 100 liters each

- Gas tank: 2 cylinders of 10 kg in a special housing in the bow locker -

- Boiler: 2 electric type (220 V) and with bilge scam: 3 electric self-powered supplied as standard: sheets, halyards and other current, stationary or external), VHF and navigation instruments; 14 a 220 V; 24 Ve 220 V voltmeter ammeter; The levels of diesel, water, sewage and batteries are on the special panel, near the descent into the starboard hull, with navigation lights commands and gas leakage alarms. smoke in the engine room, flooding bilges and water in the diesel -natili anche a barca ferma, e due collegati agli assi delle eliche) -to 220 V: tà impianto idraulico: biatore motore, da 45 litri cadauno - Pompematiche per ogni scafo. 2 manuali comandate dal pozzetto più 2 pompe acqua salata in ogni vano motore, per servizio antincendio e pulizia coperta (ma possono funzionare anche come sentina di emergenza) -



weather, still Delta kg 50 with 100 m of chain mm 12, still FOB kg 20 with 50 m of chain mm 10. mooring ropes, bar in dlnette, TV with flat screen recessed in the master cabin, cushions (also external), user manual.diera, dotazioni di sicurezza, mezzo marinaio, tender con carena rigida lungo m 4,00. motore FB da 30 HP. parabordi, impianto aria condizionata, lava-asciuga kg 5; apparato stereo. TV con schermo piatto a scomparsa e con Home Theatre

kneeling. Raffaelli!. J-Boats), while the interior fittings are curated by G.S. Allestimenti (who works for Pershing, Isa, etc.) and the plants by C.P.M.; each composite construction is also controlled by Q1 Composites, which our readers know well (also works for Nautor, Ferretti, Azimut, etc.).

In the marina of Ancona for April/May 2006 will be ready a shed of 5,600 square meters, 22 meters high. Construction and pre-fitting will take place in the various locations indicated, while the final assembly will take place in capandone.

Six versions already prepared, including one for disabled, for this beautiful boat 11 price may appear high but there is absolutely everything you need... just read the technical data sheets. If we really wanted to take an optional we just have to ask for the rainwater collection system, as did the owner of the sample tested. This beautiful boat is in fact departing for a five-year nautical-underwater tour of the Indian Ocean. She will certainly be a beautiful ambassador of Italian style, applied for the first time to large luxury catamarans. Good wind, Aldabra!

Volkswagen Marine TD1150-5 150 HP - Gearbox/ inverter; pie Propellers: tripala Max Prop - Displacement/HP engine: l/HP 97 - Maximum declared motor speed: nodes 9.9 to 3,400 rev/min • Declared cruising speed: nodes 9.7 to 2,750 rev/min - Fuel tank capacity: litres 1,300 - Declared hourly consumption at cruising speed: (of 10x2 - Motor autonomy (from declared data) 640 nautical miles - Water tank capacity 1.500 liters - Capacity for 12 people/kg 1.800 - Sales price excluding VAT: Euro 1.790.000.00, for the tested version, including transport to Anco Principali extra (excluding VAT, in Euro): the new sales formula provides the 'all inclusive' price for the complete package; remain as extra, transport and deliver to Marina degli Aregai <IM) 5.000.00; 'commissioning'

(launch, mast, test at sea, technical training de/crew and navigation tests with the customer) 15.000.00.de
disossato posto a poppavia della pala del timone, con sistema antistrappo -logata: na -

CONSTRUCTION

Hull and deck construction material: sandwich with PVC foam core, bolsa and okumé reinforcements; glass fabrics "E", with uni reinforcements Construction: at Advanced Composites Technology Group of Mondavio (PS) with original 'Scrimp' procedure - Quality control construction: done with non-destructive electronic system by QI Composites - Plant engineering and metal carpentry: C.P.M. of Ancona - Naval fittings - Interiors: realized by G.S. Naval fittings of Mondolfo (PU) - CE certification: Class A.direzionali di vetro ~E" e carbonio



Blanket - Passing comfort: useful shutters cm 100 (between weeds and slippery clapboard: in teak: of good graceful estates: 8 robust, stuck on the trench 68 approximately: more side pulpits - App well: absent - Organization bow: it is a haul sails tall 125 cm and a lot even if the door of access is of limited ni; in a bow locker suitable housing also the with for the refill of the cylinders on the Gavone anchor: 70 cm deep and salpa vertical electric anchors from I Passatavi: metal bars protet. wooden chette, positioned in half l te: six: In the middle of the boat there are cleats for the spring - Safety: me< gliola in double stainless steel cable covers 5 mm meter, excluding the lining.

THE IMPRESSIONS

TEST CONDITIONS - Wind: 15 knots - Sea: calm

MEASURED PERFORMANCE - Maximum measured sail speed (with real wind of 15 knots): 30 bolina 60°. nodi 9,0; traverso 90°, nodi 8,0; slack 120 laying 5,3 knots; stern 150 seated. knots 4,6 - Measured motor speed: maximum knots 9,9 to 3,400 rpm; knots 6,4 to 1,500 revolutions'min; nodes 7.9 to 2.000rpm'min: nodes 8.8 to 2.500 revolutions'min: nodes 9.7 to 3.000 revolutions'min.

IMPRESSIONS AT THE HELM - Visibility: good, limited when seated - Upwind: good - Traverse: discreet, the performance also suffered from the weight of the boat, certainly not reduced given the "globetrotter - adventure"

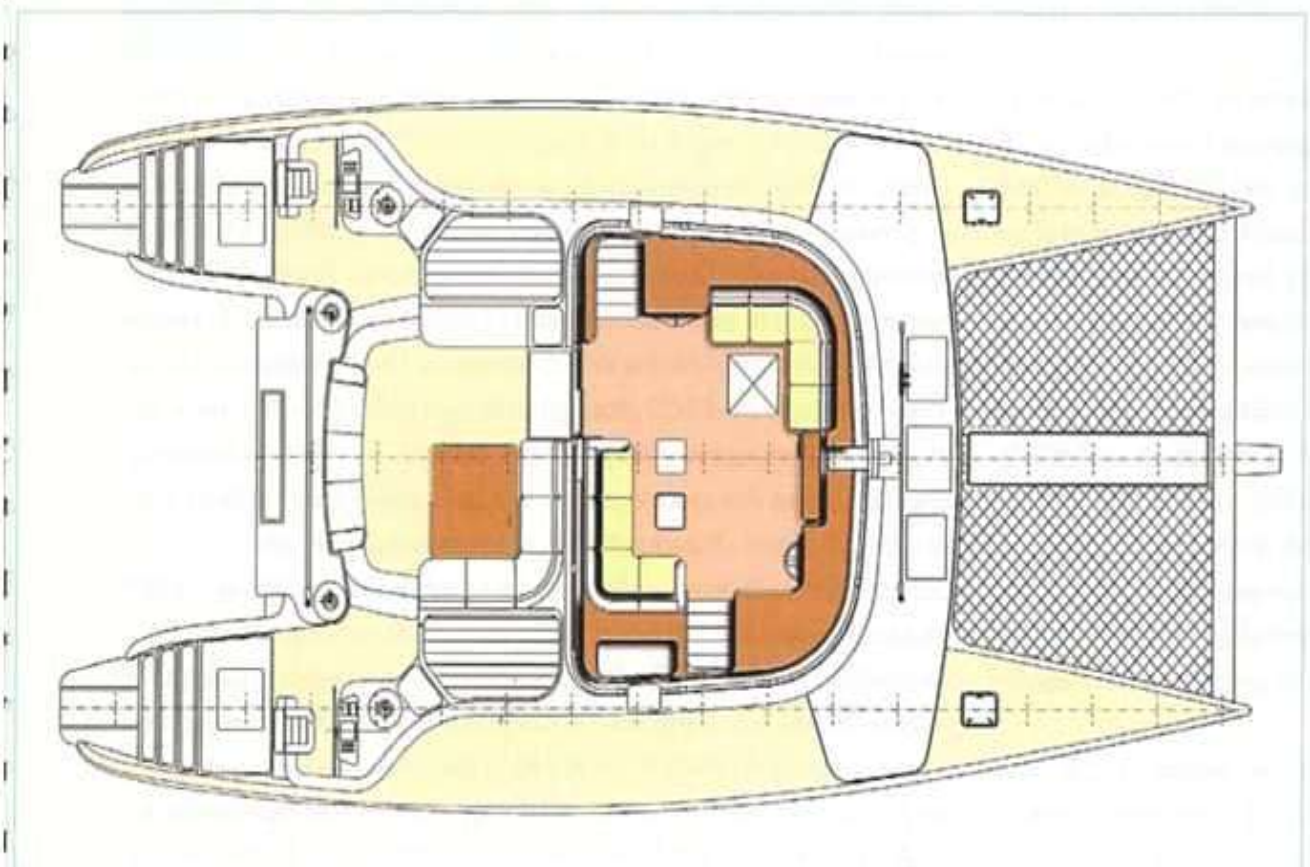
setup required by the Lasco: discreet - Course stability: excellent - Passage on wave: bua no - Motor navigation: excellent: there are no vibrations on the wheel - Engine silence: good - Motor vibrations: absent - Manoeuvrability in port: good.

BOAT EVALUATIONS: Project: the precise Indications provided by Roberto Bracco to the Berret-Racoupeau studio have made it possible to create a robust and lightweight catamaran, with water lines designed for a much greater weight; this translates advantageously into a large load capacity, necessary to meet all the needs of a comfortable cruise, extended even around the world - Fairing: there are no "sharp" edges protruding inside the hulls, therefore the water lines are well obvious and facilitate the passage on the wave: unusual the solution of the propeller placed forward of the rudder blade, a solution that allows you to bone the engine foot, for greater protection of the propeller and better stabi- Sailing plan: the sailing surface is good and not excessive, certainly a value for a cruise boat; is enhanced by the large high-performance mainsail; the self-tacking forearm does not appear on owners who carry out long trips with constant wind, because to change walls to the genoa should wrap it and reopen it on the winding Coperty: well-designed and ergonomic; the rigid awning is well integrated into the boat lines Costiuzione - Materials used: good - Degree of finish: good - Interior: the spaces are well laid out and allow a comfortable cruise for eight people plus the crew. *relità di rotta, anche con un solo propulsore in azione ca il genoa ma lo sostituisce, soluzione preferita dagli /che per fortuna è azionato elettricamente) -*

Equipment - Alucarbon carbon mast, good workmanship - Yes proper dimensions and high quality materials - Sails: the sails supplied are good quality Hoods - Bozzellame: Anta! good quality guate size.

Maneuvers - Wheelhouse: double Carbon Jefa Steering with wheel of 110 cm - functionality: good - Reduction genoa and mulch: on the co Harken MK3 with drum overdeck - functionality: good mainsail: to the shaft with quick grip, trolleys Antal Suu'inferitu electric cello - Functionality: good - Winches: 1 Antal PA W66 s electric two-speed mainsail halyard with 2:1 hoist; 2 W60 two-speed self-tailing for services: 2 Antal W66 two-speed self-tallir for sheets; 2 Antal W66 electric self-tailing to two there gennaker services and bow winder and mulcher; 1 Antal W66 : two speeds per sheet; 1 Antal W66 self-tailing two-speed mainsail - Quality winches: excellent and adequate sizing for genoa: one. with a 100 cm long rail on the deckhouse; the sheet is adjustable in place - Trolleys for self-propelled mulcher rail about 300 cm long in the bow of the tree; spot spot on sheet - Stopper: 9 Antal Grip stopper in cockpit and 4 Antal shaft plus 2 "machines" tendidrizza Antal, 19 flat referrals < - Maneuvers returned to cockpit: halyard genoa. mainsail, halyard first hand of terzaroli, second terzaroli, third hand of terzaroli. b flake and mainsail sheets - Trasto rar positioned at the extreme stern, Mon 3.00, ball bearing carriage, < co 4:1 plus winch - Morse single-lever m controls with starboard seats indicator of the consoles of en timonerie - Eco navigazior tools. Log. Temp-Tridata-, CPS'Cai Plot ter; Radar: Autopilot: tec/Meteofax - Marine engine instruments B9, good quality.

Cockpit - Dimensions: 350x400 cm, the area of the helmsman; plus two preamp cm 215x110 - Comfort: good healthy p more areas helmsman, with sea seats each; the bottom is in teak government: comfortable standing, from sea



four folding segments 60x60 cm (Chiu - Ventilation: discreet, thanks to an opening porthole of 41x41 cm with mosquito net, the door and the window with sliding glass eteso) and 85x85 cm (open); the table is adjustable; nella versione standard sono previste altre

Opening windows - Natural lighting: excellent, thanks to the many fixed windows (height 60 cm) - Artificial lighting: good, many halogen spots - Storage rooms and shelving: excellent - Volumes gavoni and armors - Engine noise in naviga68 dba.di: zione:

Correspondence - Area of correspondence: to "L". with dimensions 110x100 cm plus 140x42 cm; drawers and closets - Comfort carbuono - Space for accessories electroconsole front, size cm 190x32 - Ventilation: discreet, thanks to teggio: nici:



it is limited in its ability; the two wheelhouse areas are external to the awning ruler Silency motor in navigation: good - Lockers: many of large capacity - Cockpit table: fixed with folding doors, dimensions 130x65 cm (closed) and 130x130 cm (open); in the cockpit there is an ester refrigerator no more a refrigerator for baits - Outdoor shower: on aft mirror; with hot and cold water - Autoinflatable position: aft - Descent to sea and ascent: very convenient, thanks to the four steps on the stern, the platform, and the ladder tipped on the spoiler; to mark the inside side of the spoiler cut to allow an easier passage on the tender.do -

Descent below deck - Easy to access: excellent - Safety: good - Watertight: good, double rubber lip - Closing system: with sliding door with rack lock system, key lock and • smoked Lexan glass.

Internal division (from the bow) - starboard hull with two cabins with two beds, each with its own bathroom, corridor with kitchen; left hull with cabina di prua e di poppa matrimoniali, ognuna con bagno, corridoio con lavatrice; navicella con dinette, salotto e carteggio.

Square - Minimum internal height: 210 cm - Tientibene weathers: on mouldings - Comfort dinette: good for 8 people plus the sitting area - Table dimensions: to a porthole opening of 41x41 cm; in the stan version Illuminazioottima, thanks to the many fixed windows (height 60 cm) - Artificial lighting: good, numerous halogen spots - Safety: buo Volumes lockers and cabinets: excellent - Engine noise in navigation: 68 dba.dard sono previste altre finestre apribili -ne naturale: na -

Kitchen - Minimum internal height: 210 cm - Sinks: 2 in Corion, size cm 32x43x17 (depth), for about 24 liters each; As standard there is also the dishwasher and the bread maker (kg 2) - Fresh water: with hot water mixer pressurized - Salt water: with faucet in the kitchen - Kitchen stove: 4 burners plus electric hob - Oven: electric with grill plus for Electric cooker hood with three speeds and equipped with light Pia-no a microonde -

no work; good, /ino to a total length {with closed sinks) cm 170x65 plus 58x78 cm close to the stove - Refrigerator: horizontal 260 liters approximately, divided and with two different temperature settings (fri- gc/ freezer) - type fridge: electric - Volumes lockers and cabinets: excellent Comfort kitchen: excellent - Ventilation: discreet, thanks to two portholes crpibtfli df cm 65x25

- Natural lighting: discreet, thanks to the two portholes opening/the most windowed dinette - Ulurrunaàone artificial: numerous halogen spots - Safety: good - Engine noise in navigation: 71 dba.ra towards

Bow cabin left hull - Minimum internal waiting: cm 200 - Length letto: cm 195 - Larghezza massima letto: cm' 150 - Larghezza minima letto: cm 120

- Maximum air bed cm 130 - Minimum air bed: cm 130 - Ventilation; discreta.

thanks to two elliptical portholes opening the hull of 60x23 cm, one ira the hulls of 40x20 cm and fan - natural lighting; medium, with three portholes - Artificial lighting: five halogen spots; two halogen reading lights - Gavoni volumes and armacm 160 - Minimum bed width: cm 120 Maximum bed air: cm 130 Minimum bed air; cm 105 - Ventilation: good, thanks to two elliptical portholes opening in the hull of 60x23 cm. one of the 40x20 cm hulls and fan - Natural lighting: medium, thanks to the three portholes - Artificial lighting; good; five halogen spots and two lethogenous lights - Volumes lockers and cabinets: good, there are also drawers - Engine noise in navigation; 74 dBA.di: buoni, vi sono andre dei cassettei - Rumorosità motore in navigatone: 66 dBA, Cabina di poppa scafo di sinistra - Altezza interna minima: cm 200 • Lunghezza letto; cm 195 - Larghezza massima letto: tura

Bow cabin with two starboard hull beds - Minimum internal height: 200 cm - Lun130 - Minimum air beds: 105 cm - Ventilation: medium, two portholes opening 65x20 cm - Natural lighting: medium, thanks to the two portholes plus one hull - Artificial lighting: good; five halogen spots and two halogen reading lights - Volumes lockers and cabinets: good, there are also drawers - Engine noise in navigation: 66 dba. Aft cabin with two-bed starboard hull - Minimum internal height; cm 200 - Bed length: cm 190 - Maximum bed width: cm 72 - Minimum bed width; cm 72 - Maximum air beds: cm 130 - Minimum air beds: cm 105 - Ventiai two portholes plus one hull - Artificial lighting: good; halogen reading lights - Volumes lockers and cabinets: buo there are also drawers - Engine noise in navigation: 74 dba, Toilet bow, left hull • Minimum internal height: 200 cm - Basin: on marble, semi-spherical shape, with diameter cm 30 and depth cm 13 - Comfort basin: good - wc: electric - Comfort toilet at berth: good - Comfort toilet at sea: good - Shower space: sepa Comfort shower; good; the drain pump is electric - Shower outlet height: cm I 90 - Ventilation: good. ; 1 opening porthole of 43x20 cm circus, plus 1 opening porthole of 43x20 cm in the spadocchia - Natural lighting: medium; through 1 two portholes Artificial lighting: good, two halogen spots plus one in the shower space Volumes gavoghezza beds: 190 cm - Maximum width beds: 72 cm - Minimum width beds: 72 cm Maximum air beds: cmlazione: media, due oblò apribili di cm 65x20 - Illuminazione naturale: media, grazie que spot alogeni e due *ni,rato e provvisto di seduta di cm 90x60*zio ni e armadi: buoni - Rumorosità motore in navigazione: 66 dBA

Toilet of stern left hull - Minimum internal height: 200 cm - Washbasin: on marble, semi-spherical, with diameter 30 cm and depth 13 cm - Comfort sink: good - toilet: electric - Comfort toilet at mooring: good - Comfort toilet in navigation: good - Shower space: sepa - Comfort shower: good; the drain pump is electric - Shower outlet height: 190 cm - Ventilatone: good; 1 opening porthole df cm 43x20, plus 1 opening porthole of 43x20 cm in the spa Natural lighting: medium, the two portholes - Artificial lighting: good, two spots alògeni plus one in the shower space - Volumes lockers and weapon-*rato e provvisto di seduta di cm 90x60*zio doccia -