

groupe finot

ARCHITECTES NAVALS

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The yachting market and industry are currently very " buoyant " ; we have not known such good conditions for 30 years. Serial produced boats are manufactured in large quantities ; the racing yachts, such as those used in the Vendee Globe, are being developed to ever higher standards and are attracting the interest of sponsors throughout the world. This current dynamic and enthusiastic economy has had an effect on the means at our disposal to elevate the quality of our work to an even higher degree. This permits us to increase the amount of study-time devoted to each boat, and to improve our research and development for the future.

Our Partnership with Beneteau

Traditionally the architects provide the plans of the speed elements of the boat : the hull, sail, appendices, structure and fittings. However, with the augmentation of serial produced boats the purpose of our role is also to obtain the most effective possible structure to correspond with the methods of production used by Beneteau :

- to find the best definition and adaptation of the product to the market
- to moderate the manufacturing costs.

Océanis Clipper 411



Photothèque Beneteau@G. Martin-Raget

This work requires significant mutual dialogue, a methodology of exchange of information and an evolution and maturation of longer projects.

The higher production levels and, in consequence, the measures induced, enable us to spend much more time on these studies.

The success of the Oceanis 411, and the Oceanis 473, whose study has just been completed, are good examples of this strategy. They have highlighted the areas where additional progress is still

to be gained in the performances of the boats, their security, their solidity, their elegance and the quality/price ratio.

Vendee Globe

Nine of our 60' designs are engaged in the Vendee Globe (see our special Vendee Globe letter October 30, 2000). These racing yachts enable us to study the forces exerted on the boats in the most extreme conditions and thus to test the construction materials, the evolution of hulls, riggings and equipment.

60' Open for J.P. Mouliné

We are about to start the study of a new 60' for Jean Pierre Mouliné who won the " Around Alone " 98-99 in his 50' Open, CCP Cray Valley. For this we have a special research budget which will allow us to improve specific key-areas.

Research

We invest around 30% of our turnover in research for serial produced and racing boats. This research is essentially centered on the forces exerted on the boats : the structure, the resistance of materials and their usage, the way the boat moves forwards in the sea, the construction of the rigging and its efficiency. (See our next newsletter.)

Future developments

This ameliorated position permits us to reflect and invest in future developments and new concepts. Some of the new techniques developed on racing boats today could well be used tomorrow on serial produced pleasure yachts ; for example, the carbon mast which increases the capsizing angle by 10 degrees and the speed of the boat by 2 to 3 % ; the laminated sandwich keel for a similar result ; the water ballasts that make the boat much more comfortable. These developments in production methods will start to appear little by little on serial produced boats.

The new production methods such as the " prepeg " and the use of carbon make our pleasure yachts easier to handle, more exciting, and more innovative than what is around on the market today. It is important for us to test these new concepts on smaller production runs or one-off boats, in order to implement them tomorrow on serial produced boats. In this way the Open 40, 7.50 Open and the 50' carbon cruising boat " Dolce Vita " are a good platform for development, research and technology transfer.



Oceanis 411

The Oceanis 411 built by Beneteau and designed by the Group

Photothèque Beneteau © Martin-Raget



Longueur hors tout	12,71 m	Tirant d'eau	1,70 m
Longueur de coque	12,31 m	Déplacement léger	8,5 t
Lwl	11 m	Lest	2,5 t
Bau maxi	3,95 m		

Finot has been an unprecedented success. Launched in 1998, to date more than 1,100 have been sold worldwide. She is built in France and in the USA.

The right distribution network, the right product definition by the Marketing Department, the reliable construction, the efficiency of the Purchasing Department and the quality of work by the architects have resulted in the success of this excellent boat.

It is, without doubt, also due to a steady world demand and represents a fine example of team-work.

It has found a good niche in the sailing market.

Oceanis 473, new product at the Paris Boat Show

For 2 years we have been working with Beneteau on this 14 m cruising boat, built in France and in the USA. The Oceanis 473

Photothèque Beneteau © Beauvais



Longueur hors tout	14,30 m	Tirant d'eau 1	1,70 m
Longueur de coque	14,16 m	Lest 1	3,7 t
Lwl	13,35 m	Tirant d'eau 2	2,1 m
Bau maxi	4,33 m	Lest 2	3,3 t
Déplacement léger	11,5 t		

is a boat for long cruises with large interior spaces which make it possible to have 2, 3 or 4 cabins, according to the style of navigation and the number of crew. The roof is slightly elevated in the crew cabin to allow for a better view towards the exterior and

greater comfort. This boat has all the nautical qualities of our boats : stability, good balance under the heel, easy handling ; all the characteristics of the Oceanis 411. The Oceanis 473 is the result of a very effective collaboration between Francois Chalain, Development Manager at Beneteau, Eric Ingouf, Sailing Project Manager in the Beneteau Engineering and Designs Department, and the Finot Group : Pascal Conq, Jean Marie Finot and Pierre Forgia.

Open 7.50



photo Jacques Vapillon

Present this year at the Paris boat show, the Open 7.50 is gradually confirming its success (10 boats sold). With the structure and appendices in carbon, this boat is currently the fastest in this length. All the users are amazed by her. To satisfy market demand JPS Production is setting up a production facility in La Trinite.

Open 40

The Open 40 is a racing boat for transoceanic open sea, built with the techniques of the 60' : prepreg carbon hull heated to 120 degrees, carbon fin keel, lead bulb, carbon mast C.wing, large draft, water ballasts, and large sails. She is in the same line as the open 50' and 60' with regard to levels of performance. This boat is designed to be unsinkable, self righting, and has an optional liftable keel to allow entry into specific ports.

Two Open 40 boats are being built at JMV Industries, the CMN subsidiary in Cherbourg :

One for a Japanese crew to run the Transpacific race

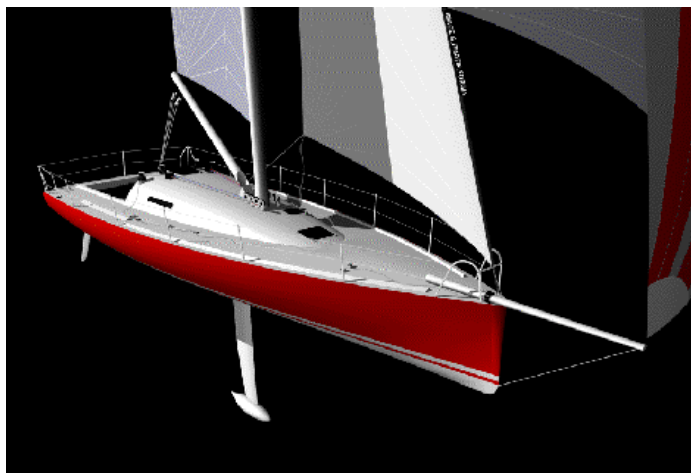


image Forgia/Finot

One for a French crew.

The moulds, hulls and decks are being built in Cherbourg and the finish will be realised by JPS Production. Jean Marie Vaur is doubling his efforts to ensure that these boats will be ready on time.

This boat is designed for experienced amateurs, tempted by the open sea, for whom financially and physically the 60' is out of reach.

She was developed with the co-operation of Pascal Conq, Gregoire Dolto, Jean Marie Finot, Pierre Forgia and Guillaume Verdier.

5.70 Day Boat

For several years we have felt the need to design a small keel day-boat for regatta sailing that we can give to the young in full safety. It will be specifically for 3 people.



Image Forgia/Finot

Longueur	5.70 m	Déplacement	440 kg
Largeur	2.49 m	Lest	240 kg
Lest rétractable	4.00/1.80 m		

The Group Finot has reached an agreement with the shipyard Phileas. Discussions between Bruno Hervouet, Herve Verrouet and Jean Marie Finot have defined the outline specifications of this boat. She will be built from fibre-glass and partly out of sandwich construction attached to a solid framework.

Dolce Vita 52' high tech cruiser



Image Forgia/Finot

Longueur	15,55 m	Déplacement	7,2 t
Bau maxi	3,95 m	Lest	2,5 t
Tirant d'eau	2,90 m		

We have received an order for a 50' yacht which includes all the advanced technology of the moment :

construction of the hull in prepreg
 mast, keel, boom in carbon
 out-fittings in Nomex honeycomb

The maneuvering systems have been specifically developed to be easily manageable.

A well-balanced, rather thin hull on the bow, gives good speed in all sail positions. The speed is from 15 to 30% more significant than that of an equivalent cruising boat. It is a light, easy to handle boat. The water ballast allows the weight distribution to vary, light running, smooth movements in the breeze.

The deck is very clear, very Mediterranean. A large cabin for the crew is placed at the stern, 3 cabins and 3 toilets at the front permit privacy. This boat was developed with the co-operation of Fred Verrons (Euroyacht, Bonifacio), Project Manager representing the client, and the Group Finot : Pascal Conq, Gregoire Dolto, Jean Marie Finot, Peter Forgia, Guillaume Verdier.

Our boats under production

		long	bau	TE	dpt	GV	genois	spi	
Cigale 14		14.00	4.20	2/2,20	7.00	54	52	152	Alubat/France
Cigale 16		15.60	4.60	2.30	9.00	70	68	193	Alubat/France
Cigale 18		18.28	5.19	14.00	15.50	80/119	105	290	Alubat/France
Cybelle		9.60	3.20	1.80	3.40	24	33	76	New Japan Yacht/Japon
Esprit du Vent		8.98	3.10	1.80	2.85	20	31	74	New Japan Yacht/Japon
First 211	*	6.40	2.48	0,7/1,8	1.10	14	12	38	Bénéteau/France
First 260 Spirit	*	7.70	2.76	0,85/1,85	2.30	19	17	56	Bénéteau/France
First 31,7	*	9.85	3.23	1,45/1,90	3.60	25	29	68	Bénéteau/France
Libeccio		8.00	2.78	1.50	1.85	20	49	56	New Japan Yacht/Japon
Loup de mer		7.00	2.50	0.70	1.98	24			New Japan Yacht/Japon
Lune de Mai		5.50	2.35	0.90	0.55	11	9	20	New Japan Yacht/Japon
Mirabelle		11.11	3.72	1.96	6.70	33	48	111	New Japan Yacht/Japon
Oceanis 40 CC	*	12.50	3.95	1.70	8.50	32	45		Bénéteau/France
Oceanis Clipper 281	*	8.70	2.86	1.16	2.60	17	22		Bénéteau/France/USA
Oceanis Clipper 311	*	9.85	3.23	1.45	3.50	26	24	71	Bénéteau/France/USA
Oceanis Clipper 331	*	10.00	3.42	1.64	4.50	23	35		Bénéteau/France/USA
Oceanis Clipper 411	*	12.71	3.95	1.70	8.50	32	52	101	Bénéteau/France/USA
Oceanis Clipper 473	*	14.30	4.33	1.7/2.1	11.50	43	65	150	Bénéteau/France/USA
Open 7.5	*	7.50	2.99	0,6/2,3	0.75	36	13	45	Amco/France
Queentime 40 et 44		12.30	3.93	2.00	8.50	45	35	115	Iniziative Commerciali/Itallie
Rimar 10.75		10.75	3.45	2.10		40	40	103	Rimar/Italie
Vent de Fête		8.98	3.10	1.75	3.05	17	33	74	New Japan Yacht/Japon

* boats at the Paris Boat show

Since 1967, more than 30 000 of our boats have been produced

1967 Rebelle 1968 Geva, Ecume de mer 1970 MorbicIII, Galiote, Brin de Folie/Folie douce(1), Rêve de mer, Brise de mer 31 1971 Nautile, Reve d'Antilles, Passatore, Comet 910 plus, Brise de mer 38, Comet 910(5) 1972 Revolution, Fleur de mer, Comet 770, Comet 801, Grand Soleil 34 1973 Rêve des Tropiques, Yamaha 29, Brise de mer 40, Fastnet 34, Otarie, Passatore 1974 Comet 701, Comet 701deriv.L 1975 Rêve des Seychelles, Brise de mer 34, Brise de mer 371976 Papillon , Otarie/ mini ton, Mallard 10,40/septentrion 1977 Comet 700, Comet 850, Comet 860, Heliotrope, Brise de mer 28, First 22, Comet 11 1978,Comet 800, Grand Soleil 41, Navisonde, First 18, Coloquinte, Soleil Levant 1979 La Concorde, Eglantine, Comet 1000, First 25, Comet 111, Brise de mer 44, 1980 Eglantine, Lune de Mai, Wizz, Comet 14, First 28 1981 Vent de Fête, mesureX,Y,2(2) 1982 Aloa 29, Libeccio, wegu 701, First 24, First Class 10(4), Comet 13, First Class 8 1983 Belle, Fair Lady (2) Phoenix, First Class 7(4), First 29, Comet 1050/Rimar10,5 1984 La Concorde, Comet 15 , Comet 460, First 26, Comet 28 Race 1985 Esprit du Vent, Brise de mer 39, Comet 383, First Class 12, Comet 11+, Les Copains D'abord 1986 First 285, Formule 40, Mandarine, First 235 dériveur, Lévrier de mer 16, MiniTransat 1, 2 et 3 1987 Lévrier de mer 12, Comet 375(mirabelle) 1988 First Class Europe 1989 Generali Concorde, Objectif 100, Levrier de mer 18 1990 Groupe Sceta, Lévrier de Mer 20, Minimax, Lévrier 25, Grand Soleil 38, First 265, First 310, Figaro Bénéteau (3) 1991 Costa Esmeralda, Cybelle, First 210/211, Mirabelle, Oceanis 300, Oceanis 400 1992 Bagages Superior, First 260 Spirit, Lévrier de Mer 22, Mini Objectif 100, 1993 Comet 301, Geodis, Rimar 10,5, Rimar 31 1995 Oceanis Clipper 281, Oceanis Clipper 321, First 300 Spirit 1996 Aquitaine Innovations, Cigale 16, Fox 50, PRB, Groupe LG 1997 CCP Cray Valley 1997 Lévrier 12, Cigale 14, Cigale 18, Fila, Loup de mer 1998 Barberis 51, First 31,7, Gartmore, Giro 34, Group 4, Magellan, Oceanis 40 CC, Oceanis Clipper 311, Oceanis Clipper 411, Open 7,50, Queentime, Sodebo, Somewhere 1999 Rimar 10,75, South35, Queentime 44, Océanis Clipper 331, Océanis Clipper 473, UBP, PRB.

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The pictures can be downloaded from the site.

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**groupe finot 1 rue Pierre Vaudenay 78350 Jouy-en-Josas <http://www.finot.com>
tél (33) +1 39 46 20 02 fax : (33) +1 39 46 51 79 email : jmfinot@finot.com**