

## Our boats currently in production

	Long	larg	TE	Dplt	GV	Génois	Spi	Chantier
ADP 52	15.70	4.72	3.20 1.70/3.20	8.00	115	52	170	Tresco/France
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
<b>First Class 7.5</b>	<b>7.5</b>	<b>2.54</b>	<b>0.76/1.98</b>	<b>1.1</b>	<b>22.7</b>	<b>15.9</b>	<b>63</b>	<b>Bénéteau/France</b>
<b>First 211 Spirit</b>	<b>6.40</b>	<b>2.48</b>	<b>0.7/1.8</b>	<b>1.10</b>	<b>14</b>	<b>12</b>	<b>38</b>	<b>Bénéteau/France</b>
<b>First 260 Spirit</b>	<b>7.70</b>	<b>2.76</b>	<b>0.85/1.85</b>	<b>2.30</b>	<b>19</b>	<b>17</b>	<b>56</b>	<b>Bénéteau/France</b>
<b>First 27.7</b>	<b>8.30</b>	<b>3.10</b>	<b>0.62/2.15</b>	<b>2.5</b>	<b>28</b>	<b>22</b>	<b>50/60</b>	<b>Bénéteau/France</b>
<b>First 31.7</b>	<b>9.85</b>	<b>3.23</b>	<b>1.45/1.90</b>	<b>3.60</b>	<b>25</b>	<b>29</b>	<b>68</b>	<b>Bénéteau/France</b>
Giro 34	10.20	3.4	2.00	3.30	49	29.5	109	Maxi Dolphin/Italie
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
Mini-transat Pogo 2	6.50	2.99	1.60	1.005	26	18	70	Chantier Structures/France
Mirabelle	11.11	3.72	1.96	6.70	33	48	111	New Japan Yacht/Japon
<b>Océanis Clipper 323</b>	<b>9.75</b>	<b>3.24</b>	<b>1.8/1.5</b>	<b>3.84</b>	<b>28.3</b>	<b>22.4</b>	<b>68</b>	<b>Bénéteau/France</b>
<b>Océanis Clipper 331</b>	<b>10.00</b>	<b>3.42</b>	<b>1.64</b>	<b>4.50</b>	<b>23</b>	<b>35</b>		<b>Bénéteau/France</b>
<b>Océanis Clipper 42 CC</b>	<b>13.25</b>	<b>3.91</b>	<b>1.80</b>	<b>9.00</b>	<b>41.60</b>	<b>40</b>		<b>Bénéteau/France</b>
<b>Océanis Clipper 411</b>	<b>12.71</b>	<b>3.95</b>	<b>1.70</b>	<b>8.50</b>	<b>32</b>	<b>52</b>	<b>101</b>	<b>Bénéteau/France</b>
<b>Océanis Clipper 423</b>	<b>12.67</b>	<b>3.95</b>	<b>1.70/2.1</b>	<b>8.6</b>	<b>35</b>	<b>60</b>	<b>136</b>	<b>Bénéteau/France</b>
<b>Océanis Clipper 473</b>	<b>14.30</b>	<b>4.33</b>	<b>1.70/2.1</b>	<b>11.50</b>	<b>43</b>	<b>65</b>	<b>150</b>	<b>Bénéteau/France</b>
<b>Open 5.70</b>	<b>5.70</b>	<b>2.55</b>	<b>0.34/1.40/1.75</b>	<b>0.51</b>	<b>17.5</b>	<b>8.6</b>	<b>30</b>	<b>Philéas/France</b>
<b>Open 6.50</b>	<b>6.52</b>	<b>2.54</b>	<b>2.00</b>	<b>0.43</b>	<b>30</b>	<b>12.1</b>	<b>62</b>	<b>Philéas/France</b>
Open 7.50	7.50	2.99	0.6/2.3	0.75	36	13	45	JPS Production/France
Open 40	12.20	4.09	3.20-1.80	4.2	89	43	142	Sams C3/V1D2
Rimar 10.75	10.75	3.45	2.10		40	40	103	Rimar/Italie
South 35	10.5	3.5	2/2.5	2.9	40	36	110	Aerodyne/Afrique du Sud
Vent de Fête	8.98	3.10	1.75	3.05	17	33	74	New Japan Yacht/Japon

in bold, boats displayed at the show

## Since 1967, more than 30000 Groupe Finot designed boats sail all over the world

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, mesure X,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, Lévrier 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 Spririt, 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, UBP, PRB 2000 Océanis Clipper 473 2001 Open 5,70, Open 40, Océanis Clipper 42cc 2002 ADP 52, Mini-série Pogo 2, First 27.7, Océanis Clipper 423, Open 6.50, First Class 7.5 2003 Océanis Clipper 323, Pogo 40

[www.finot.com](http://www.finot.com)

The pictures can be downloaded from the site.  
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## The newsletter

novembre 20th, 2003

# groupe finot

ARCHITECTES NAVALS

Press release - Salon Nautique de Paris 2003

### Trends and evolution of sailing

Today, sailors strive to better dominate the elements with their ships. They want better control, increased security (stability, solidity, reliability), higher speed, superior comfort.

To this end, they gradually accept an evolution of the boats.

There are personal choices : Simpler accommodations, larger draft and sail area.

And there is the evolution of technologies : New fabrication processes (infusion or prepreg), carbon fiber for hulls and decks, carbon masts, composite keel fins, variable draft, autopilots, water ballasts, composite sails,...

Step by step, this evolution improves the average boat, after having spread all over the racing world.

Groupe Finot dedicate all their work to this continuous search for improvements, be it :

- in racing yachts (60', 50', 40', mini-transat)
- in the development of advanced technology boats such as the

### - Trends and evolution of sailing

#### - Race results

#### - Our new designs

**Open 6.50**

**Pogo 2**

**First Class 7.5**

**Océanis Clipper 323**

#### - 25 years of cooperation with Beneteau

**Pogo 40**

**Open 40**

Open 6.50 or Open 40

- in more accessible boats such as the Pogo 2, First Class 7500, First 27.7, Pogo 40

- or in more classical boats such as the Oceanis Clipper 323 and 423.

### Race Results

- **60'** : PRB, Vincent Riou, 1st in the Calais Round Britain Race, 2nd in the Rolex Fastnet Race, 4th in the Transat Jacques Vabre

VMI, Sebastien Josse, 1st in the Rolex Fastnet Race, 5th in the Transat Jacques Vabre.

These successes are due to the quality of the crews and to the evolution that we submitted our Open 60's to : They were designed to race downwind around the world; continual adjustments are made to improve them in more varied conditions.

- **50'** : Tommy Hilfiger (ex-Magellan), Brad van Liew 1st in Around Alone 2002-2003 (Winner of all legs)

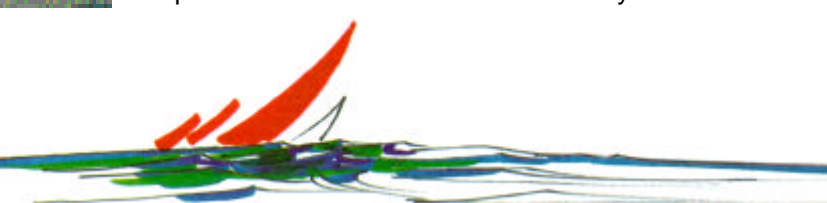
- **40'** : Spirit of Yukoh (ex-Baronessa), Kojiro Shiraishi, 3rd in Around Alone 2002-2003 (Positioned in the same class as the 50's), 1st of the 40's

- **Mini 6.50** : Double victory for Groupe Finot's boats in the '03 Transat 6.50

In the prototypes class, Moulin Roty skipped by Armel Tripon finishes 1st on a boat that already finished 2nd



Open 6.50 - photo Jean-Marie Finot



in 1995 with Thierry Fagnent. The prototype, a very fine fabrication of Thierry Fagnent, is a good balance between light airs and stronger wind conditions, although the design is more than 10 years old. This year's varied conditions, the solidity of the construction and the quality of the maintenance of the boat made this victory possible. In the series class, Navy Lest, a Pogo 2 skipped by Erwann Tymen finishes 1st, followed by two other Pogo 2's.

## Open 6.50 : A new dimension, a test for the future



Lenght	6.52 m	Main Sail	30 m <sup>2</sup>
Beam	2.54 m	Genoa	12.1 m <sup>2</sup>
Draft	2 m	Spi	62 m <sup>2</sup>
Displacement	430 kg	Bowsprit	2.4 m (3 m LOA)
Ballast	215 kg	Atelier des Grillons/Phileas	

With partners from Toulouse, a new type of process has been developed, that allows to realize the boat's skin and structure in just one operation : the "Autostruct" process.

After various tests on infusion and prepreg, it was decided to build the hulls in autoclave cooked carbon prepreg. This process gives the best currently possible quality for composite materials.

Building on this technology, Groupe Finot designed the Open 6.50, which takes the best from all available technologies, to make the fastest possible boat :

- autoclave cooked carbon hull with integrated structure
- carbon/homex deck
- lifting keel with solid carbon fin
- rotating carbon mast, Cwing rigging

This boat is the result of a great teamwork effort by passionate people from various horizons (CRITT, LATECOERE, HEXCEL prepreg manufacturer, AEROVAC, SOCAM, PROFIL COMPOSITE, CTA aerospace composites engineering).

Hulls, decks and fins are built in Toulouse by Atelier des Grillons, and the boat is assembled and distributed by Phileas (a sister company of Hobie Cat) in Fouras. The Open 6.50 feels like a small airplane on the water : Planning as soon as 2 Bft while close reaching, it is stable and easy to control downwind, with speeds close to that of the wind. It brings to the average sailor sensations that are usually found on Open 60's, the Open 7.50 or the 49er.

## Pogo 2



Lenght	6.50m	Displacement	1.005 t
Beam	2.99 m	Main Sail	26 m <sup>2</sup>
Draft	1.60m	Genoa	18 m <sup>2</sup>
Chantier Structures		Spi	70 m <sup>2</sup>

Year 2003 saw the Pogo 2, Mini Transat series class boat, gain power.

With its new hull shapes and its advanced construction (Structures shipyard), this boat has very high speed capabilities in a breeze at all wind points while remaining competitive in light and medium airs. More that 60 Pogo 2 have been sold to this date.

Let's point out again that it trusted the first 3 places in the series class of the 2003 Transat 6.50.

## First Class 7.5

A nice, easy to control, platform to carry sails.

In cooperation with Beneteau and with the assistance of the French Sailing Federation (FFV), we designed this boat as a successor to the First Class 8.

It features a number of innovations, such as an infused hull and a lifting composite/lead keel (with 2m draft).

The evolution of the hull and the weight saving due to the new construction process and new ballast, increase the stability and security, and improve the controllability and speed of the boat.

The large cockpit enables the crew to move for better weight placement and makes maneuvers easier. The boat is equipped with either a symmetrical or asymmetrical spinnaker. The bowsprit is retractable.



Lenght	7.5 m	Main Sail	22.7 m <sup>2</sup>
Beam	2.54 m	Genoa	15.9 m <sup>2</sup>
Draft	0.76/1.98 m	Spi	63 m <sup>2</sup>
Displacement	1.1 t	Chantier Bénéteau	

## Oceanis Clipper 323

After the success of the Oceanis Clipper 311 (and then of the First 310 and First 31.7), which used the hull shapes of the Figaro1, the Beneteau shipyard wished to make it evolve into a new boat with better comfort and improved performance.

It fits within the new generation of Oceanis, with a two-levels



Lenght	9.75 m	Main Sail	28.3 m <sup>2</sup>
Beam	3.24 m	Genoa	22.4 m <sup>2</sup>
Draft	1.8 ou 1.5 m	Spi	68 m <sup>2</sup>
Displacement	3.84 t	Chantier Bénéteau	

coach roof for more light and a cozier feeling in the saloon, a larger toilet and aft cabin, a more spacious saloon, and an increased ballast.

## 25 years of cooperation with Beneteau

The evolution of construction for the new needs of sailors led us to design new, efficient boats, that are comfortable, solid, and affordable thanks to gains in productivity. This is the case of the First 211, 260, 27.7, 31.7, and of the Oceanis 323, 331, 411, 423, 473.

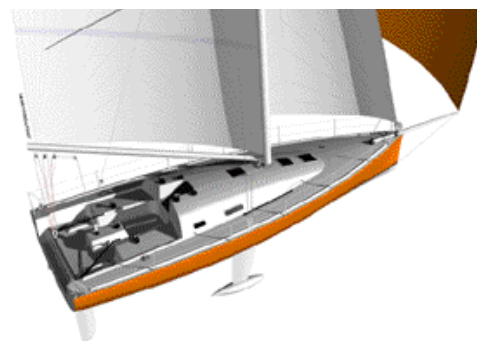
An always renewed success, the hull shape of the First 31.7-Oceanis 323 family has been produced more than 2700 times, and that of the Oceanis 411-423 more than 2300 times (Oceanis 400, 40CC, 411, 42CC, 423).

25 years of cooperation with the Beneteau shipyard were beneficial to the progress of security, reliability and affordability of cruising boats. We appreciate their support of our quest for innovation and research. It enabled us to share our work methods for project development.

## Pogo 40

For the Structures shipyard, we designed the Pogo 40 in the new spirit of offshore boats that are going back to the essence of sailing. It is meant for those who want open seas, long journeys or transatlantic racing.

Strong hull, deep ballast (3m or 2.2m interchangeable), large sail area on a carbon mast, water ballast, very simple rig.



Lenght	12.18 m	Displacement	5 t
Beam	4.40 m	Main Sail	61/72 m <sup>2</sup>
Draft	3 ou 2.2 m	Genoa	42 m <sup>2</sup>
Chantier Structures		Spi	152/167 m <sup>2</sup>

The hull, made of solid GRP, to remain affordable, is structured by stringers, ballast-ribs, two large frames that support the mast and keel, and 4 bulkheads.

The accommodations are designed both for life offshore and moorings. They include a large central navigation station at the companionway, a galley (2 possible placement options), 8 berths split between the saloon and two independent cabins, a large toilet aft.

This new development is already successful, since 14 sailors already placed an option on the boat.

## Open 40

The first Open 40 was launched in 2001 in Caen. It sailed the 2001 Transpacific, the 2002-2003 Around Alone, and shone as the fastest 40 footer. A second boat has been launched in January 2003.

Hull, deck, mast and appendages are made of prepreg carbon.

With its water ballast and its very simple accommodations, it is designed to sail very fast.

It is a good example of what future boats can be (in terms of speed, control and reliability).

Its price is on par with its technological ambitions : Base price 400 000 euros.



Lenght	12.20 m	Main Sail	89 m <sup>2</sup>
Beam	4.09 m	Genoa	43 m <sup>2</sup>
Draft	3.20-1.8 m	Spi	142 m <sup>2</sup>
Displacement	4.2 t	Sams C3 and V1D2	