



OUR BRAND NEW **International FJ UNVEILED**

FJ PRIAMID COMP RACE

Our **FJ PRIAMID COMP RACE** today combines – all in one – the best ever and confirmed body lines (offsets) that the FJ Class has been using in the latest 30 years, and the most advanced construction techniques and processing available on the market. All of the above without indulging in the adoption of any exotic materials, which are considered as expensive as useless when applied to a boat of the size and technical characteristic of a FJ – see for example the Dutch boat winner of the World Championship in 1996 and 1997, made in simple polyester fiberglass (glass reinforced plastic - GRP) by Van Wettum.

The hull and the body lines (offsets)

As stated, the water lines adopted for the new hull are absolutely efficient. They are widely proven and experimentally consolidated and are surely competitive, directly emulated from a boat today representing a milestone in the worldwide history of FJ class.



foto 1 – The removal of the advanced stamp.



foto 2 – The new hull.

The deck

The deck is completely re-designed and rationalized following many and important innovations introduced in the recent years, especially by Dutch and Japanese crews, as compared to the historical and legendary designs by Galetti, Radente, Palotta, van Doesburg and van Dusseldorp.

Hence the anterior part of the deck was enlarged, increasing the volume of the spare buoyancy tank, and completed to include the mast guide and the slots for the spinnaker chutes.

Similarly, the side buoyancy tanks have been re-designed and re-sized, in order to improve the overall “habitability” of the hull with easier postures



foto 3 – Particular of the mast guide and of the spinnaker slots.

for the crew; the new design also widens the range of possible choices to position rigging so that different needs from crews of different styles can be better met.



foto 4



foto 5

The cockpit

The cockpit is adapted – just like the rest of the boat – to the most actual and modern construction standards.

Similarly to the Nautivela and similarly to solutions adopted for the most recent Japanese boats as well, the cockpit has no double bottom. Such a solution avoids typical inconveniences from double bottom boats, such as the unavoidable water infiltrations in way of welding of the centerboard casing. Moreover, in conjunction with the adoption of smaller side buoyancy tanks the solution without double bottom offers the following benefits:

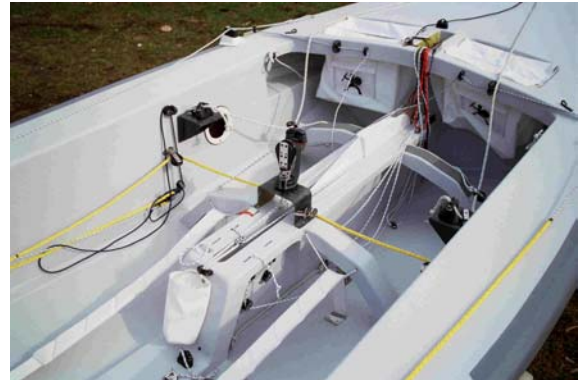
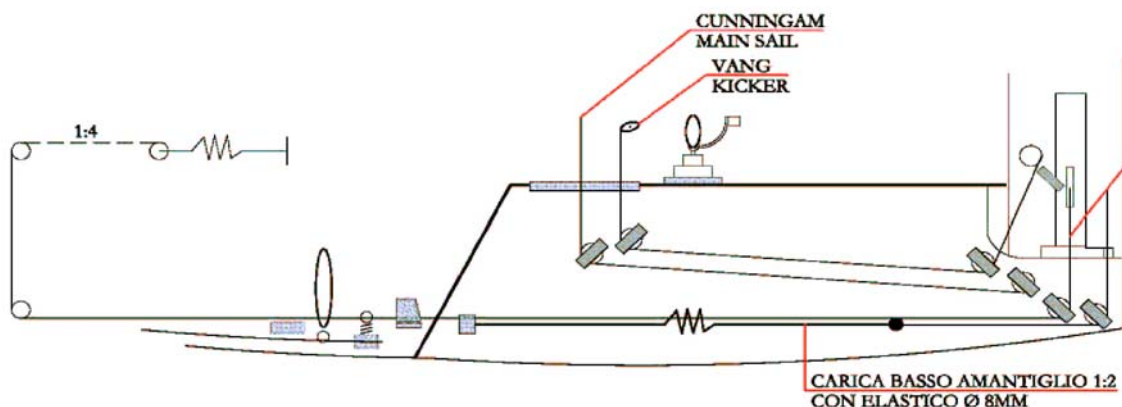
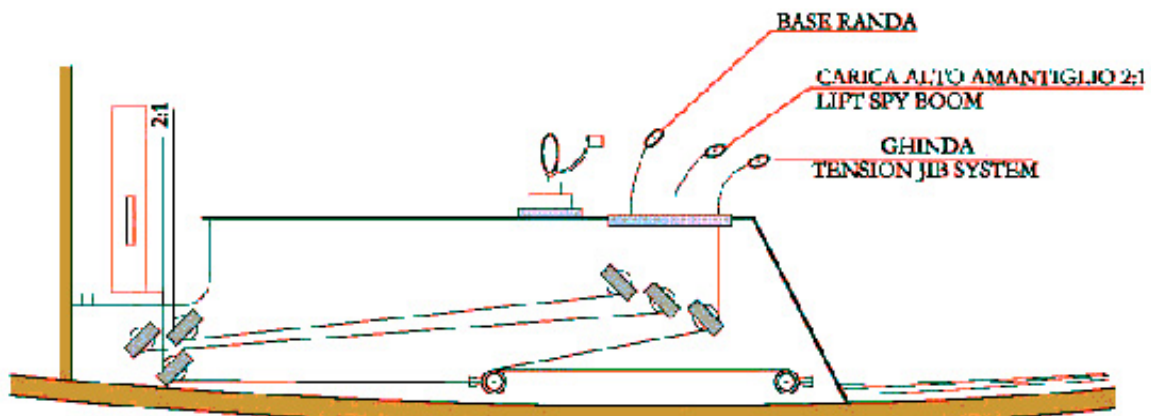


foto 6 - Particular of the cockpit.

- considerably improved habitability of the cockpit, now becoming more comfortable for the heavier crews and in this way eliminating uncomfortable *"bite your knees"* postures, very well known by owners of double bottom boats;
- to better installation all of the desired and suitable rigging, and better position of the outhaul cheek blocks for all of the lines within the cockpit on the bottom of the hull, along the sides and at the foot of the centerboard casing, avoiding the turning of cockpit into a jungle of pitfalls where one stumbles at every movement.
- of larger top flat of the centerboard casing that can accommodate cam cleats, outhaul cheek blocks for all the lines, and any required rigging without dangerous protruding points.



Outline of rigging, skillful side.



Outline of rigging, left side.

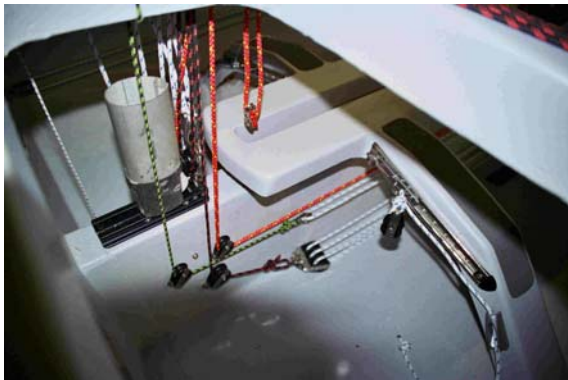


Foto 7

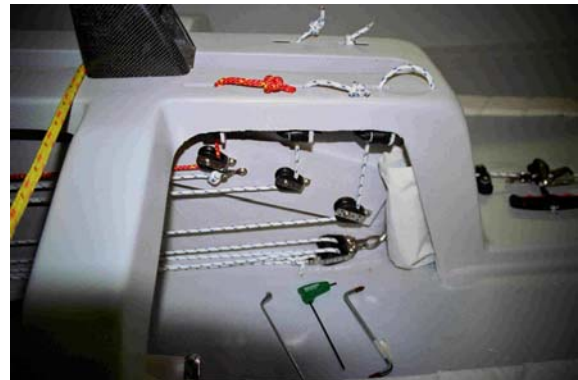


foto 8

Materials and quality of construction

In order to meet the needs of the most demanding crews, the whole boat (hull, deck, cockpit, centerboard, and rudder (or helm)) is made of Airex composite, fiberglass and epoxy resin (high density expanded PVC sandwich, closed cell layered tri-axial fiberglass texture, with localized stiffening and uni-directional fiberglass structure, all vacuum layered and assembled).

The choice of the vacuum sandwich technology was based on two primary objectives:

- 1) Improved stiffness and resistance of all of the panels of the boat to bending and torsion stresses.
- 2) Avoidance of increasing the boat weight.

The well known fact that the distance " D " between the two opposed sides of a symmetrical sandwich, - where the two fiberglass texture layers have same thickness and properties - is the key parameter that determines the bending stiffness. Without going into the details of the computation, formulas indicate that " D " - which is in fact also the thickness of the core of the sandwich - is the most important factor contributing to the stiffness: increasing D results in an improved resistance to bending stresses.

The improved strength and stiffness allows reducing amount of material which is obtained by reducing the required number of layers, resulting in a significantly lighter structure. Finally, the reduced density allows improving the top speed and the acceleration thanks to the smaller inertia

and also to the improved resistance to the impact on waves, while remaining within Class Rules weight limits.

For this purpose, the computation of the structural scantlings of the layered sandwich of our FJ **PRIAMID COMP**, resulted in a constant thickness of 12 mm for the hull and the other components most subjected to structural stresses - such as the mast guide, the bow bulkhead, the keelson, etc. – obtained with Airex panels (density 90 kg/m³) 10mm thick, and two layers (1mm + 1mm) of biaxial and triaxial laminar texture.

The deck and the spare buoyancy tanks, which are less subjected to stresses during navigation, are built with the same Airex composite of variable thickness between 6 and 8 mm, depending on the structural performance required by each specific part.

Other innovations

The pictures below clearly show the care and attention to details that was paid in the research work and in the realization of each single component – from the sheet lead bracket, through the centerboard casing and the spanker swivel-base bearing with its strengthening structures, plus other details that have been identified as significantly important, and in particular:

The ascending round shaped strengthening structures, placed in the fore centerboard casing were designed to be used as a comfortable step-board for the crew's foot, for quick and effective moves in and out on the trapeze;

- The terminal part of the same strengthening bar was designed and sized to become a sort of bracket, placed at a height of about 29 cm from the bottom of the hull, provided to become very useful for “smaller size” crews, - for it is a fact that many FJ class crew are not tall - to better execute gybes and to more easily fit the spinnaker pole onto the mast.



foto 9



foto 10

Centerboard and rudder

Both the centerboard and the rudder are made with the same composite and vacuum layered structure. The excellent chosen profiles, extensively tested in the latest few years, along with the thickness sizing at the upper limit as per class measurement (40 mm for the slot of the centerboard trunk), guarantee top efficiency and lift.

The constructing yard adopted a default choice for a complete compact rudder; a drop-blade rudder can be made available as an option.

The finishing materials

All of the hull components - with the only exception of the walls of the centerboard casing and the floor area which are coated with a dual component polyurethane varnish - are finished with a very thin gel-coat film. Such a thin coating is on one hand preserving and aesthetically completing the boat surface, and on the other hand prevents the arising of cortical micro-clefts and unaesthetic crow's feet shaped *crachelures*, typical for normal thickness gel-coating.

Complements

Our **PRIAMID COMP RACE** FJ was designed and built to fit out a complete and high level rigging – see for example some of the rigging highlighted in the pictures – Yet, the design allows top flexibility, freedom and autonomy for any crew to customize fitting out of rigging. This is why **PRIAMID COMP** FJ comes without any rigging, but including complimentary accessory:



Foto 11

- Four inspection plugs (two in the central part of the side spare buoyancy tanks and two in the bow bulkhead);
- Two “Elvstrom Super Medium” type bailers - size of the slot: 110mm x 42 mm;
- Chain (shroud) plates for the fitting of shrouds and forestay;
- Centerboard, including stainless steel bolt;
- Compact rudder and RWO (Viadana or Holt Hallen) type stainless steel transom gudgeons, or Drop-blade rudder (+ 160,00 €) made of:
 - Composite head, including RWO type stainless steel pintles ;
 - Composite blade,
 - RWO type stainless steel transom gudgeons.

FJ PRIAMID COMP ISO AND STANDARD

Along with the FJ PRIAMID COMP RACE, that was primarily created for regattas and targeted to most demanding (and difficult to please) sail racers, and In order to complete the product line, but also to promote and step up the use of our boats among the younger crews and sailing schools, our constructing yard is also proposing two additional models:

- **FJ PRIAMID COMP ISO;**
- **FJ PRIAMID COMP STANDARD.**

Both these models, have the same identical characteristics and specifications as the **FJ PRIAMID COMP RACE** model, with the only exception of the adopted resins – **vinil-ester and polyester respectively for the ISO and the STANDARD** - surely cheaper, nonetheless as reliable and proved as the epoxy resin.

The production of the two additional models is totally in line with our production philosophy, as our main goal was to produce a performing competition FJ class boat targeted to regattas, deriving from this two additional identical models, clones in fact, but with more affordable production costs and hence lower sale price; not the other way around.

In other words this means that the cost cheaper models are not rough draft copies of the “rich” model, but they are in fact exactly the same hull, realized with more affordable materials. These are the only differences, yet sensitive and important differences (in the price) for a sail racer.

The mould is indeed identically the same, as well as the bodylines (offsets); identical formal solutions and finishing; identical complimentary accessories and pre-arrangements; identical choice of rigging possible; identical thickness and measures for the sandwich as well as its mechanical and dynamic properties; finally, identical weight, which is within the class requirements limits – as required – without the need of any ballast on any of the models. All of the above is obtained without neglecting in any respect the good and certified quality of the adopted materials, the accuracy of the vacuum rolling and layering process, and – as a result of this - the required properties of the hull in terms of stiffness, strength and durability.

HULL FINISHING:

gel-coat, white coloured (very light grey).

PRICE AND PAYMENT METHODS

The launch prices of the two additional models, inclusive of complimentary accessories listed above, are the following:

<input type="checkbox"/> FJ PRIAMID COMP RACE (epoxy/comp)	€.	4.058,00
<input type="checkbox"/> FJ PRIAMID COMP ISO (vinil-ester/comp))	€.	3.658,00
<input type="checkbox"/> FJ PRIAMID COMP STANDARD (polyester/comp)	€.	2.433,00

ACCESSORIES, OPTIONAL COMPLEMENTS and RIGGING

Gel-coat deck finishing – choice of color	addtl.	€	30.00
Kevlar swivel base bearing (normally in VTR)	addtl	€	15.00
Kevlar swivel base bearing - when sold separately from hull		€	40.00
VTR brackets supports (qty 2) for jib blocks – sold separately		€	23.00
Carbon brackets supports (qty 2) for jib blocks - sold separately		€	32.00
Fused Aluminum mast base rail Proctor PM14		€	17.00
Composite and carbon centerboard	addtl.	€	60.00
Composite and VTR centerboard, sold separately from hull		€	200.00
Composite and carbon centerboard, sold separately from hull		€	260.00
Composite and carbon rudder blade, compact or drop-blade (head not included)	addtl.	€	60.00
Composite VTR rudder blade, compact or drop-blade (head not included) sold separately		€	200.00
Composite carbon rudder blade compact or drop-blade (head not included) sold separately		€	260.00
Composite VTR/epoxi rudder head (for drop-blade rudder) w/carbon bar, sold separately		€	160.00
Composite carbon rudder head with carbon bar, sold separately		€	190.00
Cradle with wooden bars and VTR composite ribs		€	120,00

HARDWARE AND RIGGING

As previously stated the boat comes inclusive of the above complementary items, but void of any rigging. Yet, the constructing yard studied and defined a specific rigging plan for this new FJ and prepared a complete list of items - from blocks, jam cleats etc. – for the convenience of the customer. That was done in order to simplify the procedures to order and install every required rigging item, classified by specific function and location. Moreover, for the sake of maximum autonomy of the customer, part numbers from 3 well known brands (Viadana, RWO and Harken) are indicated for each single line item in the list.

Finally, on demand, Priamid Comp can supply the complete set from the above list from the Viadana brand (with the exclusion of the swivel base and the stainless steel hardware) at a 20% discount level on the list price reserved to constructing yard, for a total price of 485,00 €.

PAYMENT METHOD

- 50% advance account at the time of purchase order;
- 50% arrear balance due at delivery.

SOLUTIONS FOR HOME - BUILD CONSTRUCTION

In case a home-build construction is preferred, on demand **PRIAMID COMP** can deliver the bare hull of the boat, inclusive of the bending suited for the fitting of the center-board casing. Prices are as follows:

- Composite epoxy resin layered hull **1.800,00 €;**
- Composite vinil-ester resin layered hull **1.500,00 €.**

Contacts:

PRIAMID COMP - Ettore Poletto - Verona (ITALY)
 phone (+39) 045.83.01.856 - mobile (+39) 339.81.04.658
 e-mail ilpriamide@yahoo.it