

ORC

BY MARSAUDON COMPOSITES

STANDARD TECHNICAL DESCRIPTION

TRUE SAILING ADVENTURE®



ORC 42

SEPTEMBER 2021 – SEPTEMBER 2022
INDEX C (JUN 2022)



Hull length :	13.05 m
Length overall (with the crossbeam):	14.06 m
Deck beam :	7.42 m
Overall beam (incl. the two helmsman seats):	8.20 m
Empty weight (ISO standard) :	5.8 T
Light weight (ISO standard) :	6.4 T
Maximum weight (ISO standard) :	9.0 T



Standard draft (fixed keels) :	1.50 m
Bridgedeck clearance :	0.80 m
Air draft :	20.00 m



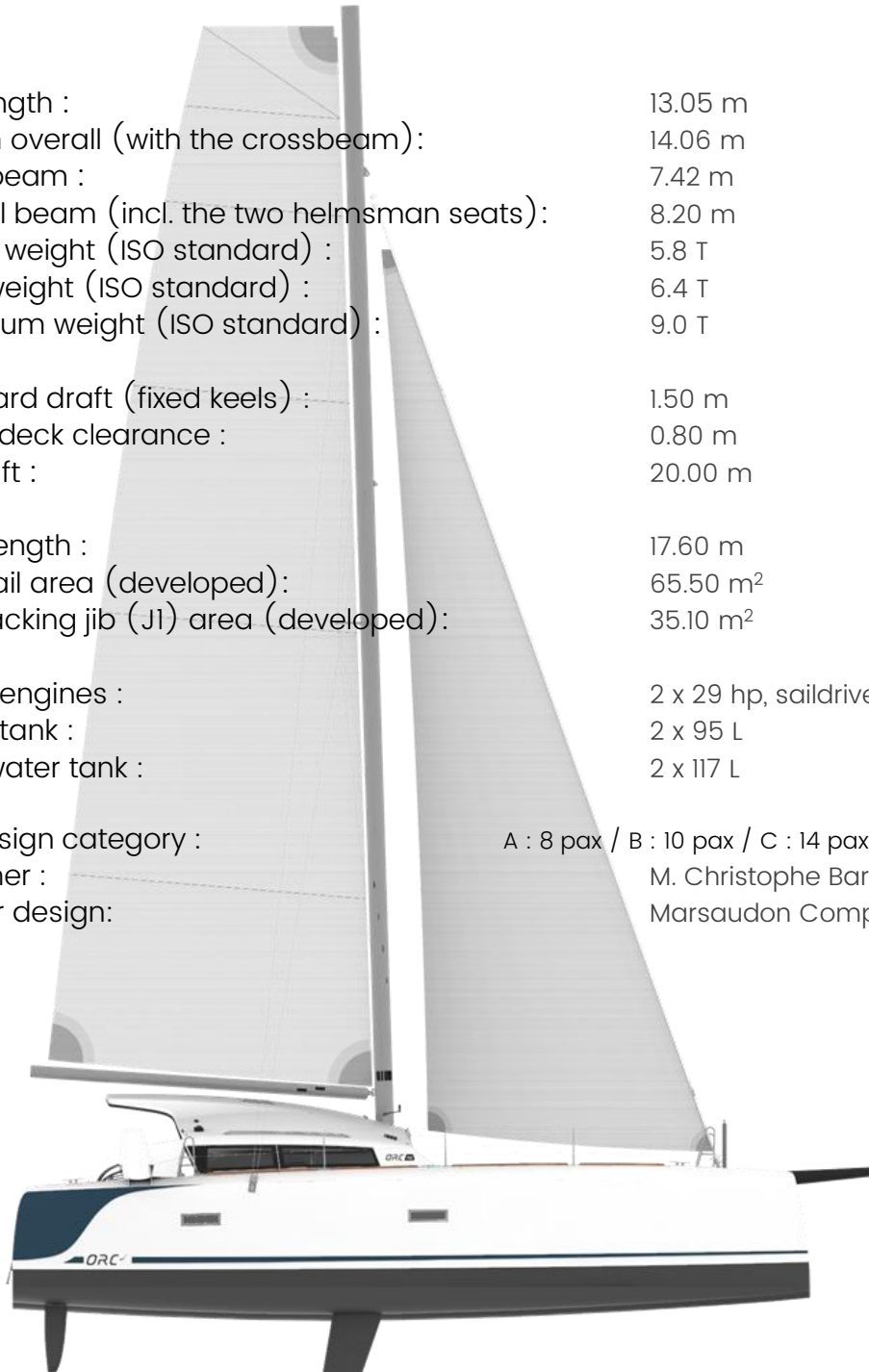
Mast length :	17.60 m
Mainsail area (developed):	65.50 m ²
Self-tacking jib (J1) area (developed):	35.10 m ²



Diesel engines :	2 x 29 hp, saildrives
Diesel tank :	2 x 95 L
Freshwater tank :	2 x 117 L



CE Design category :	A : 8 pax / B : 10 pax / C : 14 pax / D : 14 pax
Designer :	M. Christophe Barreau
Interior design:	Marsaudon Composites





STRUCTURE

Fiberglass/vinylester resin sandwich construction on PVC foam core. Laminated omega/ribband/bulkhead structure

All the composite parts are vacuum infused and bonded by contact lamination

Hulls, deck and roof in white gelcoat finish

White non-slip gelcoat finish on the deck, the coachroof, the saloon and cockpit floors,.

High performance epoxy primer layer applied below the waterline

Three carbon mast posts (1 for the mast, 2 for the roof in the saloon)



APPENDAGES

Two composite fixed keels

Two suspended composite rudders on stainless-steel rudder stocks and self-aligning JP3 system

Double carbon tillers with a white gelcoat finish + direct transmission via one carbon connecting tube



COCKPIT

Area: 8 m²

Two external hinged helm seats with textile windguards and adjustable/retractable stainless-steel foot-rests

Three fixed, 2- and 3-person, cockpit seats with grey type Spradling « Silvertex Carbon » covers on open cell foam

Two large storage pouches for the removable plexiglass windows from the rear roof bulkhead

Four storage lockers under the cockpit seats: 2 x 270 L plus 1 x 400 L plus 1 x 90 L gas locker (one 3 Kg butane "904" Camping Gaz bottle, installed)

Two lighting LED stripes on the cockpit ceiling

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RIGGING

One aluminium fixed mast, grey anodization, with one pair of spreaders for the double diamond in 1:19 stainless-steel cable. One Sparcraft "Facslide+" mast track with six ball bearing batten cars and one double headboard ball bearing car

One Sparcraft boom, anodized in grey. Three reef slab-reefing system plus one Lewmar clutch for the clew line

Three slab-reefing lines, with their dedicated Lewmar clutches on the boom

One 2:1 mainsail halyard, one solent halyard, one mast top bosun halyard

Three halyard Lewmar clutches on the mast, one opening block for the reefing lines (Antal hook), one mast foot mainsail halyard block, one mast foot opening block for the other lines

One masthead Windex windvane

One-piece carbon crossbeam/martingale (bowsprit/forebeam/compression beam). One Ø14 mm, 1:19 stainless-steel martingale cable. One stainless-steel turnbuckle

One fullbatten, square top, Dacron mainsail from Incidences Sails with 6 fiberglass battens, 3 trim stripes, telltales, 1 storage bag

One self-tacking Dacron solent (J1) on its Profurl roller furling drum, from Incidence Sails, with UV stripe, telltales, 3 trim stripes, 1 storage bag.

The furler line led to the starboard clutch, near the helmsman seat



One adjustable lazy-jack system with its Lewmar clutch on the mast

1 x 19 stainless-steel standing rigging (Ø12 mm forestay and shrouds, Ø8 mm lower shrouds)

Maffioli Dyneema® halyards, sheets and reefing lines

5

TRIMMING AND MANOEUVRES

One 4:1 mainsheet system on one Ronstan track and ball bearing traveller car. Two dedicated Andersen "ST 46" 2 speed winches and four dedicated Lewmar clutches for the two trimming lines and sheets, each side. One cam cleat at each winch

One continuous self-tacking jib (J1) sheet, led to the two cockpit-dedicated Andersen "ST 46" 2 speed winches and two Lewmar clutches. One cam-cleat at each winch

One Ronstan track and ball bearing traveller car for the self-tacking jib (J1) with one sliding pin stop

One Andersen "ST 46" 2 speed mast foot winch, for the mainsail clew, the halyards and reefing lines

Three Ronstan "QuickLock" winch handles with their "Outils Ocean" storage pockets

6

OTHER EXTERNAL EQUIPMENT

Cockpit/saloon open space. White saloon textile PVC roll-up closing doors, zipped

Four sail lockers in the forward peaks: two 2.6 m³ ones with Lewmar "LP60" opening hatches (50 x 50 cm), accessible by two aluminium ladders and two 1.0 m³ ones with Lewmar "LP44" opening hatches (44 x 44 cm)

One 1.2 m³ mast foot wet locker, accessible by two Lewmar "LP60" opening hatches (50 x 50 cm), used as a chain bay, with its bitter-end bracket

Two engine room access Lewmar "LP60" opening hatches (50 x 50 cm), on the cockpit floor

One folding, telescopic stainless-steel bathing ladder, on the port swim platform

One stainless-steel handrail along the swim platform/cockpit steps, each side

All the deck hatches are fitted with non-slip stripes

ACCASTILLAGE

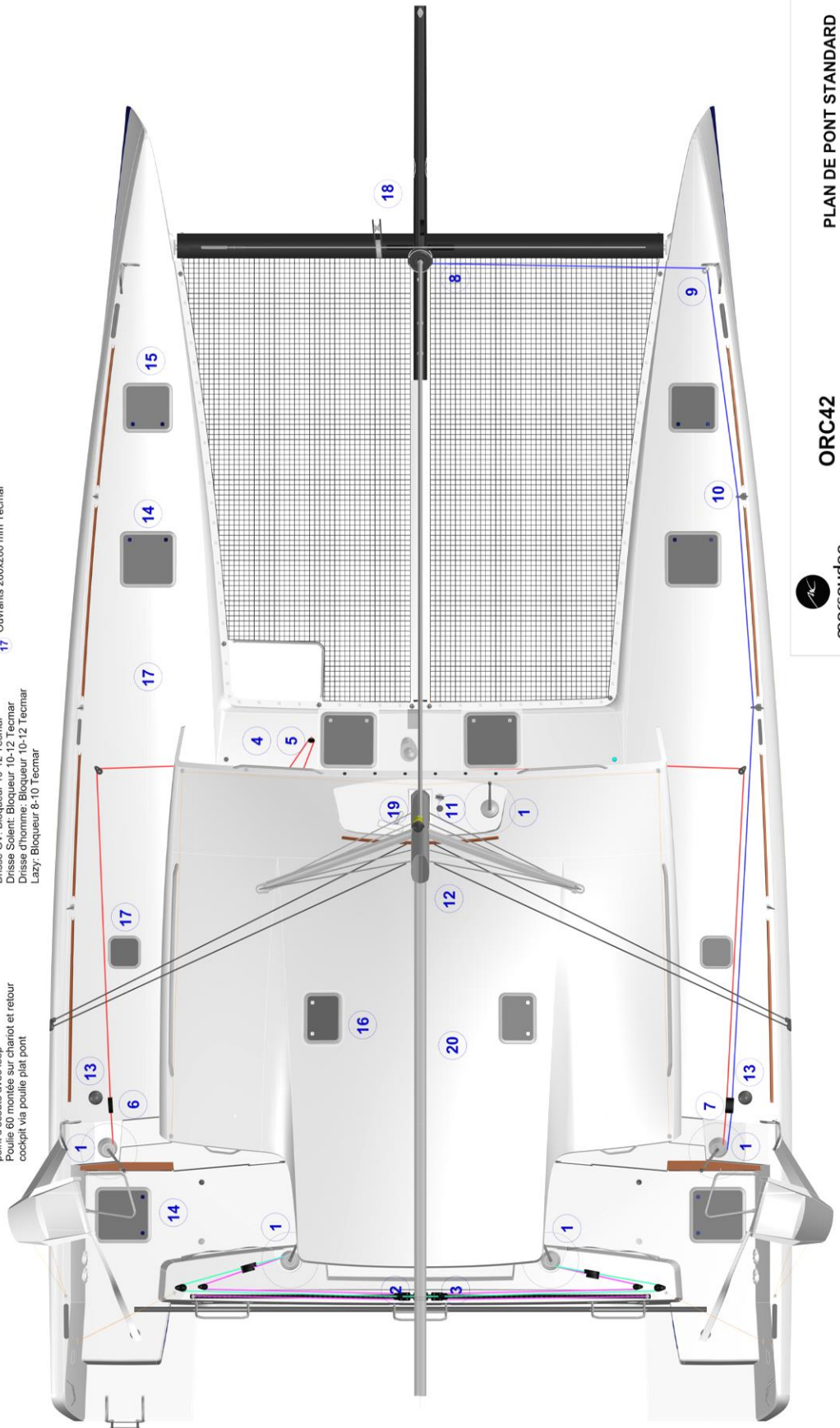
- Winches
- 1 5 Winches Andersen 46 ST FS +3. Manivelles Harken
- 2 Réglages Rail GV
3x Chariots à billes sur rail aluminium Série 30 Ronstan
manœuvré par palan, 2 brins
Retour aux extrémités par
pouilles plat pont 60
Bloqueur 8-10 Tecmar (x2)
- 3 Réglages Ecoute GV
Palan 4 brins (2 pouilles 60 + 3 pouilles 75 Ronstan)
retour pouilles plat pont à chaque extrémités
Bloqueur Tecmar 10-12 (x2)
- 4 Réglages Rail Solent
Chariot à billes sur rail alu Série 26 Ronstan
Réglage par butées à piston.
- 5 Réglages Ecoute Solent
Ecoute en Z1 avec pouille 60 montée sur
pouille écoute avec roop
Palan 60 monter chariot et retour
cockpit via pouille plat pont

- Bloqueurs Solent
- 6 Bloqueur simple 8-10 Tecmar
- 7 Bloqueur double 8-10 Tecmar
- Enrouleur Solent
- 8 Enrouleur C430 Profurl
- 9 Pouille plat pont 60
- 10 Flair simple pour chandellel (x2)
- 11 Bloqueurs Pieds de Mât
Dresse GV: Bloqueur 10-12 Tecmar
Dresse Solent: Bloqueur 10-12 Tecmar
Dresse d'homme: Bloqueur 10-12 Tecmar
Lazy: Bloqueur 8-10 Tecmar

- Bloqueurs Bôme
- 12 Bloqueurs Bôme
Ris 1: Bloqueur 10-12 Tecmar
Ris 2: Bloqueur 10-12 Tecmar
Ris 3: Bloqueur 10-12 Tecmar
- 13 Compas offshore Plastimo
Panneaux de pont
- 14 Ouvrants 507x507 mm Tecmar
- 15 Ouvrants 442x442 mm Tecmar
- 16 Ouvrants 457x327 mm Tecmar
- 17 Ouvrants 260x260 mm Tecmar

ESPARS

- 18 Croix carbone
- 19 Mât alu anodisée Sparcraft
- 20 Bôme alu anodisée Sparcraft



GREEMENT PRESENTE :

- Standard mât aluminium
- Standard bôme aluminium

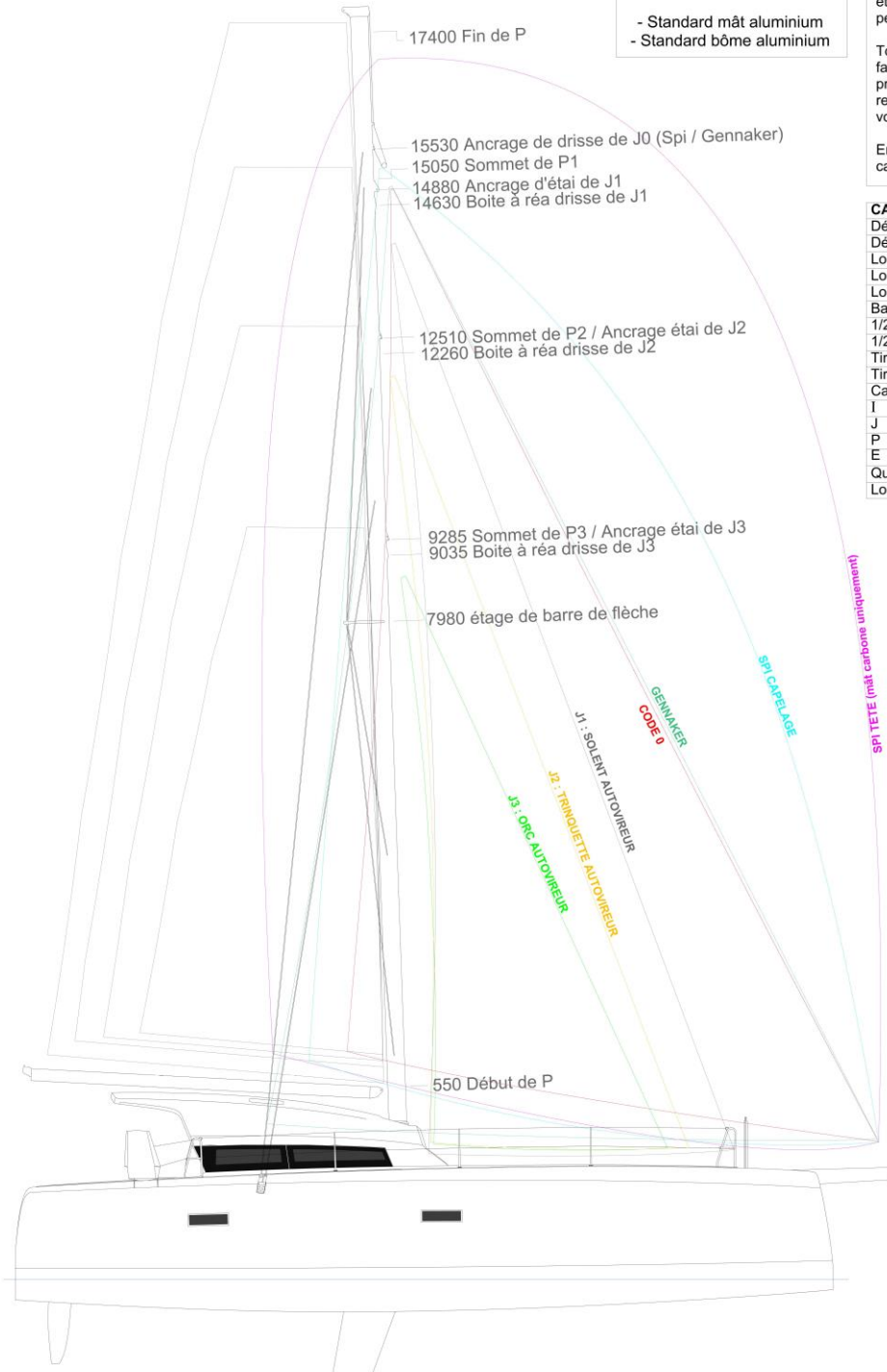
Le plan de voileure est optimisé pour la structure et les espars concernés, ainsi que pour une performance optimum du bateau.

Toute demande de modification de surface doit faire l'objet d'une étude qui, en cas de faisabilité, proposera les modifications à apporter et redéfinira un nouveau plan de réduction de voileure qui pourra mener à réduire plus tôt.

En cas de modification réalisée en dehors de ce cadre, le chantier déclinera toute responsabilité.

CARACTERISTIQUES GENERALES

Déplacement Mini : Mmoc	6712 kg
Déplacement Maxi: Mldc	9079 kg
Longueur hors tout (avec croix carbone)	14.60 m
Longueur de coque	13.06 m
Longueur à la flottaison	13.06 m
Bau max	7.39 m
1/2 entraxe coque	2.90 m
1/2 entraxe cadènes	3.66 m
Tirant d'eau	1.49 m
Tirant d'air	20.06 m
Catégorie de conception	A
I	16.74 m
J	5.30 m
P	16.85 m
E	5.38 m
Quête	2.0 *
Longueur de profil	17.6 m



PLAN DE REDUCTION DE VOILURE - VOILES SUR AUTOVIREUR

Voilure	Angle vent apparent	Vitesse vent apparent conseillée par l'architecte (nds)	Vitesse vent apparent préconisée par l'ISO (nds)	Inversion possible en catégorie A
GV Haute + J1 autovireur	<90°	19	22.6	OUI
GV Haute + Code 0	<90°	14	20.5	OUI
GV Haute + Gennaker	<90°	10	19.4	OUI
GV 1 Ris + J1 autovireur	<90°	21	24.9	OUI
GV 1 Ris + J2 autovireur	<90°	23	26.3	NON
GV 2 Ris + J2 autovireur	<90°	26	29.7	NON
GV 2 Ris + J3 autovireur	<90°	30	31.5	NON
GV 3 Ris + J3 autovireur	<90°	33	37.6	NON
GV 3 Ris	<90°	37	43.2	NON
GV Haute + Spi de capelage	<90°	14*	N/A	NON
GV 3 Ris + Spi de tête	<90°	10*	N/A	NON

* valeur donnée en conseil pour la tenue du mât
TOUTE CONFIGURATION NON DECRITE AVEC CE JEU DE VOILES EST PROSCRITE

SURFACES DE VOILES STANDARDS v2

	Surfaces Architecte
Grand voile haute: GV haute	65.5 m² développés
GV Ris 1	52.1 m² développés
GV Ris 2	39.4 m² développés
GV Ris 3	25.2 m² développés
J1: Solent autovireur	35.1 m² développés
J2: Trinquette autovireur	24.5 m² développés
J3: ORC autovireur	17.0 m² développés
Code 0	59.5 m² développés
Gennaker	80.0 m² développés
Spi de capelage	135 m² développés
Spi de tête (mât carbone)	180 m² développés


ORC42
PLAN DE VOILURE VOILES SUR AUTOVIREUR

1

INTERIOR DESIGN

Interior finish in lacquered white

Bathroom floors in white non-slip gelcoat

Teak fiddles (2 at the galley, 2 on each of the 2 work surfaces of the saloon)

Cabin, toilet and passage-ways floors in visible non-slip carbon sandwich boards

2

EXTERIOR DESIGN

One "ORC" logo, rear of the flotation line, all in blue stickers on each of the exterior hull walls. Same blue flotation line stickers on the front inner hull walls. One big blue wave sticker aft of each of the exterior hull walls

"MC" stickers on aft beam, each bow and each side of the bowsprit. "ORC" stickers on each outer side. "ORC 42" stickers on the aft beam and on each side of the roof



3**SALOON AND LIVING SPACES**

16 m² area and 2.05 m standing headroom

One composite 140 x 70 cm saloon table, white gelcoat finish, with 2 removable aluminium legs

One fixed, 3-person, saloon seat, on port, in Sunbrella “shooty” grey fabric type, technical storage under the seat

One double sliding seat, in Casal Enoa Perfect “noir ébène” black fabric type, storage under the seat

One double day-berth (190 x 110 cm), in Sunbrella “lead chiné” grey fabric type, one LED reading light

Ventilation done by two Lewmar “Low Profile T30” opening hatches in the roof (33 x 46 cm), two Lewmar “Low Profile T44” opening hatches (44 x 44 cm) in the front plexi windows et two big detachable panels in the aft bulkhead

Five stainless-steel handrails (2 above the companionways on 2 teak plates, 2 at the galley, 1 above the entrance to the saloon)

**4****CHART TABLE**

One console for the electronics, one desk with integrated opening storage. All in composite with white gelcoat finish

One sliding cushioned stool in Casal Enoa Perfect “noir ébène” black fabric type, storage under the seat (36 L)

One chart-table reading light, white/red

5**GALLEY**

One Eno “Kos” 3 burner gas stovetop with pan-holders, one Eno “Perigord” gas oven

One 75 L Vitrifrigo, one drawer type, fridge. Air cooled, in the starboard companionway

One black mineral composite double sink, with mixer faucet

Storage lockers with grey plexi doors: 1 cutlery drawer and 2 cupboards

One chopping board and one bin, integrated to the worktop



Bathrooms Starboard

6 FURNISHED HULL

One open aft cabin plus one bathroom in the passage-way, in each hull

7 BATHROOMS

One shower column, with its mixer faucet, one curtain. Direct draining through a dedicated pump

One stainless-steel round sink (Ø 26 cm) with a mixer faucet. One mirror, one cupboard with a grey plexi door

One manual sea toilet with its black water tank

One Lewmar "T4" opening hull porthole (61 x 17 cm)



Aft Cabin Port

8 AFT CABINS

One double berth (190 x 130 cm): one 2-part bed structure, the aft part made of white composite and the front part made of varnished marine grade plywood, tilting on a hinge.

One long fiddle on the edge

One 35 Kg/m³ foam mattress, 10 cm thick + 2 cm memory foam on top. Mattress ticking in Sunbrella "lead chiné" grey type fabric.

Access to the engine drive under the mattress. Storage space (164 L) underneath

One "circé" blue decorative sandwich panel at the berth head
One large rear plexiglass window with one Lewmar "T4" opening porthole (61 x 17 cm)

One Lewmar "T4" opening hull porthole (62 x 17 cm) plus one Lewmar "LP10" opening deck hatch (25 x 25 cm)

Two composite, white, longitudinal shelves with teak fiddles, along the inner wall



Aft Cabin Starboard

1 SAFETY

One stainless-steel pulpit, one stainless-steel pushpit and 3 stainless-steel stanchions with a double line of stainless-steel cable guardrails, each side

Three stainless-steel pushpits along the aft beam with a double line of stainless-steel cable guardrail

Eight stainless-steel handrails on the coachroof

One lighting, flushmount, horizontal Plastimo "Olympic 95" navigation compass in front of each helm seat

Two white front trampoline nets with a dedicated stainless-steel liferaft storage support, large mesh (35 mm)

One round (\varnothing 45 cm) BSI escape hatch in each fore cabin

Teak toe-rail along each deck-edge

Access to hull from the saloon through two watertight Plexiglas doors. Lockable

Four electric automatic bilge pumps plus four manual ones

Emergency backup drainage pumps using the engine's sea water cooling pump

Safety padeyes: 2 in the cockpit, 4 on the roof, 2 next to the escape hatches

Three lifelines on the coachroof

2 DOCKING AND ANCHORING

One Lofrans "X2" 1 000 W, vertical axis, windlass \varnothing 10 mm, on deck with remote controls accessible from the chart table

One carbon bow-roller, integrated to the front beam, with stainless-steel side plates

Six aluminium docking cleats

3 PLUMBING

Two polyethylene freshwater tanks (2 x 117 L), with a bypass valve. Two deck fillers in the cockpit

Two 25 L polyethylene black water tank with gravity and deck discharge drainage

Pressurised hot/cold water system with one 20 L water boilers in each hull

4

ELECTRICITY

12 V electrical circuit with one digital « Scheiber » command and control panel at the chart table

One AGM battery bank (2 x 110 Ah), charged by one 125 Ah alternator on each engine

One AGM (55 Ah) engine battery in each engine room with possible coupling

Navigation lights (tip of the bowsprit and aft platform), deck light, motor light and anchor light, all in LED technology

USB sockets: 2 single ones in each aft cabin (on the reading lights), 1 single one on the reading light of the day berth, and 1 double one at the chart table

Dimmable direct LED interior lighting with wireless switches: 1 led strip along the side windows in the saloon, 1 along the side of each aft cabin, 1 in each cabin passage-way and in each bathroom. 2 LED reading lights in each aft cabin (on the headboards), 1 at the day berth, 1 in each bathroom and 1 each side of the saloon entrance

5

ENGINES

Two 29 hp 3YM30AE Yanmar inboard diesel engines with saildrive transmission

Engine controls by the starboard helm station

Two 95 L diesel polyethylene independent tanks, one in each hull, 2 deck fillers on the cockpit floor

Two dual folding propellers (Flexofold)

ORC 42 STANDARD, delivered at Lorient La Base, afloat, masted, rigged, ready to sail with +/- 160 L of diesel. Handover including half a day of sea trial

520 000 €

Ex VAT and ex 'écotaxe » (2 046 € in 2022)

by  **marsaudon
composites**

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We guarantee price, subject to a significant change of economic In the event of a change, there will be no increase price more than 10% per year on this year model