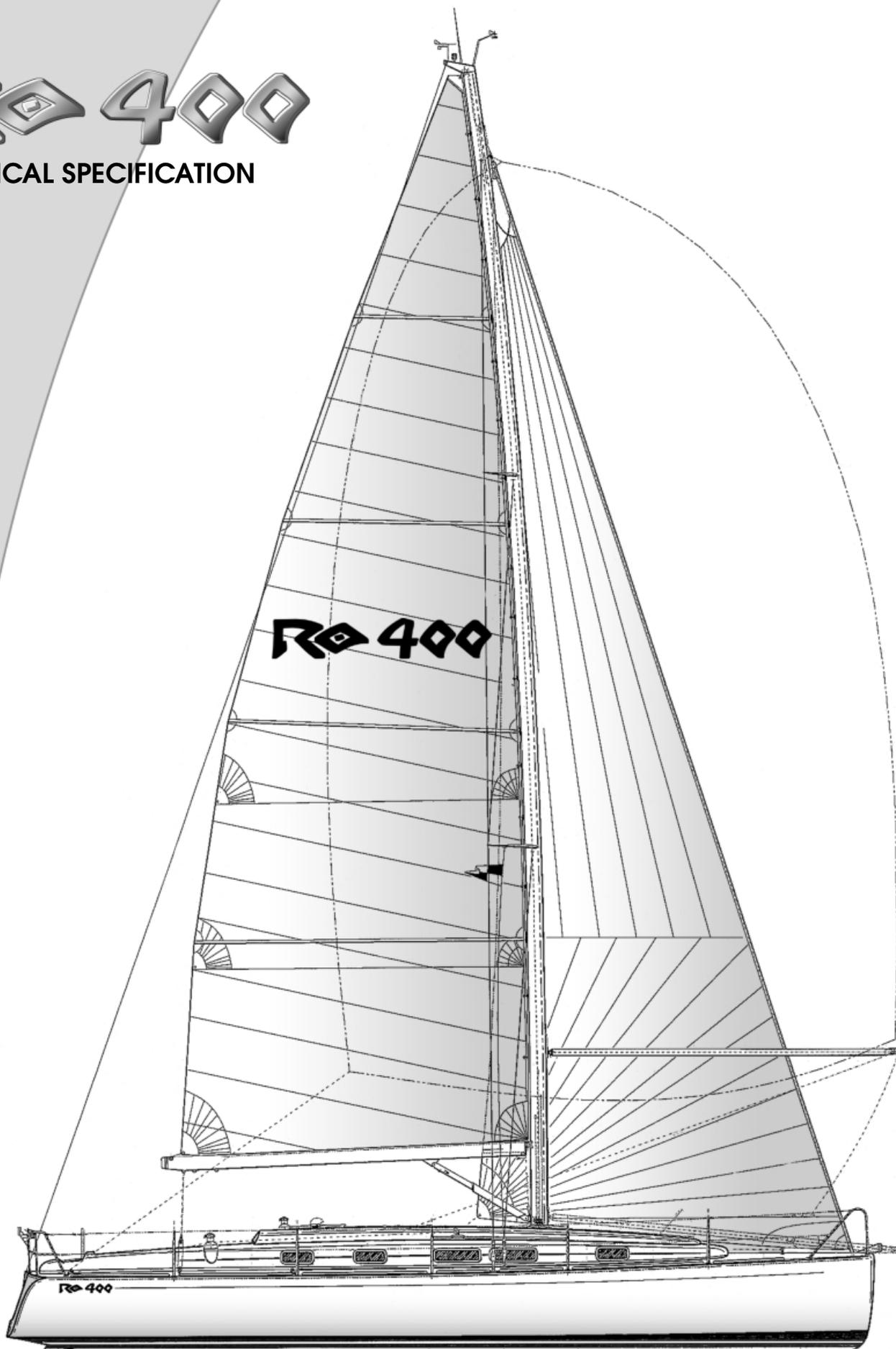


# Ro 400

## TECHNICAL SPECIFICATION



RONAUTICA YACHTS

# RO 400

## TECHNICAL SPECIFICATION

## CONSTRUCTION

### GENERAL

- The hull is stiffened using a structural grid which is separated by the bulkheads.
- All hull layers are laminated by hand.
- The chainplates are fixed in place to a stainless steel structure that is firmly laminated to the hull.
- All the stainless steel fittings on the boat are made from 18/8/2 steel, the highest quality available on the market.

### HULL

- The hull is a solid lay-up, and the advanced design includes additional glass layers in all the higher stress areas.
- All layers are laminated with isophthalic polyester resin for osmosis protection. Vinylester resins, for maximum osmosis protection, are available upon request.

### DECK

- The deck is of foam sandwich construction, generating optimum strength and insulation.

### DECK-HULL CONSTRUCTION

- The hull deck joint is made with structural adhesives and reinforced with biaxial glass. In addition areas such as stanchion bases, cleats, deck fittings, chainplates, stays, etc., are reinforced with stainless steel fittings.

### KEEL

- There is an iron keel with a draft 1,9 m (owner version) or a lead keel with draft of 2,40 m (race version). In both cases the ballast is 2.450 kg.
- The keel has a large base, solidly fixed to the hull with fourteen 22mm stainless steel bolts

### RUDDER

- The rudder is made in glass reinforced polyester, with extensive use of unidirectional fibres. Inside the rudder the stock is made of corrosion resistant 60/82 grade aluminium. The entire rudder is polyurethane filled to avoid water ingress. Nylon bearings are used at the lower and deck bearings.

## DECK EQUIPMENT

### COCKPIT

- Cockpit is fully finished in teak
- Entrance doors to saloon with guides in teak
- Dual Whitlock 800mm stainless steel steering wheels
- Whitlock bearings in deck and hull for the rudder stock.
- An easily accessible stainless steel pulley system for the steering mechanism.
- 2 stern pulpits in stainless steel.
- Stainless fittings on all cockpit lockers and on the stern seat.
- The cockpit is designed so that the cockpit cushions (extra) go in front of the primary winches.
- The cockpit has an ergonomic design, giving maximum space and comfort to its crew.
- A double V-shape has been built into the floor of the cockpit to avoid slipping when the boat heels. The same concept has been integrated on the edges of the cockpit seats.
- Compass
- Volvo control panel with rev-counter, acoustic level sensors and digital engine hours indicator.
- Throttle handle on starboard side.
- Foldable stern seat which can be converted into a bathing platform
- Stainless steel folding bathing ladder
- Two large cockpit storage lockers, with ample space for safety equipment and for other miscellaneous items.
- Large stowage space for fenders under skipper seats.
- Manual bilge pump
- The emergency manual pumps for bilge, motor and stern are located under the skipper's seat on the port side.
- The gas storage locker is under the port cockpit seats and is ventilated to the exterior.

### DECK AND CABIN TOP

- Teak toe rail from bow to stern.
- Teak handrails on cabin top next to entrance.
- 6 stainless steel cleats, including two cleats for spring lines.
- 2 deck winches Lewmar ST 40 (owner/charter version)
- 2 winches Lewmar ST 50 for genoa trim (owner/charter version)
- 2 winches Lewmar ST 45 for mainsheet trim (regatta version)
- Stainless steel stanchions with internal reinforcements, forming the solid base also used to attach blocks.
- Double stainless steel lifelines, with white cover.
- 10 Lewmar stoppers on cabin top (halyards, reefs etc)
- Lewmar genoa cars and blocks.

### BOW

- Stainless steel protection plates in anchor box.
- Stainless steel pulpit
- Stainless steel roller guide for anchor
- Genoa furling system integrated in anchor box.
- Safety (anti collision) bulkhead in anchor box.
- Pre installation for electric windlass.

### SAILS, RIGGING AND RUNNING GEAR

- Complete wardrobe of sails: full batten mainsail and genoa.
- Genoa equipped with UV-protection band.
- Lazy jacks and lazy bag.
- Z Spars mast, type Z 401 with 2 spreaders (owner/charter version). Height of 17.9 m above waterline. The rig 3 spreaders and rises 18,7 m above the waterline in the regatta version.

- Boomlights to illuminate cockpit.
- Rigid boom vang.
- Harken stainless steel backstay tensioning system, which can be operated with winch handle.
- Stainless steel standing rigging.
- Running rigging with ropes of 10/12mm.
- Navigation lights.
- Mainsail rigging with Lewmar racing blocks.
- Fittings and various accessories Wichard for downhaul and spinnaker pole.

## INTERIOR LAYOUT

### GENERAL

- Totally finished in warm coloured cherry wood.
- Round forms to provide a safe environment.
- Upholstery in material resistant to humidity.
- 10 Lewmar portlights.
- 4 Lewmar hatches on cabin top.
- 1 main cabin entrance hatch, teak lined.
- Thermal/acoustic isolation between deck and inner mouldings.

### SALOON

- Companionway of reinforced GRP with teak integrated in the steps.
- Headroom in saloon: 195 cm.
- Large saloon with table convertible to a double berth.
- Central bench with battery storage space.
- Chart table with easy access to navigation instruments.

### GALLEY

- Complete kitchen with 2-ring cooker and oven.
- Lockers and drawers for appliances, dishes and cutlery above and under the worktop.
- Ice box with thermal insulation.
- Headroom in galley: 191,5 cm.

### CABINS

- 2 aft cabins with headroom of 188 cm.
- 1 forward cabin with headroom of 191 cm.
- Every cabin has a double berth and lockers.
- Mirrors built in to lockers.

### SHOWER COMPARTMENT

- Complete aft bathroom Headroom: 1,90 m.
- Marine toilet with easy access to inlet and outlet seacocks.
- Pressurized tap in washbasin.
- Stowage locker under sink.
- 3 stowage lockers above washbasin.
- Electrical bilge pump for shower bilge.

## INSTALLATIONS

### ENGINE AND ENGINE EQUIPMENT

- Volvo 30hp diesel with saildrive.
- Engine room is sound proofed and insulated, and can be accessed from three different sides.
- The engine room bilge is separated from the rest of the hull in accordance with CE regulations.
- Two blade fixed propeller.
- Stainless steel fuel tank with capacity of 160 l.
- Fuel tank vents are run to the stern platform.
- Fuel filter with water separator.
- Engine compartment ventilation by an automatic ventilation system which activates when starting the engine.
- Engine mounted on special polyester bed, with a special design that avoids motor oil getting into the central bilge.

### WATER SYSTEM

- 2 rigid fresh water tanks in saloon, capacity 400 liter.
- Water tank vents are run to the anchor well.
- Electric fresh water pump.
- Installation prepared to fit a hot water system.
- Pump system, both electrical and manual, pumps water from shower and toilet directly overboard.
- High capacity bilge pump, operational both electrically and manually.

### ELECTRICAL SYSTEM

- 12 V circuit.
- 3 x75 Ah batteries (1 for engine, 2 service).
- 220 V shore power plug with cable.
- 220 V plugs in galley, chart table and bathroom.
- 12 V plug next to chart table.
- Control panel with indicators for water and fuel levels.
- Halogen lights in all cabins, bathroom, galley and saloon.
- 2 special lights for sailing at night.
- Adjustable reading spotlight.

### GAS SYSTEM

- Gas circuit breathers are routed to the stern platform.
- Gas installation is according to CE Regulations with a safety pressure relief valve.
- Shut off cocks under galley and in gas bottle compartment.

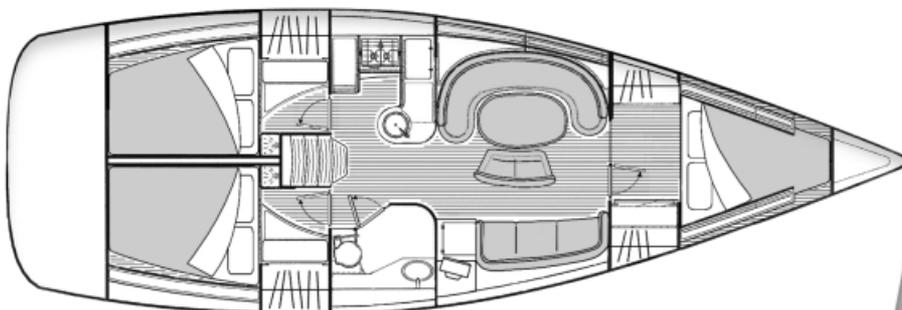
### MISCELLANEOUS

- Owner manual.
- 2 winch handles.
- 1 emergency tiller.
- 1 gas bottle.
- 2 fire extinguishers.
- Instruction plates mounted, showing the functioning of the various on-board systems.

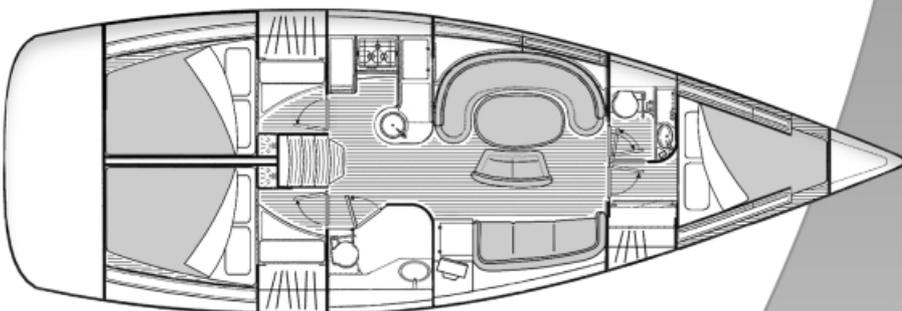
Summary of the main characteristics  
of the **RO 400**

Overall length	12,05 m
Hull length	11,75 m
Beam	3,99 m
Displacement	7000 kg
Draft	1,90 / 2,40 m
Ballast	2450 kg
Engine (standard)	VOLVO Diesel SD, MD 2030/ 29CV, 20.9 KW
Berths	8+1
Water tank	200 l
Fuel tank	160 l
Upwind sail area	81 m <sup>2</sup>
Mainsail	43 m <sup>2</sup>
Genoa	38 m <sup>2</sup>
Spinnaker/gennaker	117 / 105 m <sup>2</sup>
Boat design category CE	A

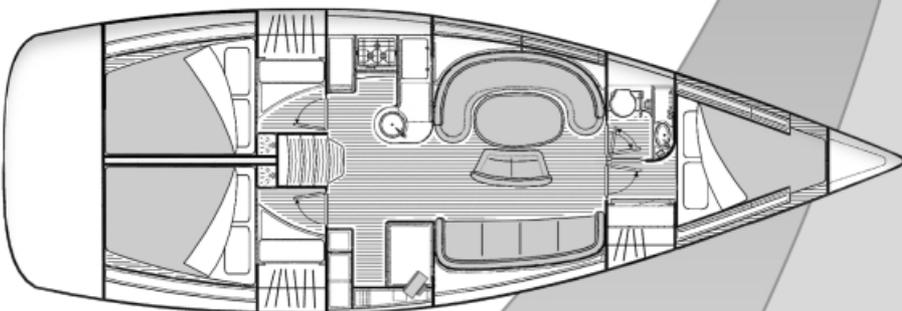
**OWNER VERSION**



**CHARTER VERSION**



**RACE VERSION**



**BOAT DESIGN CATEGORY CE: A (OCEANIC)**

The RO 400 has been built in accordance with the European CE certifications and meets the requirement of the CE-directive 94/25/CE for pleasure craft. The CE class A certificate was approved by Germanischer Lloyd.

Due to the continuous evolution of our yachts, Ronautica reserves the right to modify the standard equipment of our yachts without prior notice. This is not a contractual document.

**RONAUTICA YACHTS**

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