



raiatea-yacht.com - info@raiatea-yacht.com

(+689) 87 29 06 09 - (+689) 87 27 79 38

Dalu 40 (13,75 m) - 1993



Layout :

- Length : 13,75 m (45' 0")
- Width: 4.13 m
- Draught: 0.90 m to 2.10 m
- Material: Thick aluminium (Strongall)
- Light displacement: 14 tonnes
- Loaded displacement: 15 tonnes
- Engine: Nanni Diesel 50 CV

Price : 7,04 M XPF / 59 000 euros

Integral lifting keel boat in thick aluminium (Strongall).

Interior fittings :

Sleeps 6 - 2 double cabins

- Large forward cabin with shelves and hanging space
- Passageway to port with galley
- To starboard large saloon convertible into double berth, bathroom
- Aft: chart table and double cabin

Construction and history

Built in 1993, launched in 2002, by the META shipyard in TARARE (FRANCE) to Michel JOUBERT's design. Mediterranean cruises from 2002 to 2006 by the first owner.

The second and current owner bought her in December 2006. From 2006 to 2019 she sailed the French, English, Danish, Norwegian and Scottish coasts.

In June 2021: departure from Brest for a round-the-world trip - Azores, Madeira, Canaries, Cape Verde and then the Transatlantic.

Between 2022 and 23: sailing in the West Indies, Jamaica and then through the Panama Canal.

Early 2024: Transpacific and arrival in French Polynesia.

Engine

Nanni Diesel N4-50 - 50 HP (2016, 3000h)

Average consumption: 5 litres/hour

Rotating joint

2 x 100 Ah Charging alternators

Folding J-PROP propeller

400 L Diesel tanks

Lewmar bow thruster from 2014 (with joystick at folding wheel helm)

Cutter rigging

Standing rigging 2018

Sparcraft aluminium mast with 2 spreaders (2002)

Mast rungs

Slightly cracked gooseneck (1 spare)

26 m2 Furling mainsail (2018) + old fully battened mainsail

Furling staysail

Asymmetric spinnaker with sock

Winches: 2xMeissner 32-ST 58 on each side of cockpit; 2xMeissner 21-ST32A on each side of mast; 2xHarken 44 on each side of companionway

Spinnaker pole

Boom brake, lowered boom, no boom vang

Ground tackle

2 Lewmar windlasses with remote control and 2 dedicated batteries under the forward berth

Main anchor: 2 Spade 30 kg anchors with 60 metres of chain

Secondary mooring: Britany flat anchor with 10m chain + rope

Comfort

200 L Fresh water tanks in 4 stainless steel tanks

Double sink, seawater foot pumps and pressurised water unit

2-Burner gas cooker with oven

Fridge

Webasto heater powered by the main diesel tank

Bathroom with shower, washbasin and conventional pump-out toilet

40 L Holding tank for black water

Electricity

4 Gel service batteries, Total 400Ah from 2024

Engine battery 100Ah from 2024

Bow thruster

400W Solar panels

Hydrovane regulator

Wind turbine

Battery charger

Generator (out of order)

1500W Converters

Electrical leak detector

LED lighting

Electronics and navigation instruments

Raymarine ST 60 autopilot

Complete Raymarine electronics with AIS transceiver

2 Multifunction displays

3 GPS

Hydrovane windvane gear

VHF Icom IC-M423G-GPS

Raymarine Radar

AIS

2 Compasses

Barometer

Dinghy

Plastimo V-bottom inflatable dinghy

Yamaha 5 HP 4 T outboard

Safety

Bombard 6-seater liferaft (2014, to be revised)

4 Plastimo Pilot Hamar system waistcoats

Epirb beacon

3 Fire extinguishers - flares - harnesses - waistcoats

3 Bilge pumps: 2 electric + 1 manual

Miscellaneous

2 Tauds

Aft gantry for solar panels, wind generator and tender

Last bottom paint : February 2024

Work to be carried out

Replacement of the gooseneck
Generator (control button)
Sealing of pilot house
Cosmetics: deck paint and varnish

Main strenghts

Integral lifting keel boat in thick aluminium (Strongall), owner's version.
Large skirt, three rudders, two windlasses with moorings, comfortable pilot house, bowsprit for the asymmetric spinnaker. Designed for sailing in all latitudes.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale. The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.