



Italia 998 Fuoriserie

SOLD

Reference ID: 251

Displacement (Kg): 4500

Builder / Designer: Italia Yachts

Beam (mtr): 3.54

Model: 998

Draft (mtr): 1.90

Designer: Matteo Polli

Displacement (Kg): 4500

Year: 2016

Material: Vinylester

Location: Germany

Engine: Volvo

Disclaimer

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Description

Italia 998 in very good condition

- H5000 electronics new, with autopilot
 - John Mast
 - North Sails 3DL sails pack with 2 new spinnakers & 1 new lightwind jib
 - New Jefa bearings
 - All new running rigging
 - New batteries
 - Webasto heating
 - Boiler
 - C-deck in cockpit
 - 2021 ORC GPH 621,8
-

Italia 998 the brochure: An alternative vision

The design team of Italia Yachts, Italian shipyard producer of luxury blue water cruiser, has developed and realized a sportboat design of the length of 34", adapting the characteristics to the specific demands of the client. The "fuoriserie" models detach from the normal Italia Yachts range because the design follows the requests of owners that like to have a customized yacht; this approach allows the yard to explore alternative design spaces, and then expand the project to the series production.

Italia 9.98 purpose

Italia 9.98 fuoriserie is designed specifically for fun sailing and is particularly dedicated to handicap racing (ORC and IRC) but without the preclusion of being used for short cruises. Great attention has been paid in order to create a fast boat but at the same time easy to sail and to get to maximum performance. The main objective has been to find the correct balance between the different kind of use, from windward-leeward races to offshore racing or cruising, obtaining a true all-round with an optimal balance between upwind and downwind performance both in light and strong winds.

Design

The design is the result of the work of Italia Yachts Chief Designer, the Naval Architect Matteo Polli, strong of the previous design experiences with the Italia Yachts range and the M37, one of the most successful boats in the ORC history. Matteo Polli has been co-working with Matteo Ledri (one of the few Italian to be involved in the latest edition of the America's Cup - CapeHorn Engineering) for the computational fluid dynamics analysis and with the designer Kristian Macchiut (KMD) for the style of the interiors and deck.

Construction

Hull and deck are built in sandwich using PVC foam with different densities; skins consist of E-glass biaxial and unidirectional reinforcements impregnated with vinylester resin. The structural carbon reinforced frame integrates the floors and some parts of the interiors, creating a single structure which supports the loads of the mast, keel and shrouds. Hull and deck are finished in gelcoat and with antiskid on working areas.

Hull lines and appendages

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The hull is the outcome of numerous fluid dynamics (CFD) and statistical analysis crossed with each other using performance prediction programs (VPP) and compared with the various rating systems. These studies have led to a new generation of hull lines which meets the main targets of the project.

The particular geometry allows having very slender waterlines and straight buttocks when upright giving an advantage on downwind legs, whereas at increasing heeling angles, waterlines get much wider ensuring greater stability but still remaining symmetrical and balanced. A medium-light displacement allows an optimal ratio between pure performance and rating and also a front positioning in the usually crowded fleets. Computational fluid dynamics has been extensively used also for the appendages together with the experience gained directly during regattas, this combination has led to a perfect compromise between performances and ease of handling. The outstanding shape of the fin-torpedo assembly which

is entirely made of lead has a very high hydrodynamic efficiency and accounts for over 40% of the displacement. The foil sections come out from a careful optimization process: the result is the minimum drag together with good flow stability in all conditions. The generous rudder area and the high aspect ratio grant superb maneuverability and exceptional sensitivity at helm.

Deck layout

The deck lines have been modeled looking for the best compromise between aerodynamics and internal volumes, while taking into account also the aesthetic appearance. Thanks to the streamlined coachroof and the chamfered sheerline it has been obtained a very low windage and a pleasant modern look. A lot of effort has gone to find the best ergonomic solutions designing the cockpit to be functional during racing but still comfortable and safe while cruising even single handed.

Sail plan

The sail plan has been designed in collaboration with a leader sailmaker brand that has employed the sophisticated proprietary software in order to study the proportions and the optimal size of the sails in relation to the other elements of the project. The result is a rig with low fractionalism, generous not overlapping foresails with reasonable aspect ratio. The mainsail has a moderate square head with a considerable roach without the need to use double backstays or runners. There is the possibility to use spinnakers on pole particularly suited for racing around the buoys, or asymmetric sails on a bowsprit best suited to coastal racing or cruising.

Rigging

- Carbon spinnaker pole
- Harken Tuff luff forestay
- Mast with two double spreaders John Mast
- All new running rigging
- Bowsprit carbon
- ROD rigging
- Through deck jib furler
- Magic wheel for backstay adjustment
- Dyneema backstay

Sails

Sail Area

Mainsheet area: 38 mq

Jib area: 32 mq

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Spinnaker area:90 mq

Mainsails

- Main North Sails 3dl with reef training
- main North Sails 3dl race no reefs
- main dacron North Sails delivery one with 2 reefs

Jibs

- lightwind jib North Sails 3dl race
- lightwind jib One Sails vektor2
- medium jib North Sails 3 dl race
- medium 3 dl training, North Sails
- heavy jib North Sails 3dl
- storm jib North Sails dacron storm+delivery

Spinnakers

- asymmetric spinnaker North Sails
- S1 One Sails
- S1.5 North Sails
- S1.5 Narwal sails
- S2 North Sails
- additional small jib to be set up with spinnakers - on roller.

Accommodations

Accommodations

- Two cabins
- Aft double cabin that can be closed off with door; double bed and canvas locker for storage
- Head with toilet, shower and sink and entrance to sails storage
- Saloon with special carbon table with foldable leaves, 2 comfortable sofa's on both sides
- Double bed in forecastle
- Floorboards extra light carbon with antiskid
- Chart table with seat (white leather upholstery)
- Light grey upholstery
- Webasto heating
- Led lightning
- Head with toilet and sink

Galley "L" galley

- Coolbox
- gimballled stove, two burner

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- Sink
- Storage room in lockers and drawers
- Boiler 20L

Deck and Cockpit

- Lewmar 2-speed winches, 2x 40ST halyard, 2x 45ST jib
- 9 stoppers Spinlock
- Ronstan deck hardware
- Tiller steering with extension
- Anchor chain locker selfdrainining
- Gaslocker
- 2 cockpitlockers (one dedicated liferaft locker)
- Anti slip deck /cockpit, Seadeck foam
- Bags for storage in cockpit

Electrics

- Led navigation and interior lightning
- 2 batteries 90 and 105 ah
- Boiler 20L
- USB connection
- Battery charger 220V Victron

Engine

- 2 bladed folding prop

Safety

- Fireextinguishers
- Horseshoe
- Fenders

Electronics and Navigational Gear

B&G Electronics package H5000

- 3 mast displays

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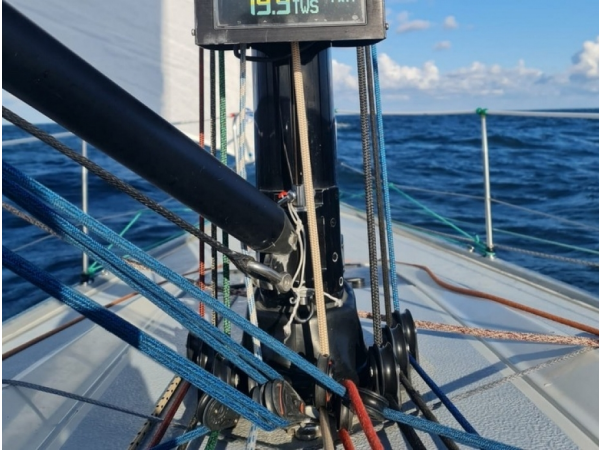
- Chartploter
- Depth and wind sensor.
- Autopilot

Additional

- New Jefa bearings
- Fenders and mooring lines
- Cover at companionway
- Cover for cockpit
- Mainsailcover

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After an online guided tour together with the package of information at hand, you can decide if you like to see the yacht, or wish to send a surveyor to check the yacht. We hope to see you soon online or in real life for a visit on the yacht of your dreams.

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