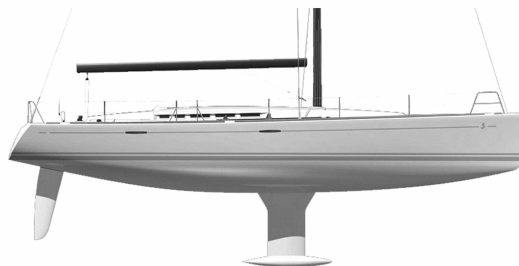


PROVISIONAL TECHNICAL SPECIFICATIONS

- Design: P. Briand Yacht Design
- Length overall: 14.98 m.
- Hull length: 14.98 m.
- Waterline length: 13.25 m.
- Maximum beam: 4.37 m.
- Berths: 6/8 persons
- Light displacement (deep draught): 13,115 Kg.
- Air draught: 21.98 m.
- Shallow draught (standard): 2.40m – cast iron – 4,770 Kg.
- Deep draught (option): 2.80m - lead/cast iron – 4,300 Kg.
- Engine power: 75 HP sail drive.
- Fuel tank capacity: 237 L.
- Fresh water capacity: 568 L.
- CE certification: A8 / B9 / C14 in progress



SAIL PLAN

	standard	carbon (option)
• I:	19.03 m.	20.03 m ² .
• J:	5.36 m.	5.36 m ² .
• P:	18.50 m.	14.50 m ² .
• E:	6.50 m.	19.50 m ² .

DESIGN

Designed in accordance with European RCD requirements and CE certification, these regulations ensure that the FIRST 50 incorporates or exceeds the minimum safety requirements including:

- Safety and protection of persons on board.
- Structural integrity.
- Stability and safety.
- Safety in operation.
- Fire protection.
- Environmental protection and reduction of engine emissions.

SAIL AREA

	standard	carbon (option)
• Total sail area:	138.70 m ² .	150.70 m ² .
• Mainsail:	68.6 m ² .	74.60 m ² .
• Max. genoa:	70.10 m ² .	76.10 m ² .
• Spinnaker:	160 m ²	160 m ² .

- HULL -

The hull is monolithic GRP and glass fibre construction. Its overall structure is reinforced by longitudinals and local reinforcements (e.g. near keel, rudder, chain plates, deck line). The hull is given optimal protection from osmosis by applying a first coat of protective resin. A structural monolithic inner moulding of bi-axial and unidirectional fabrics is bonded and laminated to the hull at various points.

Its structural role is important as it takes and absorbs the stresses at stress points (e.g. chain plate tie rods, keel, rudder, etc.) and spreads any loads, guaranteeing reduced strain on the hull.

It also ensures a good finish to the bilges and makes cleaning and maintenance easier.

The floors support the mechanical elements (engine, etc.) and water tanks. Structural marine plywood bulkheads are fixed to the hull for improved rigidity. The hull is white or grey in colour with grey livery.

- DECK -

The deck is manufactured by infusion (sandwich / glass fibre / balsa / synthesis polyester) construction for optimal strength / weight ratio. Reinforced monolithic areas are laid under the deck gear (winches, rails, chain plates, cleats). All working and circulation areas on deck are non-slip.

An inner moulding is bonded to the deck interior to improve its finish.

An integral monolithic inner moulding containing the structural deck beams is bonded to the deck for a perfect finish (integral lighting, finish, access to screw points for fixing the deck gear, etc.).

- HULL / DECK JOINT -

The hull / deck joint is secured in three ways:

- The deck is fixed mechanically to the hull by screws fixing the teak toe rails and items of deck gear (cleats, chain plates, bow fittings, etc.).
- The deck is bonded to the hull with polyurethane bonding for improved holding, and a joint guarantees watertightness.
- At stress points the hull/deck is reinforced with lamination around the transom.

- KEEL -

The keels are:

- Shallow draught (standard): cast iron with cast iron bulb and keel fin
 - Deep draught (option): mixed lead / cast iron with lead and antimony bulb and hollow cast iron keel fin
- The two keels offered have a torpedo type bulb and are designed to have an optimised weight/volume ratio, centre of gravity position and performance.
- Both provide the same righting moment.

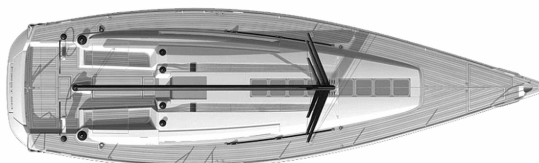
To improve their durability the keels are given an anti-corrosion treatment and improved finish in the factory before assembly, using epoxy based coatings and paint.

The keels are fixed to the hull with a system of stainless steel screws and backing plates.

- STEERING SYSTEM -

- The underhung composite rudder is of glass fibre / polyurethane foam construction. The monolithic rudder stock is made from bi-axial and unidirectional cloth using injection techniques. The rudder stock turns on self-aligning swivel bearings incorporating balls and rollers for increased sensitivity and precision at the helm.
- Twin helm position in the cockpit

- Two steering wheels (900 diameter)
- Two steering gear mechanisms
- Chain and metal rope transmission system taken back to the steering quadrant.
- Emergency tiller



ON DECK

- BOW - MOORING - ANCHORING -

- Stainless steel bow fitting with tack position for asymmetric spinnaker.
- A removable anchor fairlead system, supported by a gas strut.
- Ground tackle: 24kg Delta anchor, 50 m 12 mm diameter chain, 50 m 22 mm warp. This type of anchor is required for the system to work properly.

Two independently opening locking hatches providing access to:

- Self-draining anchor well with eyebolt for bitter end.
- 1500 W vertical electric winch with circuit breaker, 12 V relay and remote control with lead.
- Stowage locker for the tilting bow roller fitting.
- Sail locker with deckhead light.
- Six 350 mm aluminium mooring cleats (2 forward, 2 amidships, 2 aft), with stainless steel protection, bolted to the hull / deck joint.

- PULPITS AND GUARDRAILS -

- Two (630 mm high) stainless steel pulpits with bow lights bracket
- Two (630 mm high) stainless steel pushpits and a central pushpit section linked by two safety guardrails with snap shackle opening. The central pushpit is fitted with supports for the ensign staff, lifebuoy holder and stern light.
- Double row of guardrails adjustable by bottle screws, supported by 4 double and 8 single stanchions fixed on wide stainless steel bases.
- Side openings in guardrails to port and starboard.
- Unvarnished teak toerails surrounding deck.
- Two composite hand rails built in to deck levelled with lateral port covers.

- COCKPIT -

The cockpit is fitted with 7 stowage lockers:

- 1 locker under each cockpit bench.
- 1 halyard locker with cover close to companionway and coachroof control lines.
- 1 locker for warps and lines in cockpit sole with lid and gas strut, also capable of holding folding cockpit table (option).
- 1 locking locker aft of port helm position.
- 1 gas locker aft of starboard helm position.
- 1 liferaft locker in cockpit sole with locking lid and gas strut.
- Teak slatted cockpit benches, cockpit sole and helmsman's seats.
- Self-draining cockpit.
- 2 waterproof speakers.
- Two lacquered aluminium, imitation carbon trimmed steering wheels, mounted on two lacquered aluminium design consoles.
- 2 steering compasses built into side decks close to helm positions.
- Engine control panel located at end of starboard cockpit bench.

- Space for navigation electronics (option) cut on the sides aft of port and starboard cockpit benches.
- One articulated U-bolt for hanging harness snap shackles close to companionway and one on the mainsail sheeting 'island' base.

- BATHING PLATFORM AND AFT DECK -

- Aft deck with built-in teak-slatted folding gangway for use as bathing platform when open.
- Stainless steel bathing ladder fixed to the gangway.
- Aft deck opening by manual tackle and gas strut.
- Hot and cold shower on the port side.

- MAST AND BOOM-

- Keel-stepped tapered 9/10 anodised aluminium mast.
- Aft-swept 20° triple spreader mast.
- Mast gate fitting with 2 tie rods.
- 10 lead blocks for halyards and sheets around mast gate.
- 3 folding rungs.
- Electrical conduit to supply navigation and anchor lights.
- Anodised aluminium boom.
- 1 hydraulic boom vang strut.
- Earthed rigging.

- STANDING RIGGING -

- Dyform 9/10th fractional discontinuous rigging.
- Two moulded stainless steel shroud chain plates on side decks with tie rods connected to hull structure.
- Backstay held by a U-bolt on the structural bulkhead and is adjustable with a hydraulic strut.
- Forestay held by a U-bolt in the anchor well and is fitted with a genoa furler below the deck.

- RUNNING RIGGING -

Running rigging is made up of Dyneema® halyards and comprises:

- 1 genoa halyard
- 1 genoa furling line
- 2 genoa sheets
- 2 track purchase systems for genoa car
- 1 mainsail halyard
- 1 mainsail foot outhaul
- 1 mainsail sheet in cockpit
- 3 reefing lines

All lines are led back to the cockpit and controlled by:

6 jammers to port:

genoa furling line, genoa halyard, mainsail halyard, halyard spinnaker 2, reef 2 and mainsail foot.

6 jammers to starboard:

reef 1, reef 3, mainsail Cunningham, halyard spinnaker 1, pole uphaul, pole downhaul.

- 2 flat 5 sheaves deck organisers for mast control lines return to cockpit under GRP cover at mast level.
- 2 return sheaves on coachroof for control lines on opposite winch.

- MAINSAIL SYSTEM -

Spring-supported turret-mounted block for mainsail sheet fixed to the sheeting 'island' base on cockpit sole.

- GENOA SYSTEM -

- Genoa furling drum below deck level.

Two genoa traveller tracks (3.60 m) fixed to the side decks with:

- lead blocks with ball bearings adjustable under tension
- 2 traveller end fittings on blocks for track purchase system return
- 2 turret-mounted genoa sheet return blocks.
- 2 jammers on deck for track purchase system with U-bolts and blocks.
- 3 blocks for genoa furling drum end with fairlead and 1 jammer on coachroof to port.

- WINCHES -

Harken aluminium self-tailing winches are standard:

- 1 mainsail winch size 53.2 STA on cockpit central 'island' base.
- 2 winches size 48.2 STA on coachroof either side of companionway.
- 2 genoa sheet winches size 60.2 STA aft of cockpit coaming.
- 2 winch handles.

- PRE-INSTALLED SPINNAKER FITTINGS -

Fitted to the deck:

- 2 U-bolts for spinnaker sheet.
- 2 U-bolts for spinnaker guy.
- 2 U-bolts for pole downhaul.

PORTS, HATCHES AND COVERS

All ports and hatches are manufactured by Lewmar to their exclusive watertight standard. Frames are of anti-corrosive anodised aluminium.

Glass is tinted green.

In common with all BénétEAU yachts, the First 50 has a minimum of one opening for natural light and ventilation in each space, providing excellent luminosity and optimal ventilation.

The First 50 has 24 such "openings":

- 5 opening hatches built in to the deck.
- 12 opening ports.
- 6 hull ports.
- 1 sliding companionway hatch.

ENGINE

- YANMAR 4JH3 HTE – 75 HP – 55 kw diesel engine with Sail Drive transmission.
- Engine mounting built in to hull inner lining.
- Engine compartment insulated with soundproof foam and ventilation ensured by air intake and forced outflow port through transom.
- For maintenance, engine compartment access is through an opening aft of the companionway and two side access hatches in the aft cabins.
- Folding 3-blade propeller.
- Rotomoulded 237 litre diesel tank under aft starboard berth with electric gauge, sediment filter and stop-valve. Its stainless steel deck filler with key is located on the side of the aft cockpit to starboard.

- Seawater filter.
- Engine starter and control panel situated in the cockpit to starboard on the aft side of the cockpit bench. The engine control lever is positioned on the cockpit starboard side within reach of the helm position.
- One 12V – 110 Amp engine starting battery.

ELECTRICITY

- POWER SUPPLY -

- 12 V electric circuit supplied as standard by two 140 Amp service batteries.
- Supply protected by battery switches (+/-), at the bottom of the companionway in a cupboard beneath the back of the chart table.

- ELECTRICAL NETWORK -

- Specific looms are let into the deck and hull inner mouldings to supply the integral deckhead lighting as well as the various electrical items (e.g. pumps, windlass, navigation lights, etc.).
- Conduits with messenger line are pre-positioned for easier passage and fixing of options.

- CHARGING THE BATTERIES -

- 80 Amp alternator attached to the engine.
- 220 V supply (shore supply situated in stowage locker under port starboard bench and protected by a circuit-breaker).

- 1 x 40 Amp charger.
- 1 battery power distributor.

- ELECTRICAL PANEL -

- Backlit electrical panel in brushed stainless steel above the chart table centralises all the boat's electrical functions (12V – 220 V).

Each function is protected by a circuit breaker.

The panel comprises:

- 1 x 12V socket.
- 1 x 220V voltmeter.
- 1 x 12V voltmeter.
- 1 ammeter.
- 1 water and fuel gauge with digital display.
- 1 battery-low and fuel and water levels alarm signal.
- 1 x 220V socket at chart table.

- LIGHTING AND SOCKETS -

- Square halogen deckhead lights, articulated reading lights and indirect low-level lighting (on soles, furniture bottom edges, under the shelves and in the deck inner moulding) are distributed throughout the different spaces for comfortable lighting levels.
- 7 x 220V sockets distributed between the cabins, saloon and chart table.

Navigation lights:

- Navigation and anchor lights on mast.
- Port and starboard bow lights on pulpit.
- Stern light on pushpit.

GAS SYSTEM

- SUPPLY -

- Gas locker in cockpit capable of accommodating 2 large gas bottles (max. diameter 280 mm – max. height 430 mm).
- Copper gas supply with ¼ turn cut-off tap in galley close to hob.

WATER SYSTEM

- Bronze sea-cocks with ¼ turn stop valves.

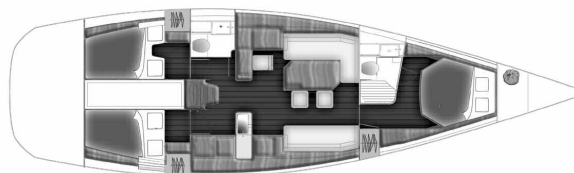
- DRAINAGE -

- Two bilge pumps (1 manual, 1 electric) situated in a bilge well in the sole to ensure proper drainage of the bilges.
- Two electric pumps with automatic start-up for drainage of shower compartments.

- FRESH WATER -

- Pressurised water supply (electric pump with filter).
- Fresh water contained in two 568 litres capacity rotomoulded tanks with drinking water quality pipes situated under forward berth and aft berth to port.
- Each tank has its own separate stainless steel deck filler. These can be selected by means of ¼ turn stopcocks for separate use.

- Hot water supplied as standard by 40 L water heater running in mixed mode (or using electricity powered by the 12V supply or by a heat exchanger connected to the engine).
- Mixer type taps and shower heads.
- A plumbing access board under saloon benchseat to port facilitates maintenance of the fuel and water pumps, filter, expansion tank and distribution manifold.



ACCOMMODATION

- Accommodation in the First 50 places the utmost importance on easy movement, space, large volume of stowage, comfort and restraint.
- Pale woodwork, light oak colour finish.
- Laminated soles.
- Solid wood frames to doors, fiddles and mouldings.
- Cabin mattresses with removable covers.
- Wider than normal communicating doors without coaming (except head compartments). They have lever handle type locks with a self-adjustment system.
- “Push lock” type bolts for locking cupboards.

- FORECABIN -

- 1.91 m headroom.
- Double Island berth (2 m x 1.5 m) on slatted base for maximum comfort, having a high-density foam mattress with removable upholstered cover. A step on either side makes it easy to get in and out. Padded head to berth.
- 2 large drawers under berth.
- 1 hanging locker to starboard.
- 1 stowage locker with oddment holders and stainless steel fiddle to port.
- Unit to starboard that can be used as a dressing table.
- Two open shelves along hull.
- Hull lining.

Openings and light sources:

- 1 deck hatch with mosquito screen. One rung under the deckhead lining completes the emergency exit route.
- 2 hull ports.
- 4 articulated reading lights.
- 3 square halogen deckhead lights.
- Indirect deckhead lighting.

- FORWARD HEAD COMPARTMENT -

- 1.96 m headroom.
- Large bowl manual marine toilet with lid.
- 1 rigid holding tank (80 litres as standard) for organic waste, built into the upper section.
- Work surface with square synthetic resin washbasin, mixer tap and stainless steel fiddle.
- Unit has an English-style drawer with a second built-in drawer, and a wooden door to reach the valves and bathroom accessories.
- Mirror above washbasin opens onto stowage cupboard and holding tank.
- Separate shower having GRP shower tray, laminated plywood bulkheads, wooden grating, showerhead with mixer tap and transparent shower screen.

Openings and light sources:

- 1 opening deck hatch with blind.
- 3 square halogen deckhead lights.

- SALOON -

- 1.95 m – 2.01 m headroom.

Saloon port side:

- Spacious L-shaped saloon with benchseat and rectangular table on stainless steel legs with solid wood frame, hand-grips and stowage locker.
- 2 removable seats on stainless steel legs with vinyl leather upholstery.
- 4 tall units along hull with closed compartmented stowage.
- Stowage lockers under benchseat.
- Stainless steel fiddle along hull aft of benchseat.

- Hull lining.
- The mast is visible.

Saloon starboard side:

- Seating area with 3-man sofa.
- 4 tall units along hull with closed compartmented stowage.
- Stowage lockers under benchseat and under sole.
- Stainless steel fiddle along hull aft of benchseat.
- Hull lining.

Openings and light sources:

- 3 opening deck hatches with blinds / mosquito screens.
- 1 hull port to starboard + 1 to port.
- 1 permanent ventilation system.
- 4 articulated reading lights.
- 4 square halogen deckhead lights.
- Indirect lighting.

- STARBOARD GALLEY -

- 2.00 m headroom.
- T-shaped galley layout.
- Varnished wood work surface with stainless steel fiddles.

Galley aft along hull equipped with:

- 1 gimballed 2-burner hob + oven with saucepan holder, protected by wooden dropleaf used as work surface.
- 1 closed shelf under the oven.
- 1 stowage unit consisting of English-style drawer for saucepans and providing access to second drawer for dishes.
- 1 cutlery drawer.
- 1 plate storage reached from above.
- Work surface has a built-in chopping block.
- The stainless steel covered central unit holds:
 - Rectangular single bowl stainless steel sink with mixer tap and drainer.
 - 1 low unit with wastebin, access to sink valves and stowage of cleaning products.

- The forward section along the hull contains:
 - Unit with 100 litres front opening refrigerator with 12 V evaporative cooling system and baskets.

- 1 x 60 litres top opening icebox with refrigerating unit with 12 V evaporative cooling system.
- 1 drawer.
- 1 bottle storage drawer.
- 4 high level shelves including 2 with spice racks and 1 extra deep.
- 1 stowage unit for cooking utensils under shelf beside the hob.

Openings and light sources:

- 3 opening ports on coaming with blinds and handrail.
- 1 smaller size opening port on coaming.

- 2 square halogen deckhead lights.
- Indirect lighting.

- CHART TABLE TO PORT -

- 2.00 m headroom.
- Large dimension (1.40 m x 1.40 m) L-shaped chart table / desk integral to life in the saloon.
- Space is organised along the hull for stowing charts and reading of navigation instruments.
- 3 tall closed units hold the electric panel and navigation instruments (option).
- Radio / CD / MP3 player (2 speakers in saloon + 2 speakers in cockpit) and one 220 V socket fitted under the shelves.
- Unit with oddment holders located under chart table, also allowing access to charger and electric connections.
- 1 closed unit under angle of desk.
- Aft-facing return serves as desk, able to accommodate laptop and provided with shelf and hand hold.
- Unit situated under return with shelf and providing access battery switches.
- Swivel directional seat serving chart table, desk and saloon.

Openings and light sources:

- 2 opening ports on coaming with blinds and handrail.
- 1 white and red light.
- 1 square halogen deckhead light.
- Indirect lighting.

- COMPANIONWAY -

- 2.00 m headroom.
- 1 sliding perspex companionway hatch.
- Two-part perspex entrance door with stowage for specifics behind companionway.
- Removable stainless steel companionway with non-slip moulded wooden treads.
- Two stainless steel handrails fixed either side of companionway.
- 2 switches for saloon lights.

- AFT HEAD COMPARTMENT TO PORT -

- 1.98 m headroom.
- Work surface with square synthetic resin washbasin, mixer tap and stainless steel fiddle.
- Unit has an English-style drawer with a second built-in drawer, and a wooden door with bathroom accessories to reach the valves.
- Mirror above washbasin opens onto stowage cupboard.
- Shower with GRP shower tray, laminated plywood bulkheads, and shower head with mixer tap.

Openings and light sources:

- Two opening ports with blinds on coaming.
- 2 square halogen deckhead lights.

- AFT CABINS -

1.98 m headroom.

The aft cabin to port is larger than the aft cabin to starboard.

Each cabin contains:

- 1 double berth (port 2m x 1.40 m / 1.20 m – starboard 2 m x 1.30 m / 1.10 m) with high-density foam mattress with removable upholstered cover.
- 1 drawer under berth.
- Fabric hanging lockers on stainless steel rails.
- Sun-lounger back against hull with armrest.
- 1 baggage stowage on upper level.
- Oddment holders and stowage along central bulkhead.
- Hull lining.
- 1 access hatch to engine compartment.

Openings and light sources:

- 1 opening port with blind on coaming.
- 1 opening port with blind in cockpit.
- 1 hull port.
- 2 articulated reading lights.
- 1 halogen deckhead light.

OPTIONS

- SPECIFIC EQUIPMENT FOR THE “S” VERSION -

- Black finish aluminium mast, Facslide track, max. depth boom and pole track, ROD rigging.
- Folding stainless steel and teak cockpit table.
- Dropleaf chart table, chart pad and Havana leather covered helmsman's seat.
- 2 removable saloon seats in Havana leather.
- Hi-fi and video: 20 LCD TV + TV aerial + DVD / MP3 player + tuner + internal and external high definition speakers.
- Logo-branded leather tool kit bags.

- ELECTRONICS PACK P2 -

Cockpit to port :

- ST290 analogue windvane anemometer.
- ST290 close hauled analogue wind display.
- ST290 remote digital keypad for multi mast foot display.
- ST290 Data repeater display.

Cockpit to starboard:

- ST290 Data repeater display.
- Control keypad for ST290 + LS50 autopilot.
- ST290 analogue windvane anemometer.
- ST290 close hauled analogue wind display.

Aft helmsman's seat to port:

- 12.1" multi-function colour display.

Mast foot:

- 3 x ST290 graphic displays.
- LCD TV connector.

- ELECTRONICS NOT INCLUDED IN PACK -

- Smartcontroller control.
- Easy AIS Pack.
- VHF.
- Remote control keypad for Series E display.
- Radar (Radome only).
- Gyro compass sensor.
- PC interface.
- 2 additional 140 Amp service batteries.
- 12 V / 2000 W inverter.
- 5.5 KVA generator.

- FURTHER OPTIONS AVAILABLE -

- Symmetric or asymmetric spinnaker rig
- Carbon mast and rod rigging
- Anodised spinnaker pole
- Detachable inner forestay + backstay + runners.
- H70.2STA/H60.2STA genoa sheet winches.
- H65.2 ST Racing / H60.2ST genoa sheet winches.
- H60.2 STAEH / H60STA electric genoa sheet winches.
- H53.2 STAEH / H53.2 STA electric mainsail sheet winches.
- Electric H48.2 STAEH / 48.2STA winches.
- H48.2 STA spinnaker sheet winches.
- Windlass control with chain counter in cockpit.
- Coachroof sprayhood.
- Teak deck.
- Cockpit cushions.
- Retractable bow thrusters.
- Varnished wood soles.
- Fresh water shore supply.
- Deluxe gimballed 4-burner hob with oven / grill.
- 220 V microwave.
- Heating.
- 28000 BTU air conditioning.
- Double berth in saloon.
- Logo branded table settings for 12 persons.
- "Quiet Flush" electric toilet.
- 2nd (80 litres) rigid holding tank for organic wastes.

