

Jet Tender **21**



CASTOLDI

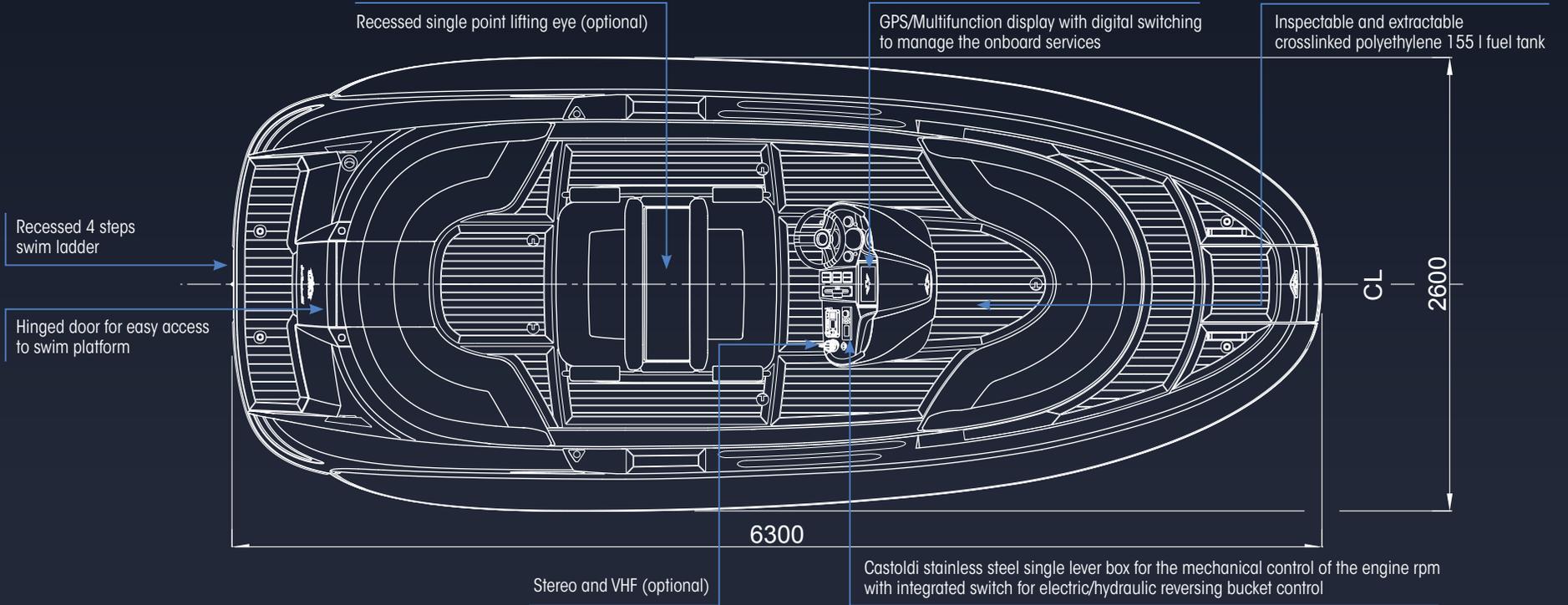
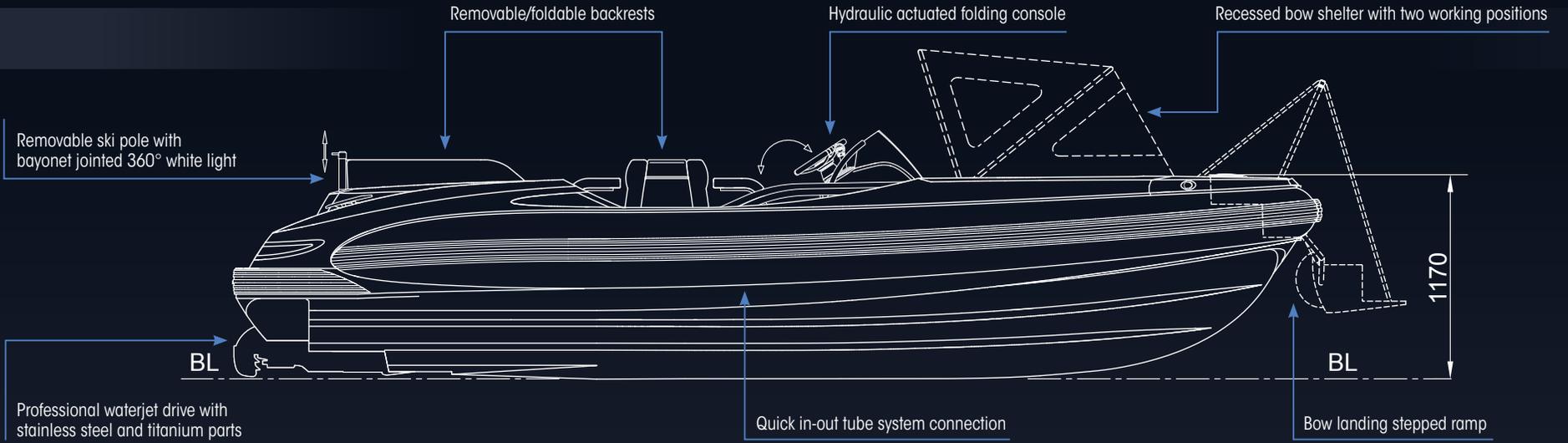
Since 1962
Forerunners, always

Jet Tender 21





DIMENSIONAL DRAWING AND REMARKABLE EQUIPMENT



Jet Tender 21

DESIGN CATEGORY (C.E. Directive): C

DIMENSIONS:

Length o. a.:	6,30 m
Beam max:	2,60 m
Height max for storage (with folded console and removed backrests):	1,17 m
Inflatable tube diameter:	0,44 m

HULL TYPE:

Hard chine deep V monohedric hull with spray rails and 24° of deadrise at transom, specifically designed for waterjet propulsion system.

PASSENGER CABABILITY (C.E. Directive):

No. 12

CONSTRUCTION:

Hull:

Single skin structure, hand laid Kevlar and vinylester resin.

Deck, Console:

Sandwich structure, hand glass and isofallic polyester resin with nidaplast core.

Stringer system:

Sandwich structure, hand laid Kevlar and vinylester resin with polyurethane closed cell foam core.

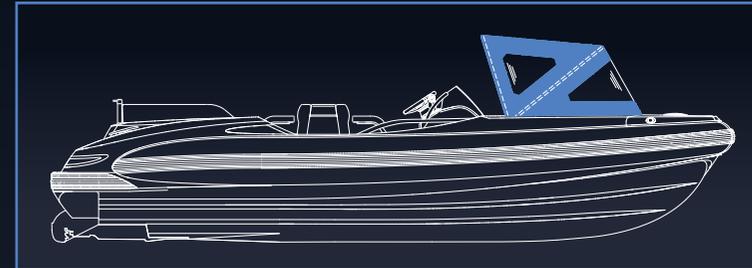
Inflatable tubes:

Hypalon-Neoprene coated polyester fabric 1670 Dtex with N. 6 independent airtight compartments. Quick in-out tube system connection.

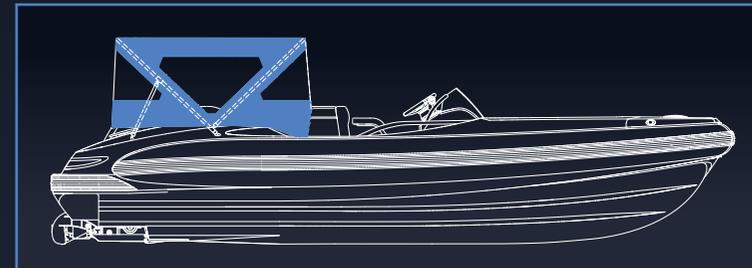
PROPULSION SYSTEM:

No. 1 Castoldi Turbodrivo 240 H.C. waterjet drive with disconnecting multi-disc hydraulic clutch, movable grid on water intake, stainless steel impeller and titanium liner on impeller housing.

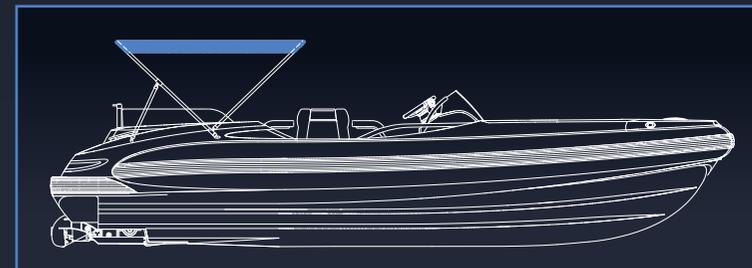
AVAILABLE SHELTERS



Recessed bow shelter with two positions (standard)



Bimini top with weather curtain set



Bimini top

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MOTORIZATION - DIESEL

N° 1 marine diesel engine Yanmar "4LV250" 250 mHP @ 3.800 rpm

DISPLACEMENT (with standard equipment - kg, approx.)

Boat empty:	1.580
Max payload:	1.200
Boat light loaded (with 1/3 payload):	1.980
Boat full loaded (with 3/3 payload):	2.780

MAX SPEED (knots, approx.)

Boat light loaded:	37
Boat full loaded:	34

CONSUMPTION (l/h, approx.)

At max. speed:	48
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ENDURANCE with 155 l fuel tank (hours and minutes, approx.)

At max. speed:	3.14'
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DRAFT (boat full loaded - cm, approx.)

Boat standstill:	44
Boat at max. speed:	17

Data may be modified without notification and are not binding due to differing environmental trial conditions and construction tolerances.



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Milano - Italy