

Jet Tender **18**

SOLAS Rescue Boat



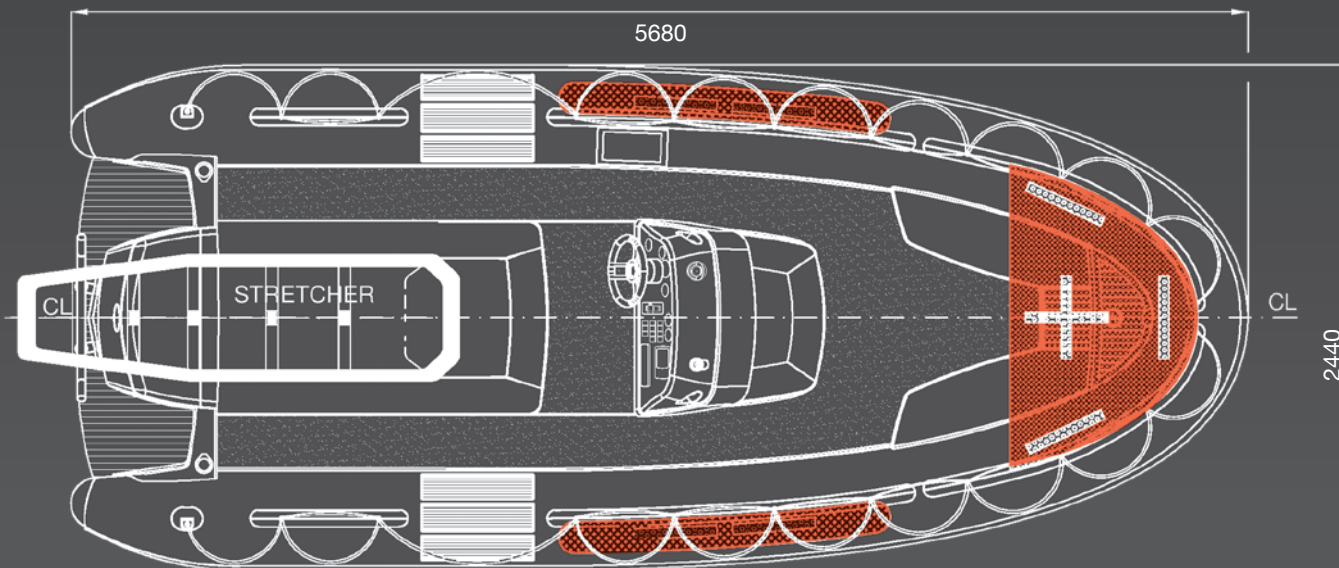
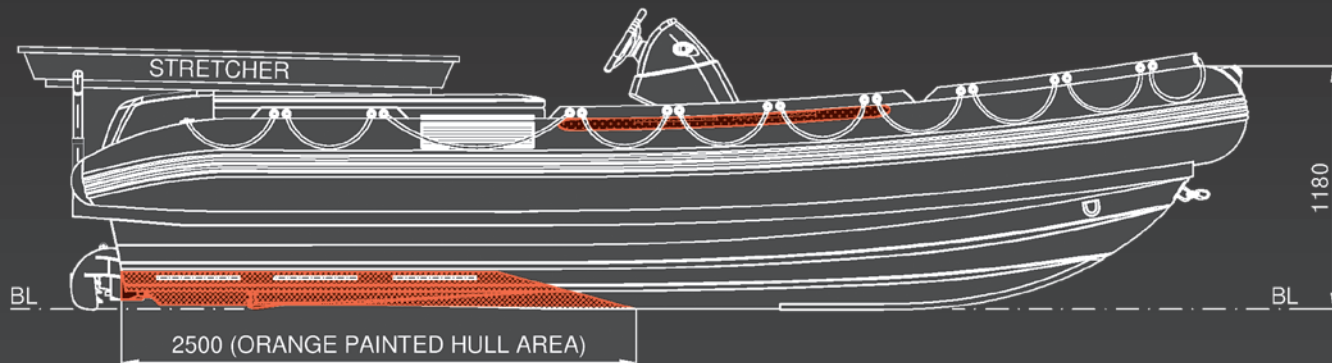
With Castoldi R.I.S.E.R. system (recessed inflatable self righting system) avoiding bulky and unaesthetic arch

WITH TYPE APPROVAL CERTIFICATE IN ACC.TO IMO RES. MSC 81(70) FOR YACHTS OVER 500 GT BUILT UNDER REG YACHT CODE PART A


CASTOLDI
Since 1962
Forerunners, always

Jet Tender 18

SOLAS Rescue Boat



TECHNICAL SPECIFICATIONS

DESIGN CATEGORY (C.E. Directive): C

DIMENSIONS:

Length o. a.:	5,68 m
Beam max:	2,44 m
Height max. for storage: (with folded console and removed backrests)	1,18 m
Inflatable tube diameter:	0,46 m

HULL TYPE:

Hard chine deep V monohedric hull with spray-rails and 20° of deadrise at transom, specifically developed for waterjet propulsion system.

PASSENGER CABABILITY (SOLAS directive):

No. 5+1

CONSTRUCTION:

Hull:

Single skin structure, hand laid Kevlar and vinylester fire retardant resin.

Deck, console:

Sandwich structure, hand laid glass and vinylester fire retardant resin with nidaplast core.

Stringer system:

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

Inflatable tubes:

Hypalon/Neoprene coated polyester fabric 1670 Dtex with no. 5 separate airtight compartments.
Quick in-out tube system connection.

PROPULSION SYSTEM:

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

PHOTO GALLERY



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PERFORMANCE SHEET

MOTORIZATION - DIESEL

N° 1 marine diesel engine Yanmar 4LV230 SOLAS 230 mHP @ 3.800 rpm

DISPLACEMENT (with standard equipment - kg, approx.)

Boat empty:	1.319
Max payload:	711

MAX SPEED (knots, approx.)

Boat light loaded:	39
Boat full loaded:	37

CONSUMPTION (l/h, approx.)

At max. speed:	48
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ENDURANCE with 112 l fuel tank (hours and minutes, approx.)

At max. speed:	2.20'
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DRAFT (boat full loaded - cm, approx.)

Boat standstill:	41
Boat at max. speed:	15

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

