

Jet Tender **18**



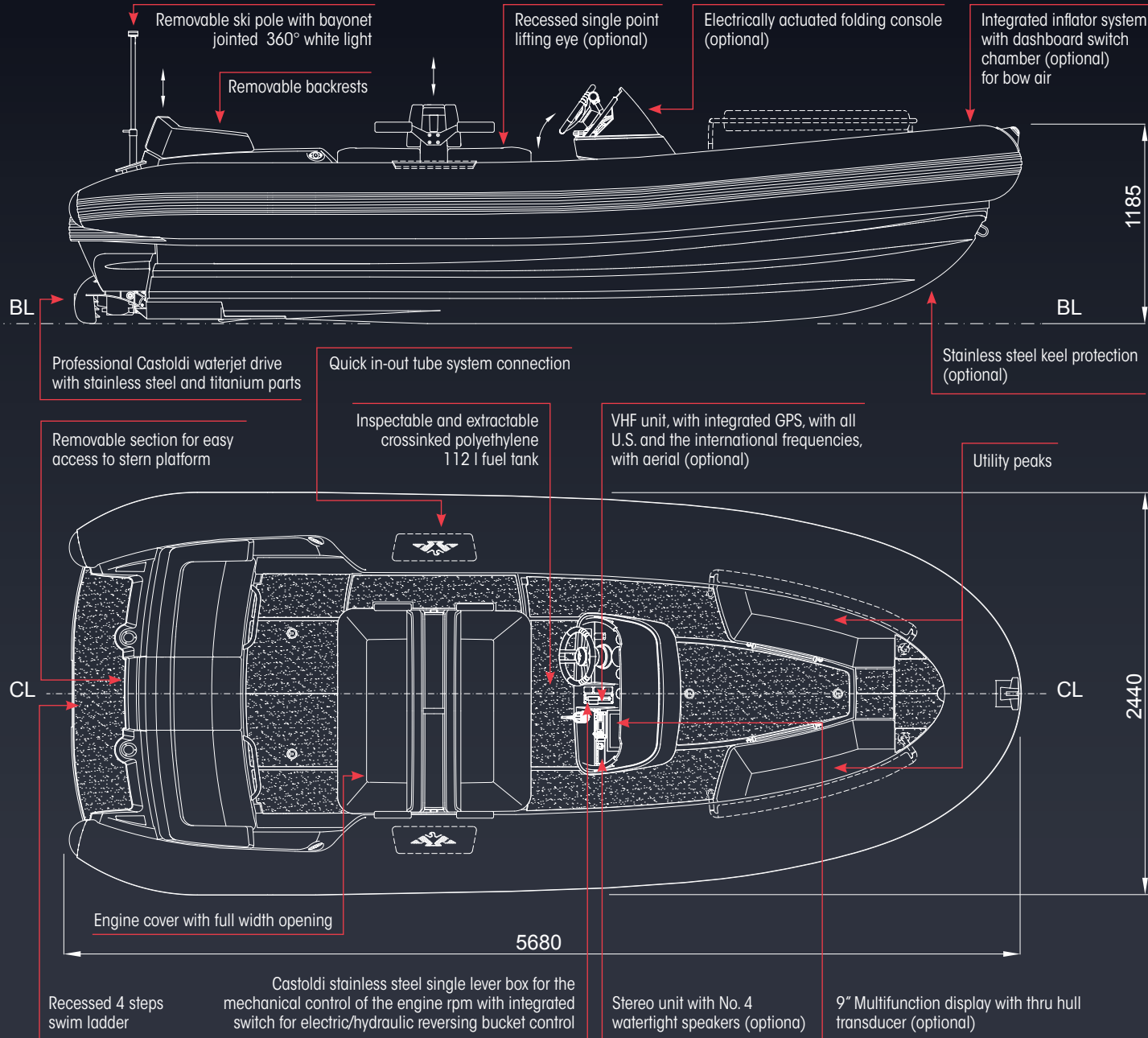
CASTOLDI

Since 1962
Forerunners, always

Jet Tender 18

DIMENSIONAL DRAWING AND REMARKABLE EQUIPMENT

TECHNICAL SPECIFICATIONS



DESIGN CATEGORY (C.E. Directive): C

DIMENSIONS:

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

HULL TYPE:

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

PASSENGER CABABILITY (C.E. Directive):

No. 9

CONSTRUCTION:

Hull:

Single skin structure, hand laid Kevlar and vinylester resin.

Deck, console:

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

Stringer system:

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

Inflatable tubes:

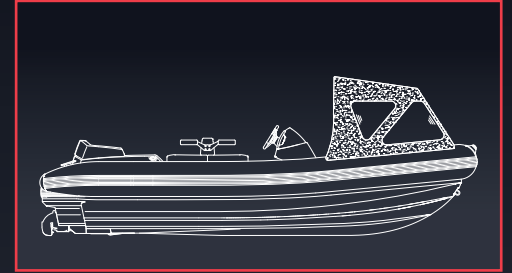
Hypalon/Neoprene coated polyester fabric 1670 Dtex with no. 5 separate airtight compartments.
 Quick in-out tube system connection.

PROPULSION SYSTEM:

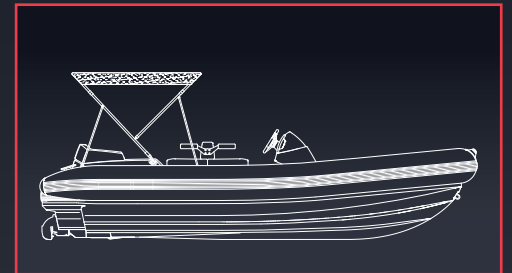
No. 1 Castoldi Turbodrives 240 H.C.T. waterjet drive with disconnecting multi-disc hydraulic clutch, movable grid on water intake, stainless steel impeller and titanium liner on impeller housing.

PHOTO GALLERY

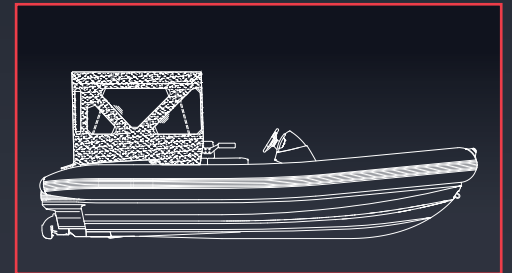
AVAILABLE SHELTERS



Bow shelter



Bimini top



Bimini top with curtain set

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PERFORMANCE SHEET

MOTORIZATION - DIESEL

A N° 1 marine diesel engine VM "MR504LX3" 170 mHP @ 4.000 rpm

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

DISPLACEMENT (with standard equipment - kg, approx.)

	A	B
Boat empty:	1.160	1.230
Max payload:	900	

MAX SPEED (knots, approx.)

	A	B
Boat light loaded:	36.5	39
Boat full loaded:	31.5	37

CONSUMPTION (l/h, approx.)

	A	B
At max. speed:	37.3	48

ENDURANCE with 112 l fuel tank (hours and minutes, approx.)

	A	B
At max. speed:	3'	2.20'

DRAFT (boat full loaded - cm, approx.)

	A	B
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.

