



Main datas

Builder :

Year : 1992

Length : 12,41

Draft : 0,80

hull : Monohull

Area : France Brittany Northern

Berth details :

Flag : France

Subtype :

Architect : Michel Joubert

Material : Aluminum

Beam : 4,03

keel : Centerboard integral

Life Raft : No

Mooring : Yes

Leasing in progress : No

Engines

Brand : NANNI

Montage : In Board (IB)

Power Unit. (CV) : 60

Comments : 1996 ENGINE:- NANNI (KUBOTA base)- model: 6.280 HE- power 60 CV- 6 cylinders-

Shaft : Shaft drive

Brand : NANNI

Fuel : Diesel

Comments : 1996 ENGINE:- NANNI (KUBOTA base)- model: 6.280 HE- power 60 CV- 6 cylinders- water pump replaced in 2020- 316L stainless steel shaft line + bearings and seals (no stuffing box)- fuel capacity of more than 300 liters- 40 liter PVC fuel tank- 300 liter oil tank- 60 micron filter- engine panel in the descent- JPROP feathered propeller

Facilities

Sailor Cabin : 0	Double Cabin : 2
WC : Sailor	Head : 1
Helm : No	Flybridge : No

Electronics

Radar details : FURUNO	Radar : Yes
Sounder details : - sondeur AUTOHELM- central loch/sondeur/compas/girouette/anémomètre- répé- titeur MULTI à Flextronic (à la quille)- sondeur, radar FURUNO NAVNET VX2- cartes NAVIONICS- télécommande- AIS- VHF STANDARD HORIZON GX 2200 F (AIS/GPS/AIS) - récepteur radio BLU ondes courtes FM/AM SANGEAN - poste radio émetteur/récepteur toutes bandes YEASU FT 897 - + accordeur d'antenne - + antenne fouet 7 mètres- compas de relèvement électronique AUTOHELM	Autopilot : Yes
	GPS : Yes
	VHF : Yes
	Watermaker : No

Bridge equipment

Hydrolic Gangway : No	Gangway : No
Bath platform : Yes	Davits : No
Winter cover : No	Electric windlass : Yes
Furling mainsail : No	Furling genoa : Yes
ESPAR ESPAR	Spinnaker : No
Teak cockpit : Yes	Teak deck : No

Major equipment

Stern thruster : No	Bow Thruster : No
Group and thruster details :	Marine Gen. : No
Charger and AC details : ENERGY / ELECTRICITY:- TECPRO 12V / 25Ah battery charger- 1 dedicated engine battery of 75 Ah- 3 AGM service batteries 3 x 85 Ah- 1 solar panel on 100 W gantry (new Back Contact generation)- MPPT charge controller- main electrical panel with BI-POLAR circuit breaker- SCHNEIDER BI-POLAR secondary board at the chart table- BI-POLAR exterior lighting panel in the companionway- BI-POLIARE electronic panel inside cap- secondary panel BI-PLOLAR windlass front post- 12 v sockets	AC : No
	Flaps : No
	Tender Engine : Yes

Appliances

Freezer : No

Microwaves : No

Oven : Yes

Heating details :

Heater : No

TV : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : Yes

Electric stove : No

SAT-TV : No

Divers

Comments : information from the owner:

>A word from Marc the owner:

The story of HARAKA, DALU 40 META

When in 2010 the desire to have a new boat was necessary to extend our adventures, we contacted the largest historic ALU shipyard, META.

The famous hull of the LOGIQUE de MER 40, the one used by Georges MEFFRES for his family trip in ANTARTICA, had long held my attention.

It was out of the question for us to leave with a second-hand aluminum unit with all the uncertainties as to the condition and its maintenance (solid material but requiring continued and rigorous maintenance).

The deadlines and the burden of META were not compatible. For the same budget as a bare hull, we acquired the hull N ° 1447, including the new hull never launched and boiled in 1992 as well as various accessories (engine, rigging, sails and part of the joinery / insulation made and installed between 1992/1993 and 2004), new elements never used.

For personal reasons that I do not know, this beautiful project was stopped.

Technical draftsman and project manager in a steel construction design office STEEL / ALU sometimes in nuclear, associated with the preparation of similar units and trips with them, we could prepare a new boat more successful, serious with more of means.

It was officially registered in 2011 under the name HARAKA.

After 2 years of finishing / preparation, first the plans (in contact with the site and the architect Michel JOUBERT) the main lines were determined (Deck plan revisited and installation of a cap, paint, engine peripherals, electricity, electronics, sailmaking rigging).

In 2013, the commissioning of the engine after a meticulous check by a professional (necessary given the forecast for deep sea sailing or even committed) resulted in the launch in spring 2013.

Since that date, HARAKA has been sailing regularly in all sea conditions in the MANCHE. It lives up to expectations with its meticulous preparation:

SIMPLE - EFFICIENT - GOOD WALKING.

To this we continue its development.

Finishing and installation of rear daggerboards, pilot finishing, staysail furler, feathering propeller etc. ...

The major assets:

Solidity, new equipment of good quality, Aluminum treated zinc (inversalu) for protection against electrolysis, suitable hull ice (crashbox), valves on tubes above the waterline, built-in log / depth sounder protected during groundings, line of waterproof ???META??? shaft, propeller protection, electricity / electronics, professional marine fishing quality, rear daggerboards, NANNI industrial quality engine, VERITAS standard buffer tank and filtration, etc.

HARAKA is still in exceptional condition and ready to go on a trip / Expedition

It was launched in July for a test at sea/ presentation to the XBOAT representative of St BRIEUC

DALU 40

SEA LOGIC

- Sites: META-TARARE and ALUNOX
- Architect Michel JOUBERT / Marc HOSDEZ
- Year of construction of the hull 1992
- launched in 2013
- integral dinghy
- STRONGALL thick aluminum hull
- shell n ° 1447
- hull and structure prepared for navigation in ice
- main fin saber
- rear fins

SPECIFICATIONS:

- overall length: 12.41 m
- waterline length: 10.02 m
- maximum beam width: 4.03 m
- minimum / maximum draft: 0.80 m / 2.30 m
- total loaded weight: 12 tonnes
- ballast weight: 4.5 tonnes
- mast to deck height: 15.30 m
- air draft: 16.70 m
- sleeping capacity 5/6 people
- headroom: 1.90 m / 1.80 m
- Design category: A - Offshore

AMENITIES:

- 2 double cabins located aft (port and starboard)
- the starboard cabin incorporates a desk with chart table
- a large space with square
- kitchen area on the right with double stainless steel sink
- stainless steel worktop
- water capacity of 2 x 100 liters
- foot pump (no pressurized water and no hot water)
- stainless steel cooker on GN-ESPACE Levante 3 gimbal
- oven + 3 gas burners
- 2 bottles of propane gas in the cockpit (2 X 6 kg
- LAVAC marine toilet
- large saloon with L-shaped bench
- REFLEX heating (chimney, stainless steel tank in charge, electric transfer pump)
- electric heating 1000 w
- bathroom area with sink
- forward starboard gangway with single berth
- in front of large sail locker with equipment
- mooring lease access

MOTOR :

- NANNI (KUBOTA base)
- model: 6.280 HE
- power 60 CV
- 6 cylinders
- less than 500 hours of use
- water pump replaced in 2020
- 316L stainless steel shaft line + bearings and seals (no stuffing box)

- fuel capacity of more than 300 liters
- 40 liter PVC daily box
- with transfer pump and 60 micron filter
- engine panel in the descent
- JPROP feathered propeller

ENERGY / ELECTRICITY:

- TECPRO 12V / 25Ah battery charger
- 1 dedicated engine battery of 75 Ah (2019)
- 3 AGM service batteries 3 x 85 Ah
- 1 solar panel on 100 W gantry (new Back-Contact generation)
- MPPT charge controller
- main electrical panel with BI-POLAR circuit breaker
- SCHNEIDER BI-POLAR secondary board at the chart table
- BI-POLAR exterior lighting panel in the companionway
- BI-POLIARE electronic panel inside cap
- secondary panel BI-POLAR windlass front post
- 12 v sockets

NAVIGATION / ELECTRONICS:

- radar FURUNO
- FURUNO NAVPILOT 711C autopilot
- + FAP-7002
- + GIRO
- + external control
- + tiller
- + central hydraulic unit MARSILI on sector
- installed in 2018
- AUTOHELM sounder
- central log / depth sounder / compass / wind vane / anemometer
- MULTI repeater outside (cap)
- installed in 2011
- GPS FURUNO GP 32 (2015)
- plotter, radar FURUNO NAVNET VX2
- NAVIONICS charts
- remote control
- AIS
- VHF STANDARD HORIZON GX 2200 E (ASN / GPS / AIS) (from 2016)
- SANGEAN SSB shortwave FM / AM radio receiver (2013)
- radio transmitter / receiver all bands YEASU FT 897 (2013)
- + antenna tuner
- + whip antenna 7 meters
- AUTOHELM electronic bearing compass (2011)

SAILS:

- full batten full batten mainsail VEGA VOILE from 2011
- 3 reefs
- main surface of 36.74 m2
- HARKEN ball pulleys
- HARKEN ball trolley assembly
- 2011 VEGA VOILE furling genoa
- HARKEN genoa furler
- Genoa surface of 50.92 m2

- VEGA VOILE staysail on furler (2011)
- PROFURL staysail furler
- staysail area of ??13.78 m2

SAILING SURFACE upwind: 87 m2

RIGGING:

- rigid vang with reference to the FRANCE ESPAR cockpit (2011)

- FRANCE ESPAR pole

WINCHES:

- cockpit 4 MEISSNER winches
- mast foot 2 MEISSNER winches
- reef line 1 LEWMAR winch
- centerboard 1 LEWMAR winch
- GV HARKEN hoist and rail

ETC ..

EQUIPMENT:

- cockpit with hard cap
- Bimini as an extension of the cap
- removable side part with portholes (2019)
- aluminum rear fins with hoists (2020)
- annex AVON hypalon (very good condition)
- 5 HP YAMAHA outboard engine (revised 2020)
- mast foot balcony with annex location
- tube propeller protection (original META)
- bow crash box (META origin)
- stainless steel anchor locker (independent of the hull)
- hawsers in very good condition 3 X 25 meters
- many fenders
- RANDEX hull valves (on aluminum tube above the waterline)
- hoist / boom brake X 2
- electric bilge pump X 2
- GOIOT steering wheel
- SILVA compass
- spare wheel bar (to be finished installing)
- 1500 w electric windlass
- with main anchor + anchor
- additional 20 kg FOB anchor
- additional anchor FOB of 12 kg
- VALEO propeller shaft alternator 14V - 25 A
- complete winter cover
- canvas shell protection X 2
- mast chair

Equipment and complete armament 2013/2020.

Near new condition.

Recent photos.

Sailboat ready to sail.

To plan before departure:

- purchase of a survival
- replacement of 3 batteries
- installation of a refrigerator
- provide a spare propeller

Technical files / plans available

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Additional information and visits on request









