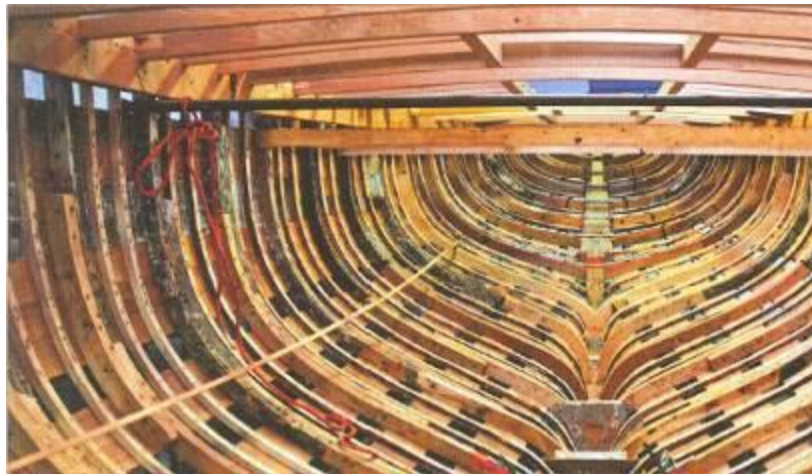


Hull structure

Transverse reinforcements embedded in the longitudinal keel, used respectively to the transverse strength and strength of the hull beam, are made of **solid oak wood**;

Longitudinal reinforcements (sleepers) used for the strength of the hull beam, are made of **solid oak wood**;



Plating used to waterproof the ship's resistant body (represented by the reinforcements) as well as the transmission of local loads, is made of **mahogany**;

The *covered bridge*, characterized by a gentle embellishment and connected to the walls by means of a cinta-trincarino connection, is made of "**Sikta Spruce**", a wood endowed with high qualities of resistance and lightness;

The essential *drift* to provide the right moment of hydrodynamic skidding, is ballasted by **lead**.

In particular, the transverse reinforcements are inserted on a beam with an enlarged cross-section represented by the keel, which is fixed with pins called "anchor bolts"; all the other structures, including the plating, are connected through the use of traditional copper pins knocked overhead.

Hull

The hull shapes are typical of the fast cruising cruiser boats of the time, which were characterized by high performances and very low wave resistances up to values of the ratio "surplus speed divided by the square root of the length" equal to approximately the unit.



In particular, the unit is characterized by a high ratio length to width, as well as by a high construction height, features that provide high hydrodynamic performance to the front of a lower stability, which however can be restored by the high ballasting of drift (by lead).



Moreover, the bow and stern volumes are limited and favor a lower pitch of the boat even if the rolling fluctuations are certainly high.

Sailing propulsion

The unit belongs to a generation of boats characterized by high sail performance, from the point of view of some of the gaits and in particular the bowline.

The "LA SPINA" S / y has the following armament:

Sail surface:

- Bow triangle 49,781 square meters
- Randa Bermudiana 129,250 sqm

Mast made of "Sikta Spruce" wood reinforced with alloy collars

Main deck equipment:

- Additional equipment with square sails
- N.1 stand cross-bar attachment
- N.2 stern fairleads
- N.2 I was scrolling twenty footbridge
- N.1 boma power socket glass with 3 fixing bases
- N.2 pulleys on the flying return deck
- N.1 mainsheet traveler trasto
- N.2 steering wheel winches
- N.2 mainsail sheet winches
- N.2 flaked sheets winches, SPI, MPS
- N. 8 eyebolts available
- N.1 mainsail halyard winch, n.2 GE-2 and Trin. Bom.
- N.1 SPI haulage winch, MPS, GE-1 and Trin. Bom.
- N.1 anchor windlass
- N. 10 gallons of force
- N. 5 galls

Motor driven auxiliary propulsion

The motor propulsion is entrusted to 1 inboard engine, with spontaneous ignition, fueled by diesel, whose main features are shown in the following table:

TECHNICAL DATA :

Builder	STEYR MOTORS
Number of engines	1
Model	MO 166 K28
Type	y
Year of construction	2006
Fuel supply	Gasoline
Cycle	4 tempi
Cylindres	6
Bore	95 mm
Stroke	120 mm
Displacement	3.200 c.c.
Power	163 CV a 2.800 RPM
Weight	325 kg

Transmission

The transmission - as is evident from the general plans - is carried out by means of an axis line and a V-drive system; in particular to the propeller being keyed an inverter which is connected to the axis line, which realizes the final transmission on the propeller.

On-board equipment and Machine Room Equipment

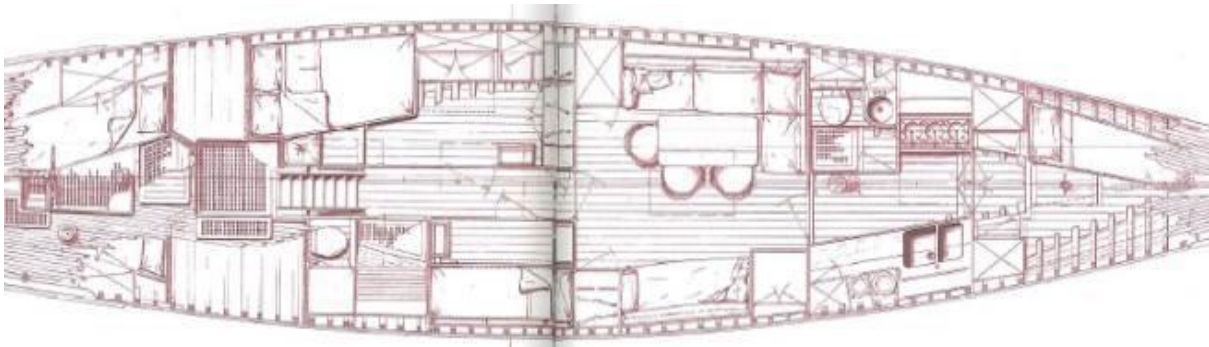
As far as on-board equipment is concerned, the "La Spina" S / y has:

- Drift
- Drifting tiller
- Propeller with folding and adjustable blades
- Wooden boom
- Tangoni and wooden rods
- Wooden tree
- Complete tops and sheets
- Complete sailing complex
- Windlass
- Auxiliary engine
- Complete equipment for sailing propulsion
- Cover awning
- Forced ventilation plants in the engine room
- Firefighting equipment: No. 1 fire extinguisher in the engine room and laptops in other rooms;
- Boarding bridge
- Blanket entirely in "Sikta Spruce"
- Mahogany wooden hull
- Structures in solid oak
- Interior in light maple wood with mahogany fillets
- Wide sails with access from the deck (to the extreme bow), as well as from the rooms below deck
- Additional equipment with square sails
- N. 1 jib stand attachment
- 2 stern fairleads
- N.2 scrolled twenty footbridge
- N.1 boma power graft glass with 3 fixing bases
- N.2 pulleys in flying return deck
- N.1 mainsheet mainsheet
- N.2 steering wheel winches
- N.2 mainsail sheet winches

- N.2 flaked sheets winches, SPI, MPS
- No. 8 eyebolts available
- N.1 mainsail halyard winch, n.2 GE-2 and Trin. Bom.

Subdivision of housing

The subdivision of the "LA SPINA" S / y lodgings, in accordance with the provisions of the general construction plan - created by the Studio Faggioni Yacht Design of La Spezia - is described below by visiting the unit from stern to bow.



Double guest cabin located aft, distributed to the right and left of the access ladder on deck, equipped with n. 2 flat beds, chest of drawers and storage compartment; the furnishings, the bulkheads and the flooring are in precious wood essence, while the ceilings are made of bleached wood. It should be noted that the restaurant is characterized by valuable interior furnishings, and in particular made of light maple wood with mahogany thread.

Bathroom located in the outlet body on the straight side (starboard side), equipped with sink, faucets, WC, as well as beauty corner; the bulkheads, floors and ceilings are made of bleached wood.

Owner's cabin located in the exit body on the left side (port side), equipped with n. 1 double bed, chest of drawers, storage compartment, as well as n. 2 very bright ceiling lights; the furnishings, the bulkheads and the flooring are in precious wood essence, while the ceilings are made of bleached wood.

It should be noted that the restaurant is characterized by valuable interior furnishings, and in particular made of light maple wood with mahogany thread.

Single guest cabin located in the exit body on the starboard side, with no. 1 single bed, chest of drawers and storage compartment; the room has furnishings, bulkheads and flooring in precious wood, while the ceilings are made of bleached wood.

It should be noted that the restaurant is characterized by valuable interior furnishings, and in particular made of light maple wood with mahogany thread

Dinette: the room is located in the central body, equipped with 2 prestigious sofas respectively walled, a long table in polished wood as well as chairs in wood essence where there is a large kitchen with sink, taps, hob, as well as large compartments, objects in bleached wood; the furnishings, the bulkheads and the flooring are in precious wood essence, while the ceilings are bleached wood.

It should be noted that the restaurant is characterized by valuable interior furnishings, and in particular made of light maple wood with mahogany thread.

Cala sails located at the far end of the unit, able to accommodate:

- Bow triangle 49,781 square meters
- Bermudan Randa 129,250 sqm
- as well as additional equipment aimed at reinforcing the unit by means of square sails.

Refitting

The restoration project, dating back to June 5, 2006, of the La Spina yacht was created by the Studio Faggioni Yacht Design of La Spezia, which restored its original appearance, bringing the sailing yachting to 12m YES, while the work restoration material was made by the shipyard Aprea Peninsula Navis, directed by the shipwright Nino Aprea of Sorrento, through the team of artisans of the restoration laboratory.

The intervention consisted in the total recovery of the unit, in particular of the structure and the hull as a whole, of the deck, the interiors, the equipment used for the propulsion; subsequently, all the plants belonging to the unit under examination were revised and restored as necessary, as well as the auxiliary motor apparatus replaced.

The refitting operation involved all the parts constituting dead work and live work, in particular keel, bottom, bow body, stern body and deck.

