



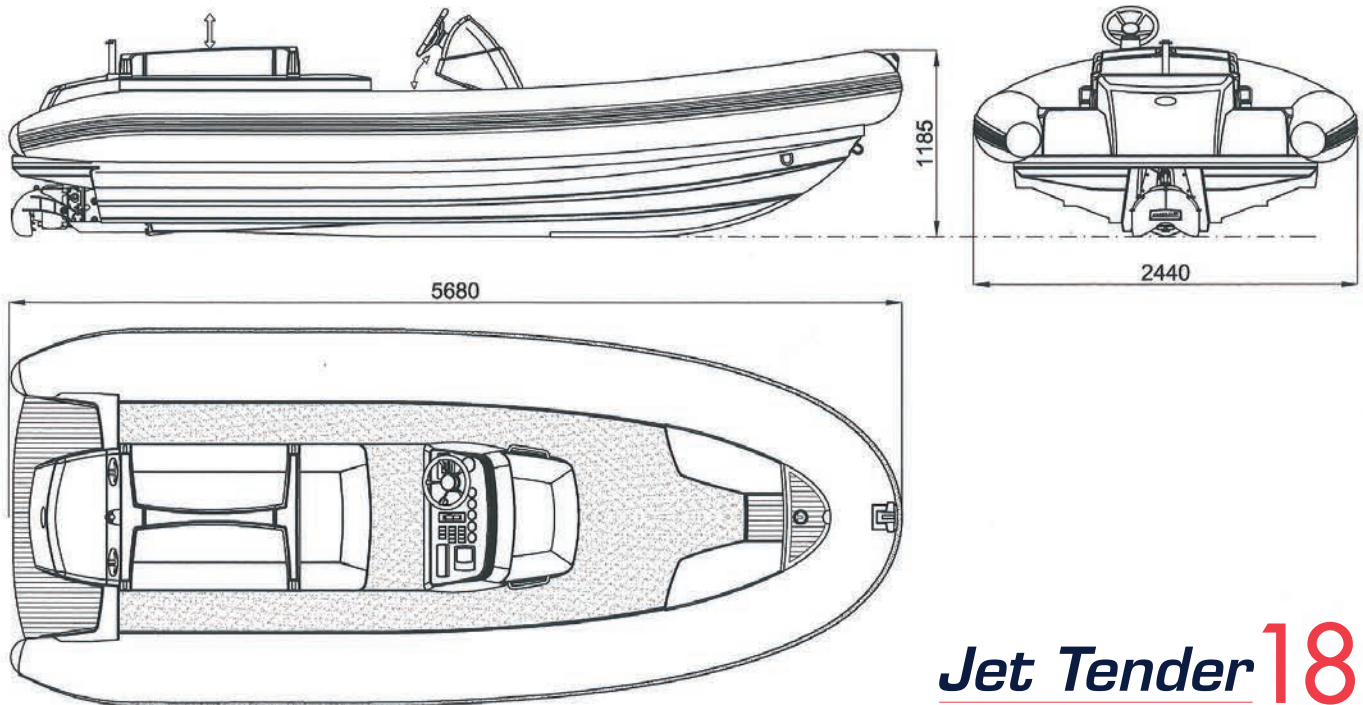
Jet Tender 18



CASTOLDI

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Jet Tender 18

DESIGN CATEGORY (C.E. Directive):	C
DIMENSIONS:	
- Length o.a.:	5,68 m
- Beam max.:	2,44 m
- Inside breadth:	1,48 m
- Height max. at bow:	1,18 m
- Height max. for storage:	1,03 m (with folded console, front air chamber deflated and backrest removed)
- Inflatable tube diameter:	0,46 m (at transom)
HULL TYPE:	Hard chine deep V monohedric hull with spray-rails and 20° of deadrise at transom, specifically developed for waterjet propulsion systems.
SEATING CAPACITY: PASSENGER CAPABILITY (C.E. Directive):	No. 10 No. 9
CONSTRUCTION:	
- Hull:	Single skin structure, hand laid Kevlar and vinylester resin.
- Deck, console:	Sandwich structure, hand laid glass and isoftalic polyester resin with nidaplast core.
- Stringer system:	Sandwich structure, hand laid Kevlar and vinylester polyurethane closed cell foam core.
- Inflatable tube:	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. waterjet unit with disconnecting multi-disc hydraulic clutch, movable grid on water intake, stainless steel impeller and titanium liner on impeller housing.



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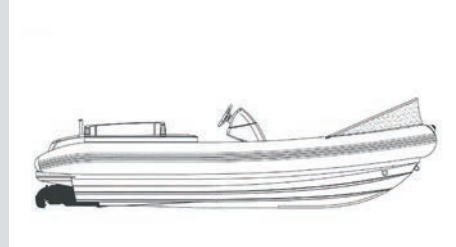
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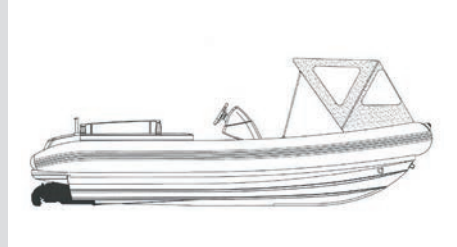


AVAILABLE SHELTERS

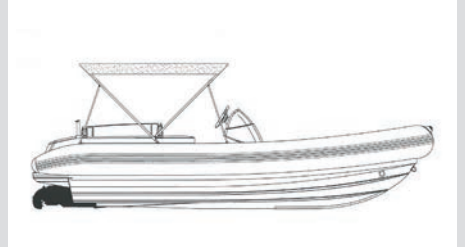
BO.FO.R.D.
Bow folding removable dodger



Bow shelter



Bimini top



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MOTORIZATION - DIESEL

A N° 1 marine diesel engine Yanmar type "4BY 180" - 180 mHP / 4.000 rpm
4 cylinders, 1.995 cm³ displacement

DISPLACEMENT (with standard equipment - kg, approx.)

	A
- Boat empty:	1.150
- Max payload:	940
- Boat light loaded (with 1/3 payload):	1.464
- Boat full loaded (with 3/3 payload):	2.090

MAX SPEED (knots, approx.)

	A
- Boat light loaded:	37
- Boat full loaded:	32

CONSUMPTION (l/h, approx.)

	A
- At max. speed:	37

ENDURANCE with 140 l fuel tank (hours and minutes, approx.)

	A
- At max. speed:	3.21'

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.



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