

RSC YACHTS



RSC 1900

Philosophy

The RSC1900 is developed for the most demanding yachtsmen, who aim for a distinguishing style, powerful performance, and perfection in execution. Today, many owners or prospect owners in the 60ft to 65ft bluewater sailing yacht segment seek simplicity in operation without having to compromise on size, performance and volume of their yacht. The design philosophy of the RSC1900 series has been based on creating a truly single-handed bluewater cruiser-racer which does not require a crew or deck-hands to circumnavigate the globe, whilst preserving the capabilities to perform in competitive regatta settings. The yacht combines easy to handle and maintain innovative and bespoke systems with top of the range performance, and can be sailed comfortably on lengthy intercontinental routes as well as competitively in regatta's.

The RSC1900's medium light displacement combined with long constant waterlines and a powerful tall sloop rig give strong stability and performance under sail in light and medium heavy weather conditions. The modern raised salon style and uncluttered decks provide a luxurious cruising atmosphere. The yacht in its standard configuration is outfitted with all necessary and essential equipment to cope with both arctic and subtropical conditions, sail management and control systems are fully powered and semi autonomous, and manoeuvring systems are proportional and seamlessly linked as to enable true single-handed control under sail and whilst docking. Its all aluminium structure is the perfect solution for the essential safety on ocean voyages without being penalized on weight, volume or style.



RSC1900

Pedigree and Quality



Incubated, engineered, designed and manufactured by our yard with owners/management having a deep track record in the Dutch Super Yacht industry, the RSC1900 truly has a genuine super yacht pedigree. Having been stakeholders amongst others at Jongert Yachts, Oceanco and Bloemsma Aluminium, the owners/management of the yard have injected many years of relevant experience from the Dutch Super Yacht industry into the RSC1900 series, resulting in an extreme high quality product without any compromises. The Dutch racing/cruising naval architect Kees van de Stadt from Satellite Yacht Design has been instrumental in contributing his award winning design capabilities to the final hydrodynamic design of the yacht.

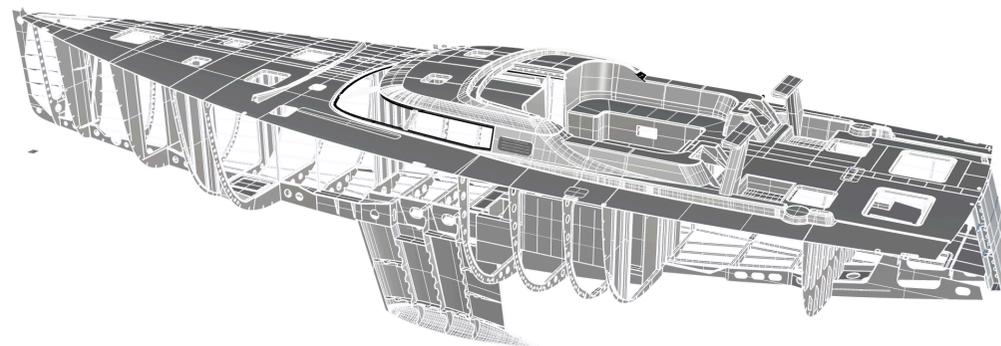
The best materials and components are specified and only top notch Super Yacht subcontractors make their contribution to producing the yacht. Fully produced and commissioned in Makkum, The Netherlands, the RSC1900 has a genuine Dutch super yacht pedigree.

Structure and Rigging

Constructed using traditional shipbuilding techniques for which the Dutch Super yacht builders are renowned, the RSC1900 is made by craftsmen also producing for a.o. Feadship, Vitters and Huisman, and having contributed to several of the world famous J-class yachts. The design and manufacturing processes are innovative and state of the art, allowing a high and consistent quality and short order to delivery lead times for the RSC1900.

The full aluminium structure warrants extreme rigidity, strength and safety. Several watertight bulkheads, and a fully enclosed engine room further contribute to the solidity and ocean going capabilities of the yacht. The standard keel has a draft of 2.65m, is fully integrated in the aluminium structure, and is filled with lead in the bulb according to a specific filling pattern. A deep draft version of the keel is currently under development.

The RSC1900 features a tall sloop rig, with an air draft of 29.5m above CWL. The standard Reckmann driven furling boom and furling headsail, hydraulic boom vang and backstay tensioners, combined with big boat power winches and hardware all by Harken, enabling minimum crew effort during cruising and full sail and trim options during competition. The deck and rig of the yacht are outfitted in standard version to facilitate almost all modern types of cruising and racing sail configurations. A Park Avenue boom with lazy jack system can be specified as an option.





Deck

Although the RSC1900 deck is fully uncluttered it enables its owners to fly both simple and complex cruising and racing sail configurations. Most sail configurations will be able to make use of the self tacking headsail mechanism, and under deck line systems. Headsail and mainsail lines are guided under deck aft to the helm stations, where helmsmen can operate the sails with a press of a button on the bespoke steering pedestals. Light weather configurations such as Code 0 and spinnakers can be operated in a similar fashion.

The deck features bespoke flush safety glass hatches, and is finished in Esthec teak (real teak can also be specified as alternative). The wrap around chemically hardened safety glass of the raised salon emits a true super yacht signature.

The enclosed cockpit is extremely large for this size of yacht and features two teak tables, which can be lowered electrically to create a large flush sunbathing area. The hydraulically opening transom serves both as a bathing platform and a launching platform for the dinghy. The garage can store a dinghy of up to 3.10m in length, and is equipped with a hydraulically operated stainless steel gangway.

At the bow the RSC1900 features a retractable anchor mechanism, which stores in the anchor locker when not in use. The anchor locker also stores the under-deck windlass and retractable capstan.

The RSC1900 features only the highest quality deck gear with amongst others Harken hardware, Nomen cleats, and stainless steel hardware procured by renown super yacht suppliers.



RSC1900

Interiors

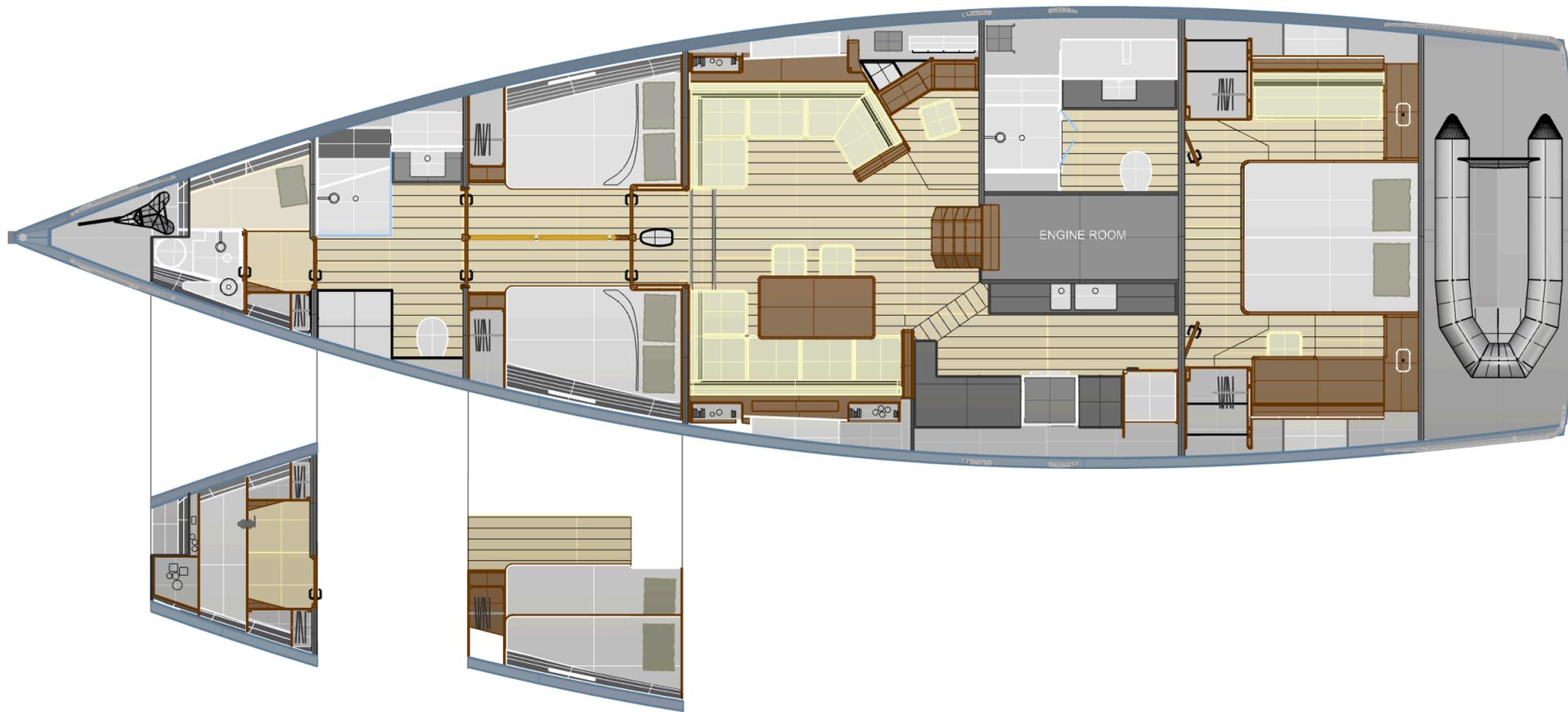
The RSC1900 uses the finest interior materials. It is here where the owner's specified color and fabric schemes blend in seamlessly with the interior design. The perfect balance between simplicity, style and luxury has been achieved with the standard layout featuring a large raised salon. Under sail or at anchor one has almost a 360 surround view through the wrap around windows of the deckhouse. There is dining to port and a large sitting area starboard. Two steps down a comprehensive navigation area Starboard and a fully equipped galley to port.

The owners suite aft is large and has a full head en-suite. Access from the owners suite directly to the aft deck is possible through the far aft hatches. Front of the salon, the standard version sports 2 identical guest cabins with double queen size berths, and en-suite head in front. Optionally the port guest cabin can be configured as a Pullman suite.

In the bow the RSC1900 has a crew cabin with a complete en-suite head. In the event the owners do decide to sail with crew, privacy is warranted as access to the crew quarters is possible through the large hatch opening to the front deck. A separate entrance through a door in the watertight bulkhead is also foreseen.

Optionally owners can choose to have a sail locker and work shop instead of the crew cabin.

All cabins in the interior have individual climate control, and additionally the yacht is equipped with active mechanical ventilation which controls the interior climate throughout the year when the yacht is unused.

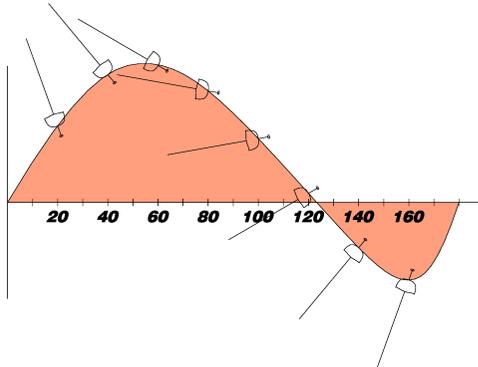
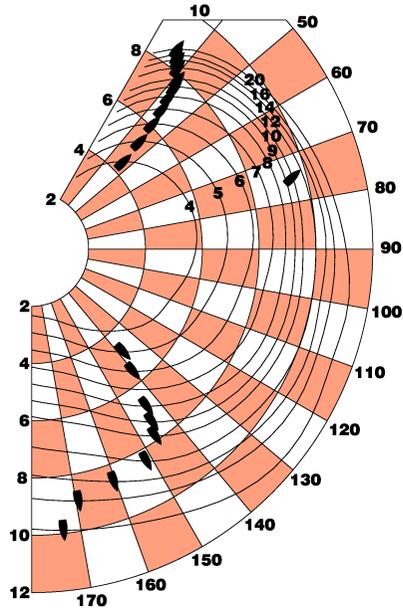


Interior Option A.

Sail locker + Workshop

Interior Option B.

Pullman cabin



Main Specifications

Length overall	19.15m	62.8ft
Hull length	18.70m	61.4ft
waterline	17.40m	57.1ft
Beam max.	5.30m	17.4ft
Displacement	28350kg	
Draft keel standard	2.65m	8.7ft
Ballast keel	11300kg	
Airdraft above CWL	29.5m	96.8ft
Main sail	110m ²	
Jib	91m ²	
Genua 110%	115m ²	
Fuel capacity	800ltr	
Water capacity	1250ltr	
Black water capacity	300ltr	
Engine (Volvo Penta)	150kw	
Bow & stern thruster	Proportional Side-Power	
Classification	CE-approved category A Ocean	

Standard Specification

A. Construction

Hull

Hull and superstructure constructed out of marine grade aluminium (Almg 4.5 Mn 5083 H321). 5 year warranty on construction of hull and superstructure

- hull finished in awlgrip paint system, non metallic color of choice
- hull waterline stripes, color of choice
- hull below waterline: two layers of antifouling

Deck & Superstructure

- superstructure finished in awlgrip paint system, non metallic color of choice
- teak or Esthec decking on front deck, side decks, cockpit seats and floors, aft deck and opening transom
- all constructive deck and superstructure hatches out of aluminium

Keel

- keel integrated in structure, welded in place
- Lead in bulb and keel

Rudder

- Fully balanced composite spade rudder
- Stainless steel rudder stock
- JEFA rudder bearings
- JEFA transmission steering system

B. Deck

Hatches and Windows

- 9 carbon reinforced opening flush hatches with chemically hardened safety glass
- 3 large constructive aluminium flush hatches in deck covered with teak or Esthec
- two flush opening portholes in cockpit
- 8 hull windows in chemically hardened laminated safety glass
- deckhouse glass chemically hardened laminated safety glass

Deck Hardware

- 9 Nomen 300 cleats
- Stainless steel 316 guardrails 72.5mm above deck with 2 wires
- Stainless steel 316 push and pull pit including flagpole
- Stainless steel 316 bathing ladder with teak steps integrated in transom
- Stainless steel 316 boarding ladder with teak steps on transom
- Stainless steel 316 gateways stanchions midship
- Stainless steel 316 sprayhood frame
- Stainless steel 316 detachable bimini frame
- Polished aluminium deck fillers for fuel, water and waste
- Aluminium emergency tiller
- Mooring kit with fenders, ropes and warps
- Hot and cold shower in transom
- Hydraulically operated stainless steel gangway in stern
- Hydraulically opening transom
- Removable and fixed pad-eyes for safety harness

B. Deck

Helm stations

- Two bespoke steering pedestals
- Fully out-fitted steering pedestals with stainless steel sail and navigation push button controls, compasses and chart plotters on port and starboard positions
- Winches and (under deck) sheets in direct reach of helmsmen
- Two bespoke composite steering wheels

Cockpit

- Large protected cockpit with two teak cockpit tables
- Cockpit tables double as sunbeds with electric lowering function
- Zero gravity companion way door with remote locking

Anchor systems

- Fully retractable anchor system in bow
- Electric under deck anchor windlass
- Electric under deck retractable capstan
- 40kg Lewmar Delta anchor
- Stainless steel anchor chain with 10m interval markings

Lighting

- LED deck lighting on side decks, cockpit and aft deck
- LED cockpit boom lights
- LED swimming platform lights as option
- LED navigation lights

C. Rig

Mast and boom

- Selden, 3 spreader keel stepped spar painted, non metallic color of choice
- Swept spreaders with LED down lights
- Super yacht style halyard tensioning system on mast
- LED navigation lights including masthead, running and anchor lights
- Furling boom with electric Reckmann drive

Hydraulics

- Hydraulic boom vang
- Hydraulic backstay tensioners
- Hydraulic opening tansom
- Hydraulically operated gangway
- Dedicated power pack for all hydraulics in transom
- Hydraulic controls on pedestals

Rigging

- Standing rigging: stainless steel or rod rigging as option
- Removable cutter stay
- Electric headsail furling system with under deck line management
- Electric furling boom with under deck main sheet system
- Harken self tacking Jib system
- Genoa and code 0 tracks and blocks from Harken

Sails

- Mainsail fully battened main and head sail by North Sails, electrical reefing with furler boom, and electric headsail furler
- Code 0 and 110% Genua package as option

D. Interior

General

- Natural teak joinery
- Oak floor, planking style
- Selective leather like padded panelling (full leather or linen as option)
- Stainless steel or chromed fittings for doors and cabinets
- Shower stalls and other head and galley taps according to Rubio Inox list. Custom taps and stalls as option
- Bespoke Corian/Marlan worktops and shower floors, genuine marble as option
- Four position full size induction stove on top of oven and microwave in bespoke stainless steel frame on gimbals
- Extractor hood in galley
- Full size fridge and separate freezer
- Dishwasher
- Coffeemaker
- Ocean Air blinds and shades for portholes, hull windows, and hatches
- Designer decoration in salon for hull windows standard colour of choice
- Indirect LED lights in all cabins
- Overhead LED lights in all cabins
- Red LED navigation lights in selected cabins and navigation station
- Pullman style bed and seating upholstery throughout the yacht standard colour of choice, leather or other material as option
- Bespoke hi-fi system combined with 40" LED TV on electrical lift in salon
- Wifi system for in-cabin entertainment as option
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E. Technical systems

Propulsion system

- Engine Volvo Penta D3-150 with Hurth ZF 45AE 2.43:1 gearbox
- Single lever bespoke engine control on starboard pedestal
- Nmea 2000 engine monitoring and separate Volvo Penta displays on starboard pedestal
- Stainless steel propshaft with optiprop system and aquadrive moduline thrust bearing system
- Flexofold 4 blade propeller
- Automatic engine room fire extinguishing system
- Active engine room ventilation system
- Side power electric proportional and linked tunnel bow and retractable stern thruster with controls on starboard steering pedestal
- Integral fuel tank capacity 750 litres, additional daytank as option
- Big boat fuel filtering and separation system and drains on fuel tanks

Water systems

- Fresh water tank capacity 1300 litres
- Pressurized hot and cold water system with dual electrical pressure driven pumps
- Water heater 50 litres with engine heat exchanger and 750Watt heating element
- Thermostat taps in heads, galley, and transom shower as option
- Black water capacity 300 litres
- Industry grade black water mercerator pumps
- Electrical fresh water toilets by Tecma throughout the yacht
- Black water tank level indicators
- Watermaker as option
- Grey water tanks in front and aft of yacht, with automatic drain control

E. Technical systems

Climate control

- Webasto combined airconditioning (50.000 BTU) and heating system with separate variable speed compressors in engine room
- Electronic temperature control displays and dedicted fancoils in all cabins
- Active electric mechanical ventilation system
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Electrical power systems

- Independent AC 230V and DC 24V systems
- Separate electrical distribution room behind navigation area
- Whisper power large yacht power system:
 - o 1000AH, 24V service battery bank
 - o independent 12V starter and generator batteries
 - o independent 24V bow and stern thruster battery packs
 - o 14000W power AC and DC cubes for sinewave inverter and charge systems
 - o battery monitoring system in nmea 2000
 - o second 24V, 115A alternator
 - o 32A shore power connection
 - o 14kW shore power isolation transformer
- all cabins 220V sockets
- touch screen control panel for electrical system combined with climate control system
- Safety alarms for high bilge water, engine room fire, low fuel levels, and geofence positioning
- Remote monitoring system for yachts key systems, deck and cabins as option

F. Navigation systems

- Dual 9" B&G chart plotters on steering pedestals
- 16" B&G chart plotter in navigation station
- 4 B&G multi instruments in cockpit
- Depth, temperature and speed sensors in watertight compartment in hull
- Wind speed and angle sensor in mast
- 4G B&G radar system
- B&G combined VHF and AIS system
- Portable Satellite telephone as option

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