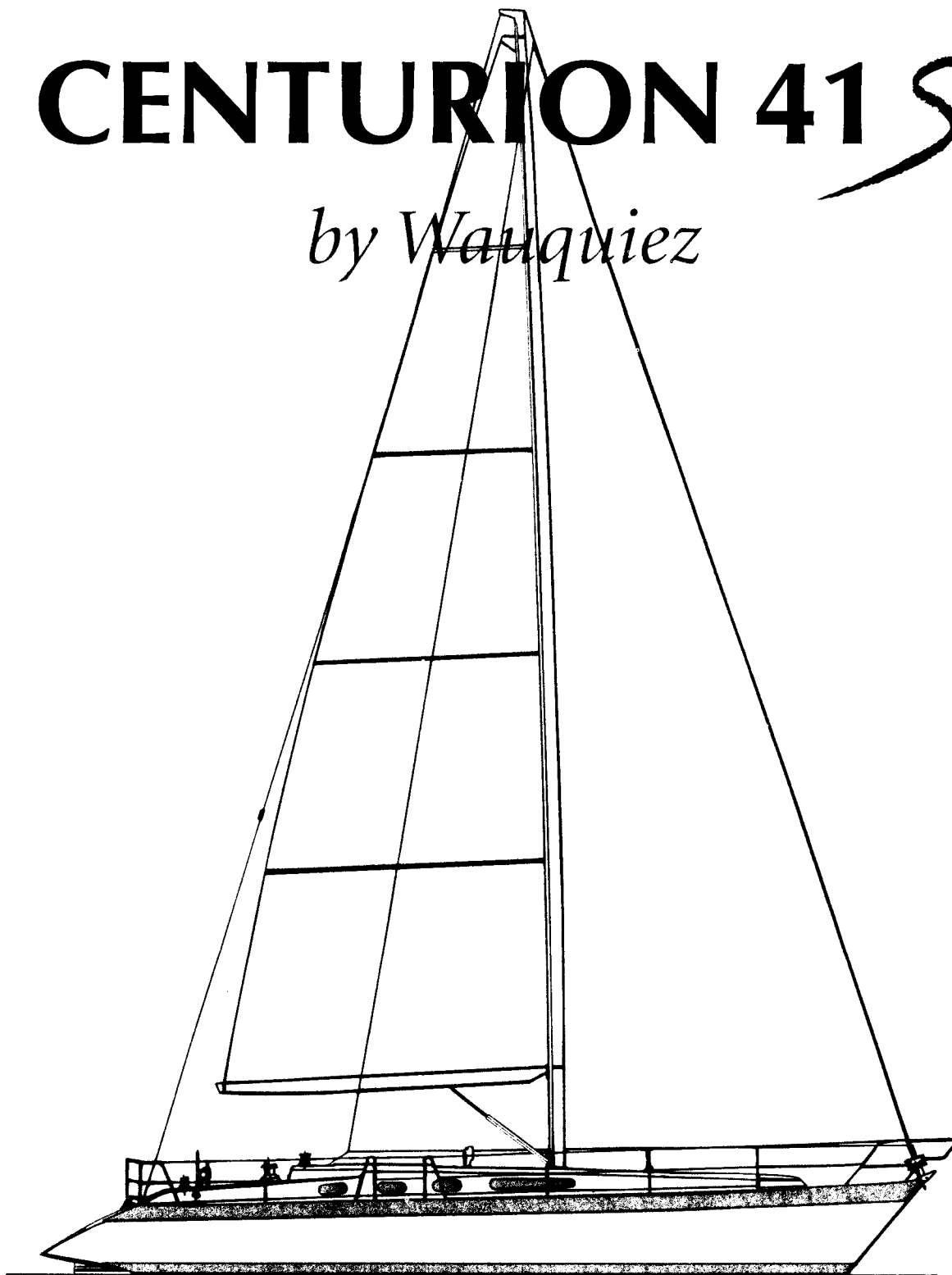


# CENTURION 41 S

*by Wauquiez*



# The CENTURION sensation

*High speed harmony with the sea*

## **A sensational design. Speed, stability and comfort at sea are masterly combined.**

Ed DUBOIS is a naval architect with a worldwide reputation. His achievements include award winning designs for racing and luxury yachts, as well as our entire line of Centurion racer-cruisers.

Outstanding hull lines are the basis of the superior performance of a Centurion. The fine entry bow contributes to her exhilarating speed, her upwind performance and her directional stability in choppy seas. The beam section firms to a dynamical volume and greets harmonically and supportively the water masses of every wave after wave. Therefore, a Centurion has a stable, smooth and undisturbed forward motion in open seas. This is only one of the many reasons why she is a dream to sail.

The superb dynamic stability is enhanced by an exceptional stiffness. A tribute to the very high level of righting force. The pure lead keel, associated with the lightweight but very rigid sandwich construction of the hull, ensures a very high ballast ratio. The deep polyester stub, to which the keel is bolted, further lowers the center of gravity.

This allows to benefit from a very powerful rig. The beautiful mast, stepped on the keel and strongly stayed, deploys an ample sail area. High speed and total control are achieved by means of a high performance sails trim system. The large fully battened mainsail slides on roller batcars. Three rows of reefs and lazy jacks care for easy handling. Full specs mainsheet controls and efficient boom downhaul ensure perfect sail trimming. The large genoa can be adjusted by means of a performance furling system. The foam luff band allows to maintain a perfect shape, even when the sail is partly furled.

**A Centurion is designed for high performance at sea, with total and permanent control. Her perfect seaworthiness allows to enjoy fast and comfortable passages, short ones or long oceangoing journeys.**

## **A functional and tasteful accommodation for complete comfort on board. At sea or in harbour.**

Coming down the companionway, one is immediately struck by the appealing and well planned layout of accommodation.

The inviting saloon offers ample seating for the whole crew around the large and stable dining table. Beautiful woodwork and superior quality upholstery care for an appealing ambiance. Easy circulation and secure handholds allow to move freely to the various areas of the accommodation.

A large and fully equipped galley invites the cook to prepare recomforting dishes, even in high seas. The navigation area, situated next to the companionway, is designed with the experience of seagoing yachtsmen. The full size chart table is surrounded by all the necessary tools for the navigation : excellent location for electronics, complete and accessible electrical panel, ample shelves for nautical documents, and storage space for accessories.

The owners quarters and guests cabins offer the comfort of privacy and large storage volumes. True headroom is available throughout the boat, and even in bathrooms. The spacious atmosphere is further reinforced by the superb ventilation.

**Interior comfort and attention to details are an integral part of the quality of life aboard a Centurion. Because the pleasure of cruising is made of a well balanced combination of lively performances and an appealing resting environment.**

## **A construction marrying high technology and craftsmanship**

"Wauquiez is committed to build fast, seaworthy and safe yachts, of durable quality".

Over the last decades, the Wauquiez yard has made considerable investments in order to fulfill this mission statement. The value of its yachts reflects their very high technological content, the superior quality of the materials selected for their construction, and a total dedication to perfect design, assembly and finishing processes.

Absolute structural cohesion, masterly executed woodwork, and uncompromising selection of the best equipments : These are some of the major ingredients of boats that are safe, reliable, and offer flawless pleasure of ownership.

### ***Wauquiez unique "Interlink Duralite Construction,"***

In order to achieve outstanding results in terms of rigidity, sturdiness, durability and safety, Wauquiez has introduced a totally new concept in yacht building. Taking advantage of the latest technological innovations, it consists of integrating all major components of the boat into one homogeneous and cohesive system that results in :

- Absolute rigidity of the hull.
- Total homogeneity of deck-hull bonding.
- Integration of all major components in the structure.
- Protection of the system against exterior impacts.

The name "Interlink Duralite" reflects the main benefits of this construction concept : sturdiness, durability and light weight.

### ***Sandwich of polyester and Airex foam for ultimate hull rigidity***

Used in the aircraft industry, this technique consists of integrating a closed-cell polyurethane foam core that is vacuum formed between two skins of GRP. Compared to the traditional monolithic construction, it is twice as light, eight times more rigid and offers additional advantages in sound and thermic insulation. Further strengthening of the hull structure is achieved by an oversized network of stringers and ribs.

### ***Complete integration of all major components into the deck-hull shell.***

Total cohesion of all structural components of the boat is a major asset. Every bulkhead, every piece of furniture, as well as the unique aluminium frame that supports the cabin sole are laminated into the hull. And to the deck, which is then totally integrated to the hull by moulded overlaps.

The rig is also integral part of the structure : the keel-

stepped mast and interconnected chainplates ensure a perfect distribution of constraints.

### ***Twaron shield against damages caused by underwater impacts.***

Developped by Akzo, Twaron is an aramid fiber that offers an exceptional resistance to impacts (also used in bullet proof jackets). Two layers are integrated in the sandwich of the hull, from bow to keel. This extra shield makes the boat virtually "container proof" as proven by a comparative test simulating a 12 knots head-on collision. The only material that remained totally waterproof in this test was the Twaron sandwich.

### ***Uncompromising selection of the best equipments.***

The best assembly must rely on its smallest component. This is why every element of deck and rigging equipment, electrical or mechanical system, has been studied in collaboration with the best manufacturers. And carefully been adapted and mounted by experienced specialists.

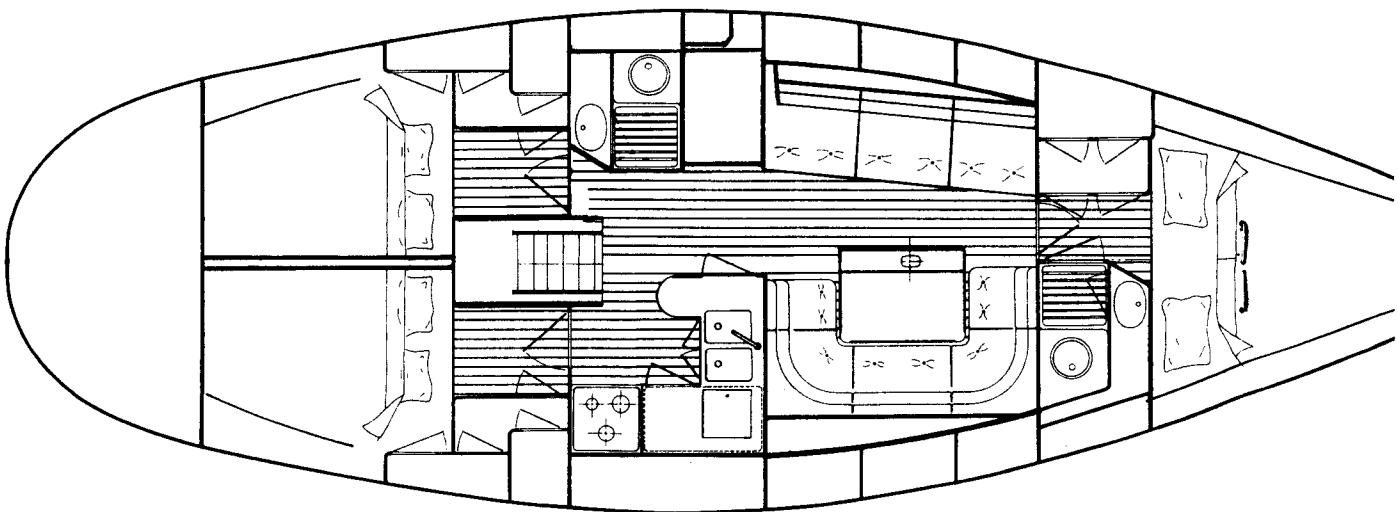
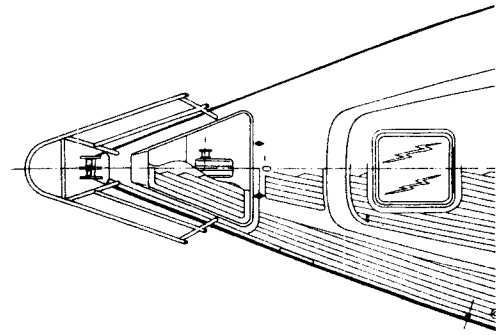
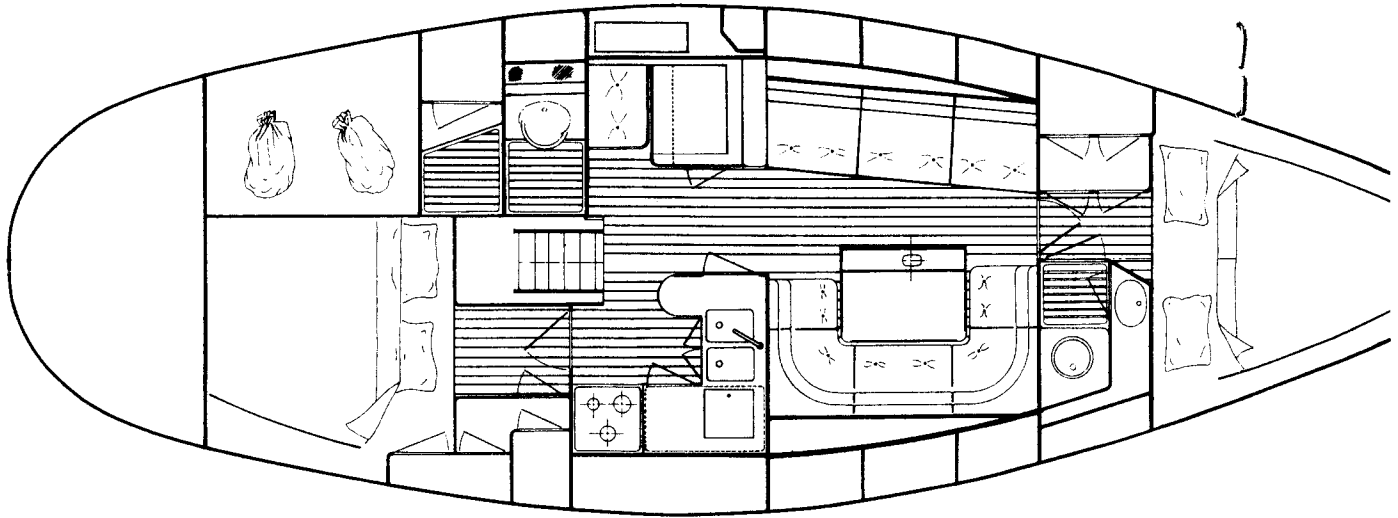
### ***A very high level of finish.***

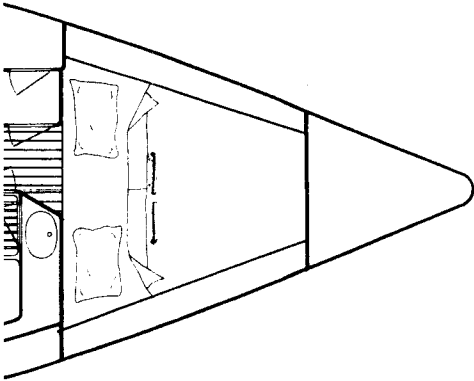
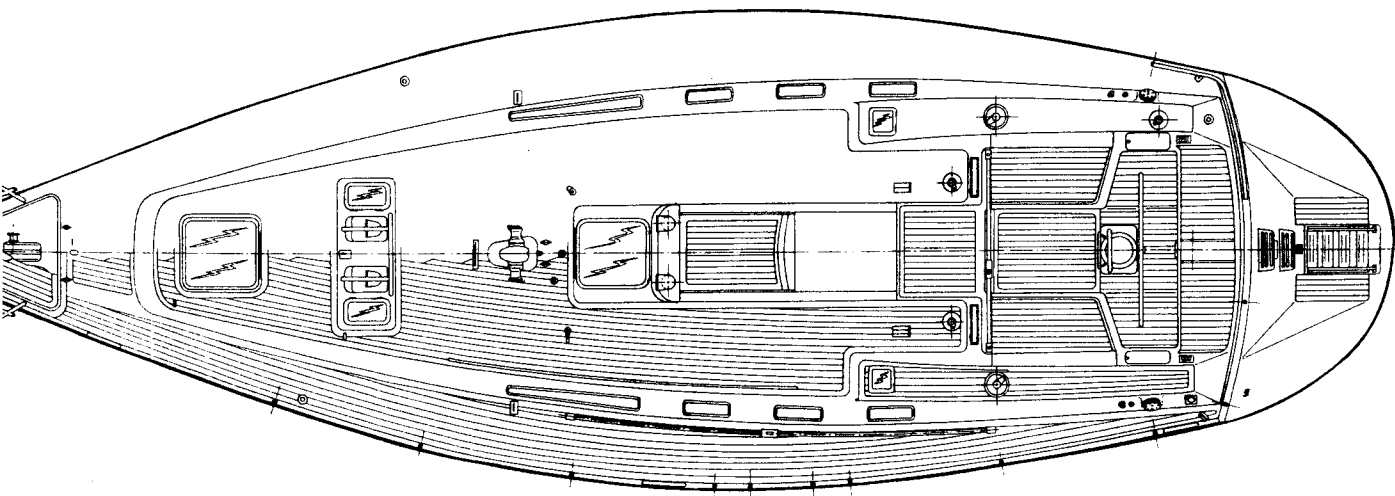
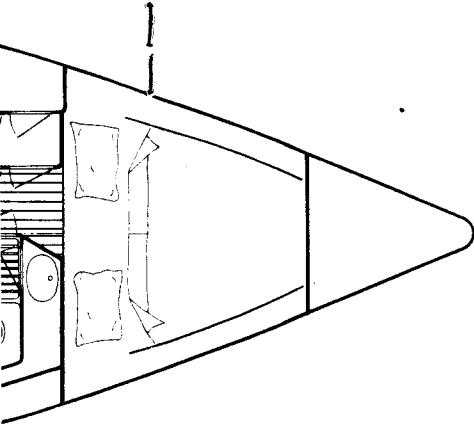
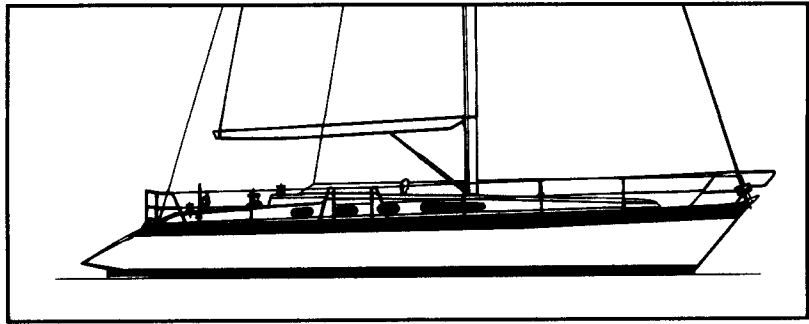
Beyond innovative design and sophisticated technology, it is up to talent and craftsmanship to build a yacht that conveys pride of ownership. With decks covered by the best teak, cut piece by piece, carefully aligned, and sealed. Or truly magnificent interior woodwork, in highly polished teak or maple finish, stunning to look at and silky soft to touch. Lovers of tradition may prefer the warm teak execution. The white-ened hard maple joinery will delight the modernists, in conferring a refined luminosity to the interior.

**The masterpiece : a yacht that is as beautiful to own as it was to build. Every unit coming out of the Wauquiez yard proudly shows the signature of the workers who made it, in testimony of their total dedication to quality.**

*Note: The above text gives a global look on the general characteristics of the Centurion line. For the description of a specific model, see its specifications and options lists.*

# CENTURION 415





# CENTURION 41S

Designed by naval architect Ed Dubois, this confirmed racer / cruiser offers exceptional sensations at sea, made of speed, stability and a superbly comfortable ride. Extremely sturdy construction and very high level of equipment result in a sailing boat that is ready for passages in any weather conditions, with high performance, permanent control and total safety. The Centurion 41S harmoniously combines classical features (sleek lines, fine entry bow, flush teak deck) with the most advanced techniques of construction (vacuum moulded Airex sandwich, absolute structural cohesion). Her cosy interiors can host a crew of seven in hotel comfort.

## Construction.

- Hull in sandwich of glass-fibre and vinylester/polyester resin enclosing pvc closed-cell foam (Airex foam) vacuum formed and incorporating integrated ribs and stringers - TWARON shield (2 layers of Aramide cloth from bow to keel) - Multiple internal coating treatments to prevent osmosis - Bulwarks in stock dyed gelcoat - Interior bulkheads and furniture bonded to hull and/or deck - Floor supports made of aluminium and bonded to the hull - Stainless steel rudder stock with self-aligning needle-roller bearings - Lead ballast with 3% antimony - Keel bolts embedded in the ballast - Keel fixed to the hull by means of a deep keel stub made of bonded glass-fibre and polyester to lower the boat's centre of gravity - Deck made in sandwich, and bonded to the hull by moulded overlap with mechanical fastenings to provide a perfectly watertight seal - Planked teak deck, cut and placed piece by piece

## General characteristics

### Dimensions

- Length overall .....	42' 10" / 13,06 m
- Hull length .....	41' 8" / 12,70 m
- Length, waterline .....	34' 5" / 10,50 m
- Maximum beam .....	13' 5" / 4,09 m
- Draft .....	5' 11" / 1,80 m - 7' 8" / 2,35 m
- Displacement .....	9,50 t
- Ballast .....	3,60 t

### Rigging

- I - (height of mast above deck) .....	54' 10" / 16,70 m
- J - (base length of fore triangle) .....	16' 11" / 5,15 m
- P - (height of mast above boom) .....	48' / 14,63 m
- E - (length of mainsail foot) .....	14' 9" / 4,51 m

### Sails area

- Fullbatten mainsail .....	387 sq f / 36m <sup>2</sup>
- 150% genoa .....	700 sq f / 65 m <sup>2</sup>
- Symmetrical spinnaker .....	1572 sq f / 146 m <sup>2</sup>

Naval architect : Ed Dubois

### **Rigging and deck gear**

- Teak laid deck, roof and cockpit.
- Stern platform with shower and swimming ladder.
- Mast made of anodised aluminium. Two spreaders, Lewmar rail batcars for the main, masthead light, deck lights, steaming light.
- Standing rig in stainless steel wire.
- Manual adjuster for backstay tension.
- Lewmar self-tailing winches on the deck and mast (2 ST 54 for Genoa, 1 ST 44 for Mainsail sheet, 2 ST 40 on mast foot).
- Lewmar Racing blocks and rails.
- Running rigging for Genoa and Mainsail.
- Steering column with single lever engine control. Stainless steel steering wheel covered with leather. Whitlock steering gear (rod and universal joints transmission).
- Compass on steering column.
- Large sail locker in the cockpit on port, in the single aft cabin version.
- Locker in the cockpit for liferaft and gear on starboard. (and on port in the two aft cabin version).
- Storage locker under helmsman seat
- 6 mooring cleats.
- 4 dorades to supply air below deck.
- 6 opening hatches, and 8 opening portholes.
- Cockpit lighting.
- Double life lines with gates port and starboard, as well as in stern.
- Navigation lights on pulpit and pushpit
- Shore line for electricity.
- Storage boxes for winch handles.

### **Mooring.**

- Electrical 1000 W windlass.
- 35 lbs Plough anchor.
- 30 meters (100') of calibrated chain.

### **Furnishing.**

2 or 3 cabins versions.

- Interior woodwork in burmese teak.
- Saloon with a sofa on starboard which can be converted into a double bed. Sofa on port which can be converted into a single berth with lee cloth. Choice of saloon upholstery is available.
- Galley on starboard side, with stainless steel double sink unit, equipped with a mixer tap.
- Chart table on portside.
- One cabin aft with double bed, hanging locker and drawers, or 2 double cabins.
- Aft bathroom, with washbasin and head on port. Separate

shower in the single aft cabin version.

- Forward double cabin.
- Second bathroom forward with washbasin, head and shower.
- Numerous storage cabinets, and closets throughout the boat.
- Numerous handholds.

### **Mechanical.**

- Volvo engine 40 HP with Sail drive.
- Aluminium fuel tank of 180 liters (47 US gallons) capacity under sail locker.
- Fuel filter with water separator.
- Fixed 3 blades propeller.
- Engine control panel in the cockpit, with alarms.
- Manual and electrical bilge pumps.

### **Comfort.**

- Aluminium fresh water tanks of 445 liters (117 US gallons) total capacity, with possibility of selection .
- Hot water tank of 45 liters (12 US gallons) capacity heated by engine or by 220V (110V) immersion heater.
- Pressurised water system.
- Additional water pump, foot operated, for fresh or sea water.
- Refrigerator with 12 V electrical evaporator, with 2 accesses.
- Gimballed cooker with 2 burners and oven.

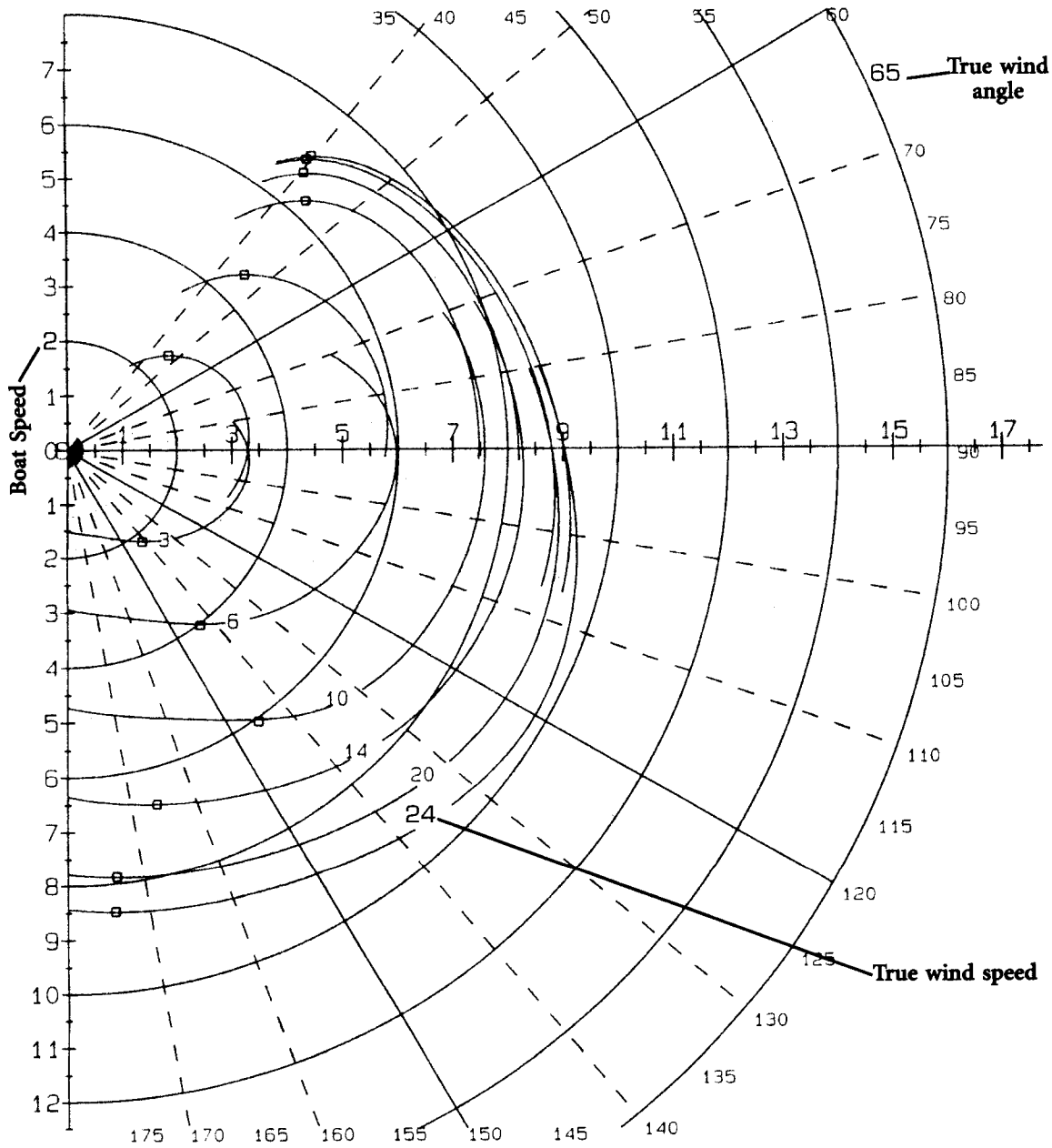
### **Electrical.**

- Main electrical switchboard 12 / 220 V (110V), with ammeter and voltmeter.
- 2 service batteries supplying a total of 270 A/H in 12 V. These are heavy duty dry batteries.
- One 102 A/H engine battery.
- One engine alternator 60 A .
- One 25 A / 12 V battery charger (2 outputs).
- Halogen lighting.
- Courtesy lights on floor level.

*All these specifications may be subject to changes without prior notice.*

# CENTURION 41S

## Polar Plot



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