

Mayrik P214 After Cabin

Using the same hull as P214 Mini Trawler, the model After Cabin maximize volumes and comfort while offering the same characteristics of behavior at sea and economy. Used in river, After Cabin brings interesting solutions like the diesel-electric propulsion.



Exceptional habitability for this model with after cabin, while preserving the pleasure of being outside in navigation thanks to the large elevated cockpit.



May 15, 2008, P214 Mini Trawler prototype left Saint Martin in the Antilles and sailed then as far as Saint Martin de Ré which it touched on July 15 at the end of a voyage without problem which made it pass by Bermuda and the Azores. 4000 miles in 31 days of navigation and undoubtedly the longest crossing ever carried out by a so small motor boat.

Strong cases of Mayrik P214 After Cabin:

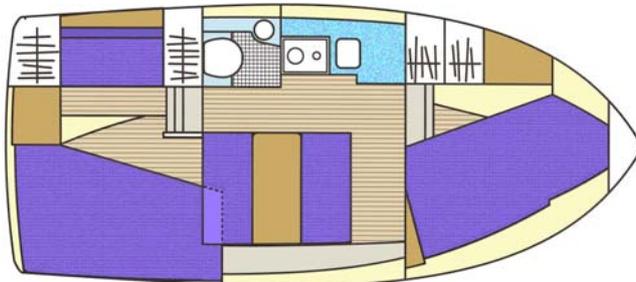
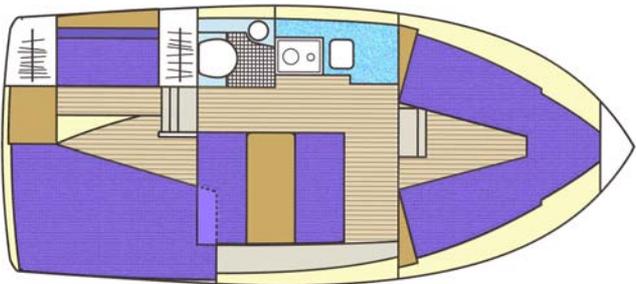
- Conceived to sail, whatever the sea (1)
- Large volume in spite of the small size.
- 2 to 3 double bunks.
- Reduced consumption.
- Stability and passage in the sea exceptional.
- Great autonomy authorizing of great trips
- Exceptional completion and robustness.
- Adaptable to its program, sea or river.
- Complete initial version, ready to sail.



Mayrik Yacht Design
The policy of the company in a few words:

We wish really to dissociate us traditional market of the pleasure. Indeed, all on our premises was studied with the greatest care to guarantee an exceptional reliability, not in years, but of tens of years. For that the selected options are certainly more expensive, but also more durable. In the same way, we deliver a boat well equipped ready to sail with even a basic instrumentation sufficient for safety. On our premises, not of interminable list of options which quickly inflate the price announced to have a boat which looks like about something. All is of origin (and according to the models), that they are the windshield wipers, hot water, the refrigerator, or even the GPS. Because it would not come us to the idea that one can not wish that from the beginning.

The goal of our company is to propose boats to live, in various models, all extremely comfortable, sea-worthy, durable, economic and sure with use.



Installations:

Two plans of installations are possible, relating to only the front cabin. One can indeed choose the version with two separate bunks (for example for a room reserved to the children), or then the version with double bunk. It should be noted that the after cabin comprises two beautiful closets and a small office making the whole more comfortable for two couples. Exceptionally, the saloon can always be converted into double bunk to accommodate visitors.

Dimensions bunks:

Simple bunks: 72 cm X 205 cm
Double bunk fore cabin: 115 cm X 205 cm with 185cm in the smallest length.
Double bunk after cabin: 120cm X 205 cm
Double bunk saloon: 110 cm X 200 cm
Foam 10 cm thickness, textile coating

Sunbrella.

Height under deck-beams:

Saloon: 2m
Fore cabin: 1,88 m
After cabin: 1,95 m
Bathroom: 1,98 m



Characteristics:

Length of hull: 6,50 m
 Overall length with platform: 7,10 m
 Maximum beam wood fenders: 2,92 m
 Maximum beam rubber fenders: 3,05 m
 Draft: 1,02 m
 Light displacement: 3.820 kg
 Maximum displacement: 5.200 kg
 Maximum height: 3,98 m
 Height on windshield: 3,05 m

Fuel oil: 2 X 300 L
 Water: 300 L
 Gray water: 150 L
 Black water: 150 L

Engines:
 Perkins M92B, 86 hp @ 2400 rpm
 Or
 Yanmar 4JH4E, 54 hp @ 3000 rpm
 Or:
 Electric diesel by generator and electric motor.

Cruising speed: 5,9 knots
 Empty maximum speed: 9 knots
 loaded: 7,5 knots
 Autonomy with 5,5 knots: 825 miles
 Classify certification: C
 Number of people: 8
 Manufacturer: Mayrik Yacht Design
 Architect: Yves KINARD

Standard equipment

Construction polyester; rail cap and fenders out of teak or similar; installations: CP marine grade 100% okoumé facing teak or similar; Engine Perkins M92B; box ZF45A 1:2,03 ratio; propeller Autoprop 22 " " ; 1 engine battery 165 Ah; 2 service batteries 105 Ah; hydraulic steering, second station of steering; refrigerator 85L; stove Force10; electric toilet, hot-water heater, kitchen worktop in Corian; 3 windshield wipers; electric foghorn; battery charger distributor; electric control panel with circuit breakers; tanks fuel oil 2 X 300L; tank water 300 L; 2 tanks 150L for gray and black water; group water under pressure; pulpit, pushpit and handrails; after platform; swimming ladder; flag mast; navigation lights mast; GPS; sounder; water and fuel gauges; main mooring with 20m of chain of 8mm, 20m of rope 19mm; 4 hawsers of 15m; 4 mooring bits stainless; 4 hollow fairleads; 2 through the hull

fairleads; 1 bow roller; 1 deck shower; 4 cleats for fenders; 6 inflatable fenders; safety helm;

Optional equipment:

Mooring davit; bow thruster; electric windlass (Lofran Kobra); windshield washers; solar panel 150 W; engine Yanmar 4JH4E 54cv; diesel-electric propulsion; fixed propeller; safety equipment (F) less and more than 6 miles; autopilot; electronics with the choice; heating cabin on engine hot water circuit; calculator of consumption; car radio and loudspeakers; steering remote control by joystick; remote control of wheel and engine by joystick; automatic positioning beacon; safety device man overboard; ocean liferaft; research beam; davits; dinghy; bimini.

Standard equipment rivers:

Tubular thick rubber fenders.

(1) This boat is certified in category C. It is capable of great crossings, but that remains responsibility for the captain to plan the capacity of the boat to face the conditions of sea suitable for be met. To conform to the legislation of the country with regard to the safety material. To in no case the responsibility for the manufacturer cannot be blamed if the boat is brought to sail apart from the area of navigation for which it was conceived. Information concerning the equipment is given as an indication and prone to variations according to the market or of requirements of manufacture or provisioning.

Mayrik, or receipts of the economy.

All the range of the Mayrik boats benefits from the experience gained by the crossing of the Atlantic by the prototype "Spirit of Arielle" for which it was an obligation to consume the least possible. The points which make it possible to reduce consumption are:

- Design of the hull, in particular the bulbous bow which reduces the trail.
- The high capacity propeller Autoprop with automatic variable pitch.
- Fuel oil cooler on the line of return.
- Xbee additive in the gas oil, limiting pollution, improving combustion and reducing consumption.
- Oil with high lubricating qualities Total Neptuna Cruiser.
- Solar panel (in option only).
- The adoption a speed corresponding to the water line (+/- 6 knots) and of the above mentioned equipment result in not consuming more than 3,6 liters/hour.

Lastly, no need to buy a large boat of more than 8,50m (expensive), since you have as much place in Mayrik P214 After Cabin.



Mayrik Yacht Design sarl

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