



- GPR (glass reinforced polyester) with bi-directional roving. Constructed according to hand lay-up method, using iso polyester resins
- GPR (glass reinforced polyester) 12 mm thickness from bow to stern and 25 mm thickness over keel line
- Polyester keel surface re-enforced with roving to a thickness of 36 mm
- Keel surface is equipped with 5 athwart ships beams to distribute keel forces
- Choice of color in consultation with shipyard

Ballast

- 2300 kilo solid lead with 8 times M24 bolts and nuts
- Draught 1.75 meter
- The rudder is a balanced rudder and has a skeg suspension, the axle will always remain straight.
- Teak tiller

Deck, cabin and cockpit

- Built in sandwich construction
- GPR (glass reinforced polyester) with bi-directional roving. Constructed according to hand lay-up method, using iso polyester resins
- Anti-slip structure is laminated into deck and cockpit with gel coating
- An anchor locker is incorporated in the front. An aluminum hatch on the foredeck serves as ventilation hatch, escape hatch, and for letting in light
- An aluminum hatch that provides access to the technical area. Fenders, lines and such things can also be stored here
- The cockpit is equipped with a chest for the storage of extra gear
- The cabin is provided with a single-operated smoked Plexiglas sliding hatch inclusive of a lock
- An aluminum hatch is installed in the roof of the cabin for ventilation, as an escape hatch and for light in the saloon
- The aluminum hatch above the wet cubicle provides ventilation and light
- Four oval Plexiglas windows are installed in the side of the boat construction to provide light
- Two teak grip railings are installed on top of the cabin

Rigging

- A 9/10 rigged mast, spreaders and boom
- The mast is positioned on the cabin
- The boom is provided with 2 reefing lines (that run through the boom)
- All halyards, reefing lines and kicking-strap are directed towards the cockpit and everything can be operated from the cockpit
- The fittings, standing rigging and turnbuckles are made of high-quality stainless steel
- The flag line is attached to the spreaders

Sailing gear deck

- Standard equipment contains pulpit with access, stern pushpit, and 8 stanchions and poles with stainless steel railing wire
- Railing can be provided with access on the side (optional)
- The custom-made stainless steel bow fittings are equipped with an anchor fairlead that is suitable for a CQR (plough) or bruce anchor
- The toe rail is made of teak and has drainage holes
- There are 4 cleats in the front and in the back for mooring purposes and 2 cleats midships for securing a spring
- A (collapsible) boarding ladder is placed in the stern

Technical specifications standard equipment

▪ Length over all	9.65 m
▪ Width over all	3.30 m
▪ Draught	1.75 m
▪ Weight	5800 kilo
▪ Ballast	2300 kilo
▪ Height	14.70 m
▪ Main sail	30 m ²
▪ Genua 3	23.4 m ²
▪ Design	Richard Henevanger
▪ Shipyard	Beluga Yachting
▪ CE Category	A, Ocean

Hull

- 6 blocks are attached to the bottom of the mast for halyards, reefing lines and topping lift
- Distribution blocks are placed on the cabin to lead halyards, reefing lines, topping lift etc. to the back
- 2 x 4 halyard stoppers are placed with 2 x 1 winch with handle to feed halyards through
- 2 x genoa tracks with genoa blocks
- 2 winches are situated on port and starboard cockpit edge.
- Traveller track for mainsheet is mounted on the after-deck and the mainsheet is led to the cockpit by means of mainsheet blocks, where they can be operated on the raised barney station
- Mainsheet system can also be constructed like the German sheeting system (optional)
- Everything can be operated from the cockpit

Sails

- Main dacron sail of 30 m² is standard equipped with 2 reefs, the genoa is 23,4 m²

Interior

- The interior woodwork is made of specially selected mahogany to which two layers of lacquer with a silk finish are applied
- The upholstery materials are of a high quality
- All polyester work is hidden or covered with fake leather-clad panels
- The entire interior is equipped with sufficiently lit areas and reading spots

Saloon

- Head room in the saloon varies from 2 meter up to 1.93 meter
- Benches are placed alongside the starboard and port side, curving around the galley athwart ships
- Chests are placed behind the benches with a deep curved oval space in the middle for books and such things. This gives the area a very spacious and attractive 'touch' at the same time
- A large table that can be folded down on the walking side is positioned in the middle around the stainless steel mast support
- A drawer is installed under the curve of the port bench
- A large map table with a valve has been placed on the starboard. The fuse circuit is also installed here but there is more than enough room for any potential electronic equipment

Galley

- The galley is placed on the port side
- Equipped with a deep washbasin with running water, a gas stove with oven and sufficient space for plates, cutlery and provisions. A spacious compressor cooling unit is in place

Wet cubicle

- The wet cubicle is made of white GRP and has a manual pump toilet as standard equipment
- The washbasin with vanity top has a cabinet underneath, and a toiletry cabinet is installed above the washbasin
- A cupboard with an open half for wet sailing gear is installed against the back wall of the wet cubicle

Front cabin

- 2 bunks of 2.15 m placed in V-shape with matching filler piece

- Two cupboards with long shelves are placed above the bunks. Cabinet doors are placed under the bunks so that one can access the space without having to lift the bunk. The front cabin can be shut off from the rest by a lockable door

Back cabin

- Double berth of 2.20 meter athwart ships, the width is 1.70 meter. By placing the bunks athwart ships, a lot more head room and freedom of movement for the upper body is provided
- A window that can be opened is situated in the side of the cockpit

Lighting

- A tri-colour light with anchor light at top of the mast
- A steam light
- A bi-colour light on pulpit and a stern light on pushpit

Motor

- Yanmar 2 cylinder diesel with saildrive type 2GM20 SD 20 13,4 KW (20hp)
- Motorpanel with tachometer/ time meter and volt meter
- 2 ship's batteries of 12 V: 60 Ah and 105 Ah
- Diesel tank stainless steel 110L

Potable water supply

- Water tanks approx, 160L
- Running water to the galley and water to washbasin and toilet operated by foot pump

Safety gear

- One manual double-functioning bilge pump operated from the cockpit
- Certified fire extinguisher

Accessories

- 4 mooring lines, 4 fenders, pitch hook, flag and flag pole
- Name and home port on the yacht

Technical equipment and CE

The Beluga J32 will be delivered with CE certificate Class A, Ocean. All valves, skin conduits, and air bleed valves are made of naval bronze. All hoses and piping have been approved according to ISO and CE standards. Gas well and connections to gas stove installed according current European guidelines. Electrical system as well as navigation lighting installed according to current European guidelines.

Delivery

Your Beluga J32 will be delivered in the water with anti-fouling and fully rigged.

Price on demand, the right to alterations in design reserved Delivery under Terms and Conditions of NJI (Nederlandse Jachtbouw Industrie).

Beluga Yachting, 1 January 2019