

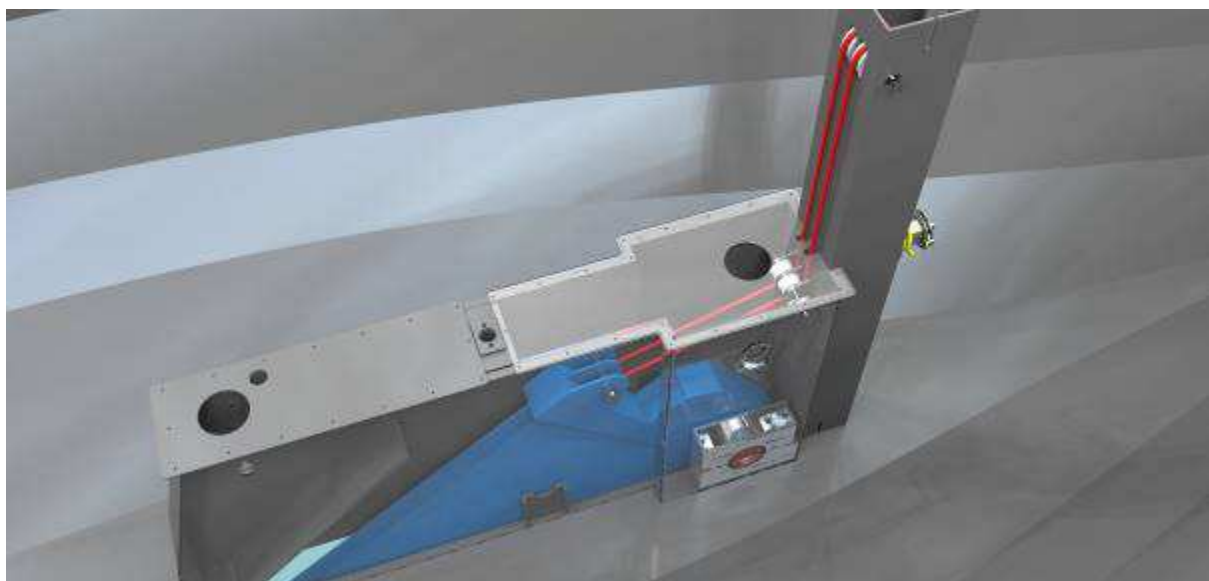
KIRIBATI 36

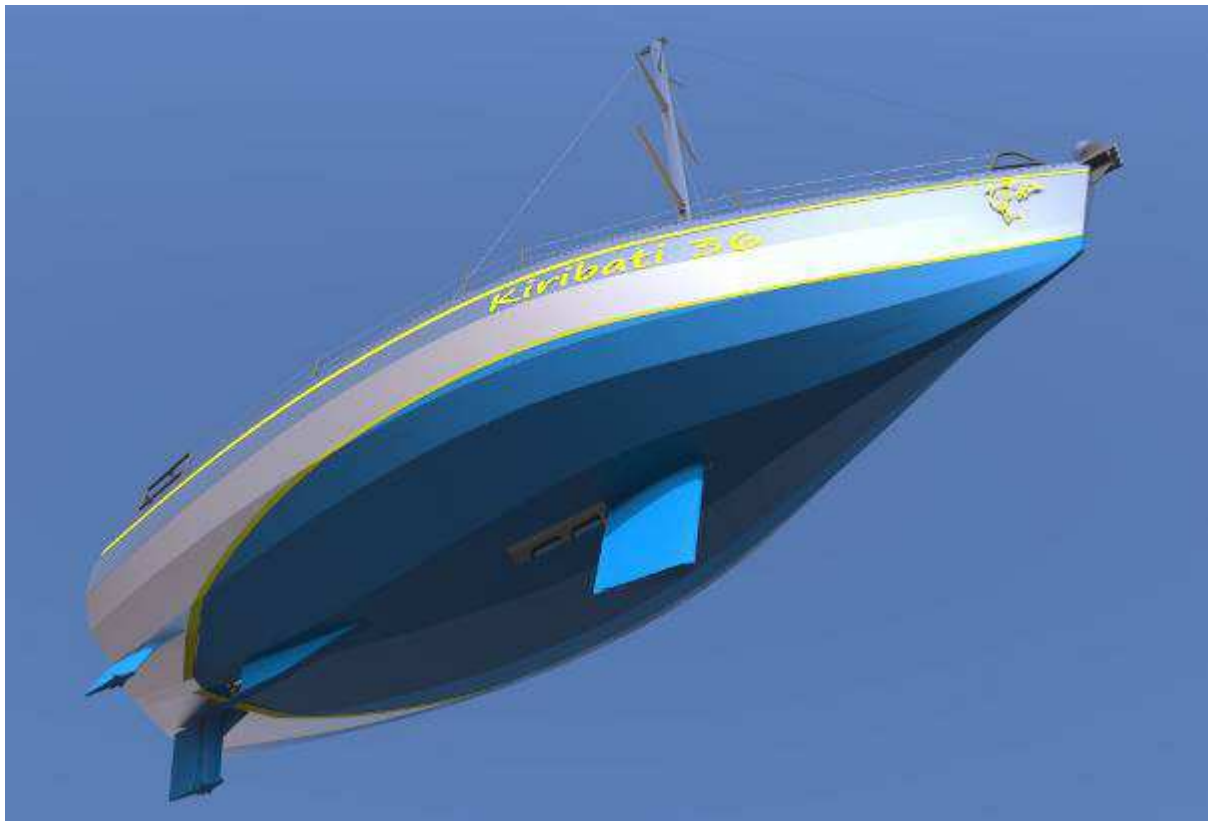
This design was born from a free-minded interpretation of another design from our office, the MC 36 SK, and the solutions applied were the result of a 10 year, 25000 nautical miles voyage on board a yacht of the same size through some of the most remote and beautiful areas of our planet.



It was evident that a design suited for this kind of voyaging would require very simple, down-to-earth systems that could be repaired in any shop around the world, requiring no special parts or sophisticated labour. But first and foremost, the systems should be so reliable that they would not fail in the first place.

Other remarkable features are the possibility to reduce draught by means of a swing keel, allowing entering into areas with little more than 75cm (30") water depth, and the panoramic view form inside the cabin, which trunk is surrounded by opening hatches. The shallow draught allows entering in anchorages and cyclone holes that would be denied to conventional monohulls of the same size, or would require working the tides, which could demand some waiting in an improper moment or even having to risk a night time entrance.





The panoramic view from inside the cabin increases safety on passage and provides for a better quality of life onboard, with a sense of increased connection to the outside world. It is also an advantage to be able to check your surroundings from a protected place during demanding anchorage conditions.

The design is specified for aluminium construction and offers the possibility of computer controlled pre-cut of the parts, which dramatically saves cost and time needed for hull construction.

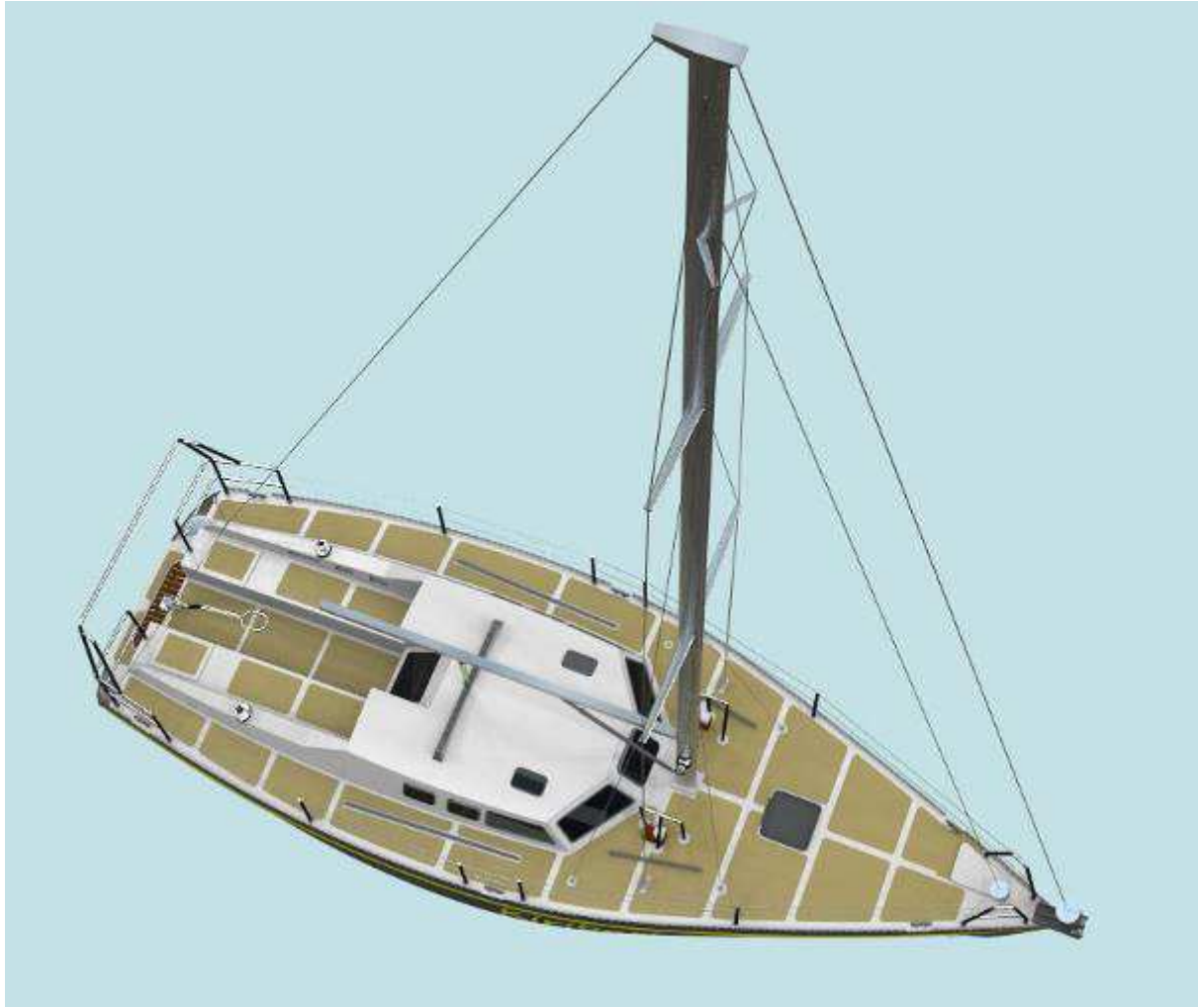
With a low resistance hull shape, the Kiribati 36 is capable of obtaining good daily runs for its waterline, and still it makes no concessions to safety. The design is rated Class A according to the European Community Monohull Stability Index (STIX) even when the keel is retracted!



The boat is provided with twin rudders and skegs with the intention of reducing draught and increasing steering control, while also providing reliable supports when the boat is beached or left to dry on the low tide.



The sail plan includes main and genoa of moderate dimensions for ease of handling and a staysail for fresher conditions. The easily deployable staysail can make the difference between an uneventful and safe passage and a bad experience when the going gets tough with fresh head winds.



For those who want to tame the style a little and favour shorter sailing trips, a wheel can be adapted to the same transmission used for the twin rudders.

The same can be done to the keel lifting system, using hydraulic or electric power instead of the standard winch and tackle system specified in the design.

KIRIBATI 36

The arrangement is conceived for a couple to live aboard full time with plenty of comfort, either in port, or during extended ocean passages, having accommodations for up to four eventual guests.

There is a separate cabin aft and a guest double berth forward, being the centre of activity around a raised floor surrounded by opening hatches. In this area one cooks and monitors the boat. To starboard, just aft of the raised navigation station there is an enclosed heads, with full headroom shower facility.





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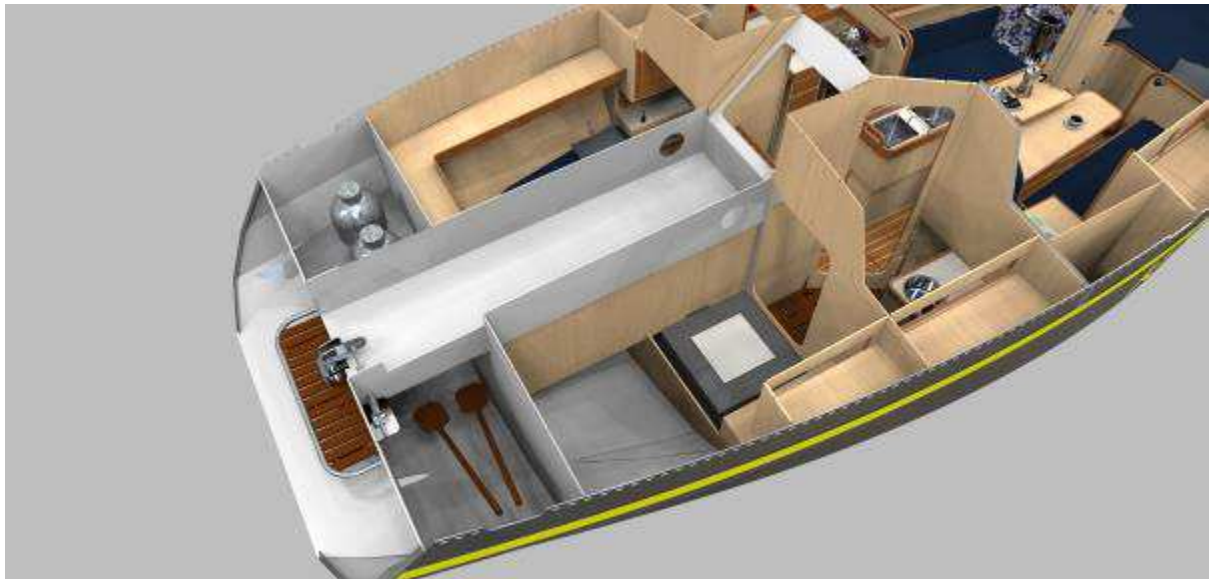


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Another area seldom found on boats of the same size is the one just aft of the heads, designated as the boat's technical area, where most through-hull fittings, engine exhaust, autopilot pumps, water-makers and such are to be located. To open a main saloon locker and find the water-maker pump is all too frequent in boats that do not have dedicated areas planned for these items.





A heating system can be fitted easily into the layout

The Kiribati 36 is a boat big enough to take you and your family anywhere in the world, but is still not that big to demand too many of your resources in building and operating her.