

An entirely new concept of ocean cruising:  
Leave the crew behind but not your family.



Bianca 414 is Aphrodite 101's big sister and she was created with the same ideals in mind: a fast, beautiful and easy-to-sail racer.

Of all the ocean-going cruisers which have been built of late, the Bianca 414 has been created in the most uncompromising manner. Of course she has been designed in accordance with IOR specifications. However, she certainly doesn't look like those other traditional IOR boats which have been allowed to see the light of day over the past few years. In my eyes many of them are of ugly and ungainly construction.

But the 414 is a dream of a racer. She is designed in such a simple and rational way that you can sail her with only a bit of help from your family. You don't need a larger crew every time you put out to sea.

I think large demands should be put on the finishing details - especially for an ocean-going cruiser in this class. And as far as I can see there probably aren't any shipyards in the world today which can satisfy this demand better than Bianca. Many of the old Danish boatbuilding traditions are still honoured here.

The 414 is a boat which will give you pleasure every day for the rest of your life. She isn't even a distant relative of those "modern ocean-going cruisers" which will be technically out of date in a few years. So you need not worry about being left astern nor will you lose a small fortune by having to replace your boat.

In any event, have a look through the materials contained in this folder and let your imagination run wild. I don't think you'll be disappointed.



Jan Kjærulff, the designer.

From the sailing  
point of view.

Bianca 414 is conceived as a one-design boat. She is designed in keeping with IOR specifications but without us having cast much of an eye towards traditional IOR boats. As you know, they have a way of rapidly losing their value.

In addition to creating a boat which keeps its value, it has been our desire to bring beauty back to large ocean racing yachts. We think we have succeeded admirably.





Bianca 414 is an extremely sturdy boat. She can carry full sail in winds of up to 20 knots.


The mast is strong and it has been fitted with double spreaders. The 7/8 rigging makes it flexible and easy to trim in all conditions.



Bianca 414 is designed to be sailed by two persons. She can be outfitted with a selftacker arrangement. All halyards and sheets are lead back to the cockpit hidden under a fibre-glass panel.

She is a fast boat under all conditions; even in light winds due to the large sail area.

But we probably don't have to describe the pleasure of sailing with a 414 when we have a picture like this one. It speaks far more persuasively than a thousand words.



Bianca has experience which goes all the way back to the old, renowned wooden boats. Our shipyard has been in the business since the birth of fibre-glass. Bianca has built its reputation on being able to combine the old and proud traditions of shipbuilding with today's fibre-glass technology.



The slim lines of a Bianca 414 make it a dream to sail. And your arms and back will be fresh and relaxed, even after many hours of hard sailing with spinnaker.



Dimensions: length overall 12,615 m  
length in waterline 10,000 m  
beam 2,900 m  
draught 2,300 m  
ballast keel 3,920 kg  
displacement 7,900 kg  
sail area 81,250 m<sup>2</sup>

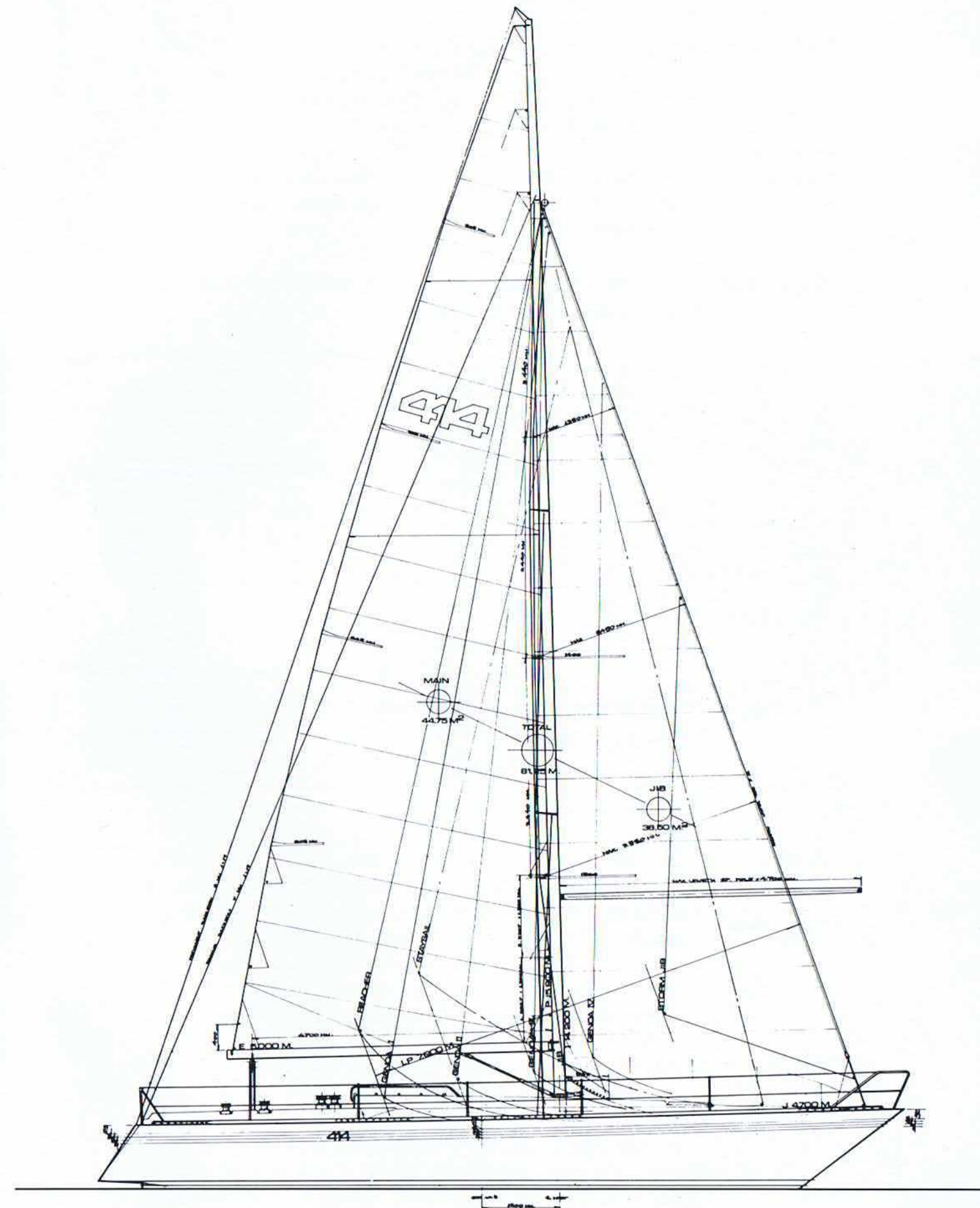
Class: the yacht is built to:  
Lloyd's register's 'Building Certificate'

Description: The yacht is built as a modern cruiser/racer with special attention to the International Offshore Rating Rules. Material of highest standard. Hull and deck is of fibre-glass reinforced polyester. The accomodation is arranged as follows: Forward cabin, separate toilet, saloon, navigator's space, galley and owner's cabin with wash basin.

Spars: Mast section: min. 210x127 mm, 7.00 kg/meter.  
Boom section: min. 195x126 mm, 6.00 kg/meter.  
Kicking strap.  
Mainsail clew outhaul internal in boom.  
Mainsail mini reef outhaul internal in boom.  
Spinnaker pole sliding system on mast.

Standing rigging: Upper shrouds 7 mm rod.  
Intermediate shrouds 5 mm rod, to be taken to deck.  
Forestay 7 mm rod.  
Permanent backstay, 6 mm 1x19 st. steel wire.  
Running backstay, 7 mm 1x19 st. steel wire.  
Lower shrouds 7 mm rod.

Running rigging: 1 main halyard 6 mm 7x19 st. steel wire.  
2 Genoa halyards 6 mm 7x19 steel wire.  
1 cunningham.  
2 slab reef systems (1.300 mm).  
1 jib. sheet, 12 mm superbraid terylene.  
1 mainsheet, 14 mm superbraid terylene.



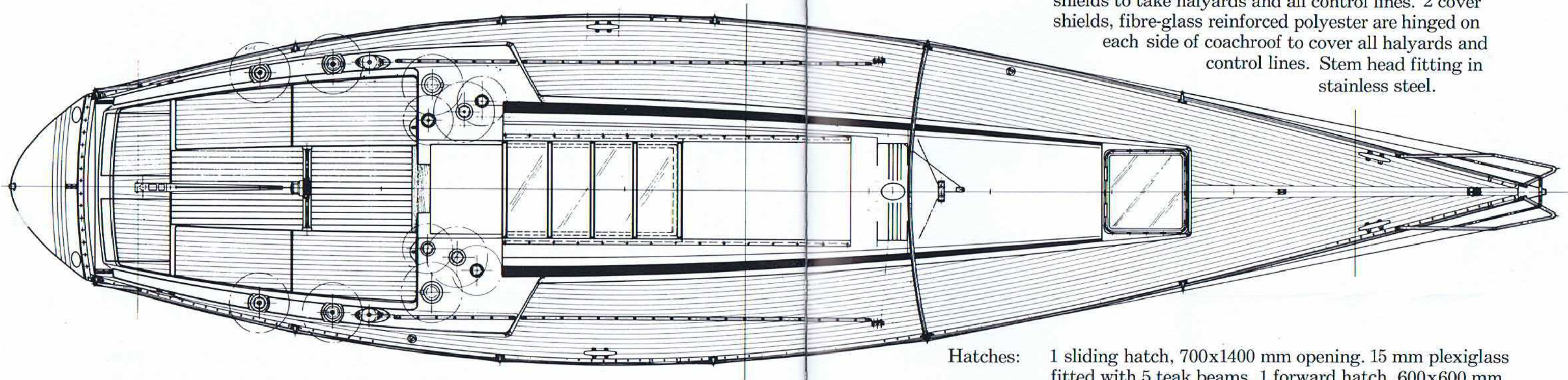
Hull: Handlaid fibre-glass reinforced polyester with 16 mm end grain balsa core.

Deck: Handlaid fibre-glass reinforced polyester with 12 mm end grain balsa core. Plywood replaces balsa core wherever there are fittings. Non skid surface is moulded in the coachroof.

Rudder: Fibre-glass reinforced polyester. Stainless steel rudder stock. Bronze bearings. Stainless steel rudder heads. Wood tiller.

Ballast keel: Lead keel with antimony. Weight 3970 kg. 13 keel bolts 20 mm, stainless steel.

Deck fittings: 6 mooring cleats, two forward, two amidship, and two aft. 1 forestay fitting to hold forestay plus 2 Genoa foots. 6 chain-plates, 'A' staple type stainless steel. Toerail, aluminum alloy, slotted, silver anodized. 1 eye bolt for staysail foot attachment. 2 cheek blocks, 5 sheaves each, to take halyards, reefing lines, topping lift, cunningham, etc. Blocks are placed on coachroof sides under cover shield. Athwartship mast. Mainsheet traveller arrangement, 1 traveller with cleats and 1 track. 2 grab rails alongside sliding hatch, 1" stainless steel tube. 2 sheave boxes for running backstay mounted on aft edge of cockpit coaming. Cleats for halyards, control-lines, etc. in cockpit. Stoppers each side mounted on aft end of coachroof side under cover shields to take halyards and all control lines. 2 cover shields, fibre-glass reinforced polyester are hinged on each side of coachroof to cover all halyards and control lines. Stem head fitting in stainless steel.



Winches: 1 Lewmar No. 30 main sheet winch.  
2 Lewmar No. 42 running backstay winches.  
2 Lewmar No. 44 s.t. jib sheet winch.  
1 Lewmar No. 30 main halyard winch.  
1 Lewmar No. 16 Topping lift/reef No. 1 winch.  
1 Lewmar No. 16 Genoa halyard/reef No. 2 winch.  
1 Lewmar No. 30 Genoa halyard winch.

Vents: Vents fitted on deck over toilet and over galley.

Guard-rail: Pulpits. 1" stainless steel tube. Double rail forward with four legs. Three-legged pulpits on each corner aft. Height 600 mm. 10 stanchions. 1" stainless steel tube tapered at top. Height 600 mm. Sockets through-bolted. Double lifelines.

Hatches: 1 sliding hatch, 700x1400 mm opening. 15 mm plexiglass fitted with 5 teak beams. 1 forward hatch, 600x600 mm opening. 1 middle hatch, 450x300 mm opening.

Hatch covers: 4 fibre-glass reinforced polyester hatches in cockpit. Each hatch is hinged and provided with hatch fasteners. Hatches to be covered with teak the same way as cockpit seats.

Windows: 2 rectangular opening portlights in cockpit. 6 windows on topside stripe recessed into hull.

Painting: The bottom is primed and antifouled.

Bilge: A 'Henderson' type bilge pump is fitted aft cockpit bulkhead. Discharge through flagpole on aft deck.

The specifications are subject to change without prior notice.

# From the family point of view.

#### Carpentry work:

All cabinets are selected mahogany plywood.  
Deck is covered by Treadmaster 'M'.  
Cockpit seats are covered with teak.  
Cockpit coaming covered with teak on top.  
Cockpit sole is covered with teak.

#### Owner's cabin:

Owner's cabin is arranged as a separate section with access through a hinged door aft of nav. station.  
Double berth, length 2.00 m.  
Lockers each side of double berth.  
Lockers with shelves and hinged doors on port and stb. side.  
Shelf on top of engine cover.  
Sink and mirror are arranged in owner's cabin.

#### Navigator's space:

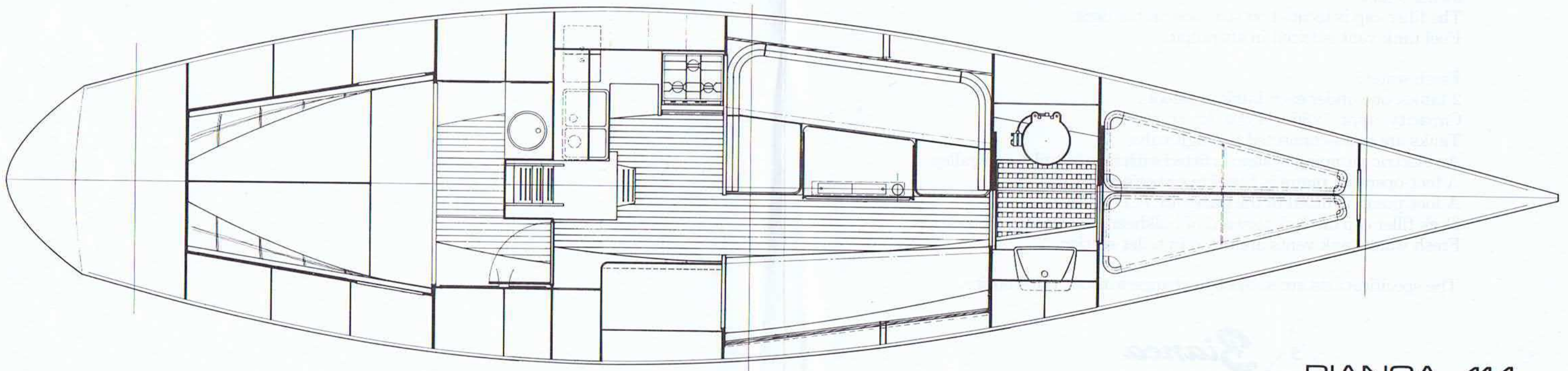
A chart table with chart stowage and 2 drawers.  
A locker with drawers is fitted under the chart table.  
A shelf to accommodate radiotelephone, radio directionfinder, radioreceiver, and main switchboard is provided.  
Space for depth sounder and repeater instruments for wind speed, wind direction and a knotmeter.  
Additional ample space for nav. instruments is provided.  
Navigator's stool.  
Oilskin locker, aft of chart table is well ventilated.

#### Galley:

A double stainless steel sink is fitted.  
A 3-burner gas stove is fitted.  
Stove is gimballed.  
Ample space for oven is provided.  
Icebox in GRP with a top opening lid.  
Galley is lined with formica.  
Drawers are provided.  
Hanging lockers running full length of galley, with plexiglass sliding doors.  
Hanging lockers over sink with plexiglass sliding doors on both sides of locker.  
A waste bag is provided inside hinged door under sink.  
Grab rail in front of stove.

#### Saloon:

The saloon is arranged with U-sofa on port side.  
Table fitted to mast pillar.  
Table with hinged leaf.  
Sliding drawer on aft end of U-sofa for beer box.  
Longitudinal berth on starboard side.  
Comfortable upholstered backrest forms part of the U-sofa as well as the longitudinal berth to starboard.  
Behind U-sofa backrest a shelf with bottle/glass holders is arranged.  
Above this a shelf runs along each side of the saloon between the bulkheads.



Toilet section:

WC and washbasin to port.

A shower is fitted in the middle of the section.

Toilet articles and towel locker with sliding doors.

Mirror, toilet-roll bracket, etc., all fitted.

Forward cabin:

2 berths, length 2,00 m., with mattresses.

The berth can swing up along the hull-side to give access to the sail stowage.

Electrical:

Power is fed by one 90 amp/hr. and two 90 amp/hr. 12 volt batteries. Two isolating switches allow them to be charged or placed on-line independently or in unison.

Battery box is situated under forward end of berth in owner's cabin.

Battery box acid resistant is with vented cover for protection.

Navigation: port and starboard combined, stern light.

On mast: steaming light.

Engine instrument light.

Switchboard: distribution 60 x with circuit breakers and switches.

All units are accessible for service.

Voltmeter.

Amperemeter.

Outlets: in toilet for razor, in saloon, stb. side for TV, and in main switchboard.

Diesel oil tank:

A 90 ltr. stainless steel fuel tank is fitted under the bunk in owner's cabin.

The filler cap is located on stb. side on the deck.

Fuel tank vent is fitted in aft pulpit.

Fresh water:

2 tanks, one under each bunk in saloon.

Capacity: appr. 1x80 + 1x140 ltr. st. steel.

Tanks are cross-connected through valve.

An electric pumping system is fitted with taps in toilet and galley.

A foot-operated pump is fitted in owner's cabin.

A foot pump is fitted in the galley (S.W.).

Deck filler cap on deck forward of bulkhead on saloon, port side.

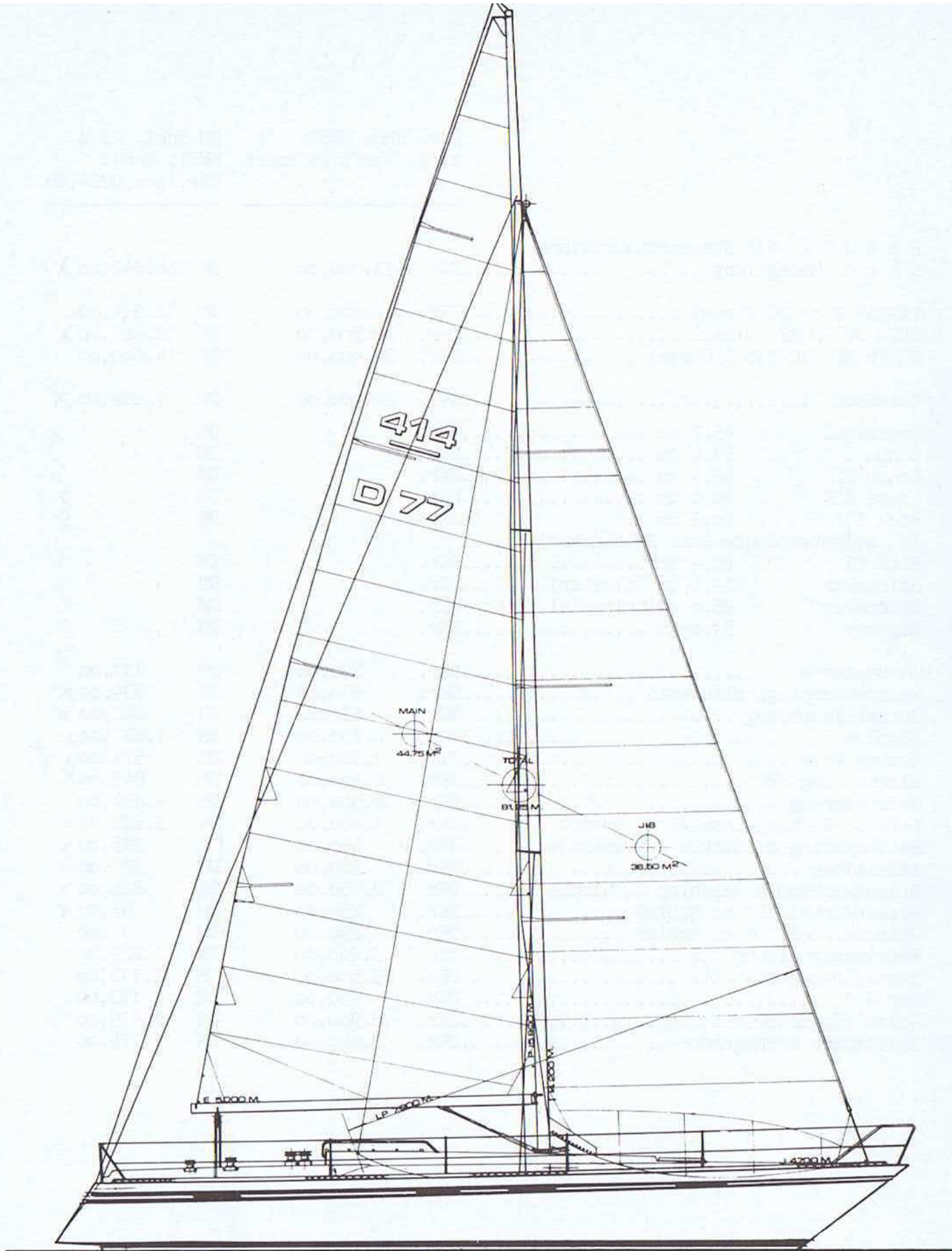
Fresh water tank vents are fitted in toilet section.

The specifications are subject to change without prior notice.



**Bianca**  
Yacht I/S

Havnen . DK-5900 Rudkøbing . Phone \* 45-9-51 16 74 . Telex 50516



# Bianca

## 414

Angebot-Preisliste Nr. 47 Oktober 1979

### Anschriften der Händler

EUROPA TIL SØS  
Marinecenter ApS  
Toft, DK-6300 Grasten  
Tlf. 00454-65 00 00

HARALD GOERICKE  
Sandort 17  
2000 Hamburg 53  
Tlf. 040-80 20 61

SPITZNER YACHT VERTRIEB GmbH.  
Warendorfer Str. 538  
4400 Münster-Handorf  
Tlf. 0251 - 32 50 51/52

**Bianca Yacht I/S**  
Havnen, DK-5900 RUDKØBING  
Telefon 09-511674  
Telex 50516

1. Oktober 1979

Nach Ausgabe einer neuen Angebot-Preisliste verliert die vorherige ihre Gültigkeit.  
Änderungen vorbehalten. Das Angebot ist freibleibend.

## B I A N C A 414 ( o h n e Segel)

in Standardausrüstung wie folgt ..

Länge üA	12,615 m	Tiefgang	2,300 m	Segelfl.	81,25 qm
Länge WL	10,000 m	Verdräng.	7.900 kg	gebaut nach LLOYD's Registers Building Certificate	
Breite	2,900 m	Ballastkiel	3.920 kg	13 Bolzen, Edelstahl 20 mm Ø	

Rumpf GFK, weiß, Handauflegeverfahren, Sandwichbauweise, Balsa.Deck GFK, weiß, Handauflegeverfahren, Sandwichbauweise, Balsa.

Die Inneneinrichtung gibt es mit einer verbesserten, großzügigeren Cruiser-Version.  
Inneneinrichtung kompl. Mahagoni, mattlackiert, Vorschiff-Kabine mit separatem WC-Raum, Salon mit Navigations- und Pantry-Arrangement, Durchgang zur Eigner-Kabine achtern mit separatem WC.

Wassertank 1 x 140 l u. 1 x 80 L (Niro) mit elektr. Tankanzeiger für Stb.- und Bb-Tank. Automatische Wasserversorgung im Vor- und Achterschiff sowie Pantry. Zusätzlich Seewasserpumpe in der Pantry.

Ventilation 1 Skylight 600 x 600 mm, 1 Skylight 450 x 600 mm, 1 elektr. Ventilator über Pantry, je 1 Doradolüfter in Naßzelle.

Lenzpumpe 1 x Henderson, 1 kleine elektr. Lenzpumpe.Batterien 2 x 90 AH für Bordnetz, 1 x 90 AH für Motor 12 V, Voltmeter umschaltbar, Amperemeter.

Winschen 1 x Lewmar 30 für Großschot, 2 x Lewmar 42 für laufende Bakstage, 2 x Lewmar 44 für Fockschot, 1 x Lewmar 30 für Großfall, 1 x Lewmar 16 für Topnant Reff 1, 1 x Lewmar 16 für Topnant Reff 2, 1 x Lewmar 30 für Genuafall.

Hydraulik 1 Zylinder auf mittlerem Achterstag, 2 Zylinder auf laufendem Achterstag und Baumniederholer.Decksbelag TreadmasterRuder GFK/Edelstahl/BronzeDKr. ohne MWST.  
a. W. Werft DänemarkDM inkl. 13 %  
MWST. Kurs:  
DKr. 100= DM34,00

## B I A N C A 414 Standardausrüstung

o h n e Besegelung .....	DKr. 491.000,00	DM 188.642,00	X
YANMAR 2 qm 20 Diesel .....	DKr. 32.000,00	DM 12.294,00	
BUKH DV 20 ME Diesel .....	DKr. 32.500,00	DM 12.487,00	X
VOLVO MD 11C/110 S Diesel .....	DKr. 38.000,00	DM 14.600,00	
Teakdeck .....	DKr. 20.000,00	DM 7.684,00	X
Großsegel 45,7 qm .....	DKr.	DM	X
Genua I 51,0 qm .....	DKr.	DM	X
Genua II 42,4 qm .....	DKr.	DM	X
Genua III 30,0 qm .....	DKr.	DM	X
Fock I 30,2 qm .....	DKr.	DM	X
(f. selbstwendende Fock Selftacker).....			
Fock II 22,4 qm .....	DKr.	DM	X
Spinnaker 114,0 qm (floater).....	DKr.	DM	X
Spinnaker 96,0 qm (triradial 80 pct)DKr.		DM	X
big boy 51,0 qm .....	DKr.	DM	X
Barometer 4 " .....	DKr. 290,00	DM 111,00	
Baumpersenning, blau/weiß .....	DKr. 870,00	DM 334,00	X
Decksbeleuchtung .....	DKr. 630,00	DM 242,00	X
Echolot .....	DKr. 2.700,00	DM 1.037,00	X
Jockey Pole .....	DKr. 1.500,00	DM 576,00	X
elektr. Log VDO .....	DKr. 2.200,00	DM 845,00	X
Radsteuerung .....	DKr. 10.500,00	DM 4.034,00	
6-Pers.-Rettungsinsel/Neoprensack .....	DKr. 9.450,00	DM 3.630,00	X
Rettungsring m. Stativ u. Binkboje .....	DKr. 560,00	DM 215,00	X
Badeleiter .....	DKr. 980,00	DM 377,00	X
Spinnakerbaum m/Beschlag u. Glocke .....	DKr. 2.150,00	DM 826,00	X
Winschkurbel, 8" m. Schloß .....	DKr. 250,00	DM 96,00	X
Winschkurbel 10" m. Schloß .....	DKr. 290,00	DM 111,00	
Warmwasserheizung .....	DKr. 3.200,00	DM 1.229,00	
Lager/Transportstativ .....	DKr. 5.500,00	DM 2.113,00	
Uhr 4 " .....	DKr. 450,00	DM 173,00	
Volvo Flygmotor Heizung .....	DKr. 8.900,00	DM 3.419,00	
Selftacker Arrangement .....	DKr. 3.060,00	DM 1.176,00	