

hull being released from the mould and then when the deck was attached we could finally discover what she looked like with all the different parts assembled. Every stage of the build is as important as the next, however from the point the deck is attached, you can see what the boat looks like. I'm very proud of the CDK Technologies team, the team managers and all those who took part in the refit in-house. They worked technical and human miracles to bring this project to a successful conclusion and adhere to the deadlines. This was particularly true in the highly critical foil casing phase, with everyone agreeing to work extra time to stick to the schedule. This boat is the fruit of an osmosis between the CDK Technologies design office, the men and women from CDK Technologies, the team from CHARAL and the naval architects VPLP".

For the naval architects and Vincent Lauriot-Prévoist in particular, there is a great deal of satisfaction all round as the model envisaged is totally in line with the original vision:

"The monohull Charal, the first IMOCA of the foiling generation to be launched today is the result of a completely new approach with regards its general concept, together with an innovative structure (designed with Gurit) and implementation.

Through this project, we have been able to enjoy a thoroughly positive collaboration and a real passion for innovation with the teams from CDK Technologies and Charal Sailing Team.

30 years on from our very first adventures with the yard, the enjoyment is very much intact and we have high hopes that the end result will be on a par with the quality of our collaboration."

The finishing work and the painting

Yann Dollo: "The last three months of work have been fairly restrictive as the boat was a sealed unit. The weather was excellent and hot in Brittany. The teams were working on top of one another, working out some kind of arrangement among themselves between the finishing off phases which created dust and the sensitive painting phase. The human mechanics had to run as smoothly as the composite mechanics! Real clockwork precision was required in order to avoid any annoyance or conflict. That was another key phase through until the launch, with everything detailed to the last minute. We wondered if we would make the deadline and then little by little the date was set..."

Epilogue: Exit from the yard Tuesday 21 August

Yann Dollo: "This build relied on a solid tripod of skill sets made up of a design office engineer dedicated to the project, Capucine Cadiou, who already has three foiling IMOCA's to her credit, the project manager Michel Ollivier and the Charal Sailing Team. Though it was a fine project to carry out with important requirements on a technical level, it was also a great success on a human level. I'd like to highlight and thank all our team for the work they put into this project. With the schedule divided up by the numerous May holidays, it wasn't easy to stick to the deadlines. However, CDK's employees naturally sacrificed their holidays. This team is united and motivated. Being partner to Jérémie Beyou at the time, CHARAL also made what might feel like simple gestures (Charal products), but they were so important for the general cohesion of the team as a whole. Jérémie regularly called in at the yard to monitor progress as well as congratulate, encourage and acknowledge all the work done. This recognition from the partner and the skipper is the best possible reward".

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motori idraulici

**LA NOSTRA GAMMA
SODDISFA QUALSIASI IMPIEGO**

OLEODINAMICA GECO S.r.l.
Via Asti, 16 10044 Pianezza (TO) ITALY
Tel +39 0119671875 - Fax +39 0119672164
info@oleodinamicageco.com - sales@oleodinamicageco.com
www.oleodinamicageco.com