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elan 37



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ELAN 37

As an owner you will experience a boat which is fast in light winds, but still capable of sailing at close to full speed even in conditions where the sail power is beyond the optimum. This capability of being able to handle very different wind conditions, without an immediate adjustment of the sail area to keep the boat on its feet, is equally important to the cruising family as it is to the race crew.

The more experienced owner will find that despite being a comfortable cruiser with a rich interior, the boat can still win races.

An optimized keel, tall rig and high quality deck gear all combine give the owner and crew a rewarding sail. Powerful winches and extensive use of ballbearing blocks makes easy handling. The ergonomically shaped cockpit is comfortable for cruising as well as racing.

Deep heavy keels combined with well balanced hulls produce boats with high stability and good control. This gives the helmsman and crew a feeling of safety and being in control even in adverse conditions.

Elan 37 has a unique interior layout. Despite being a 3 cabin yacht, it has a full width saloon, large toilet, generous galley and a forward facing chart table. These features are unprecedented in the 37 feet size.

The deck layout is equally suited to family cruising as well as racing. Care has been taken to ensure excellent ergonomics for helmsman and crew. The cockpit coamings are perfectly shaped to ensure that both race crew and family members feel comfortable and safe. All control lines are easily accessible and the large diameter wheel makes steering a pleasure.







EXCELLENCY IN CONSTRUCTION

Inner structure

The hull structural strength is a key factor in overall boat safety, and in its resistance to ever-demanding ocean conditions.

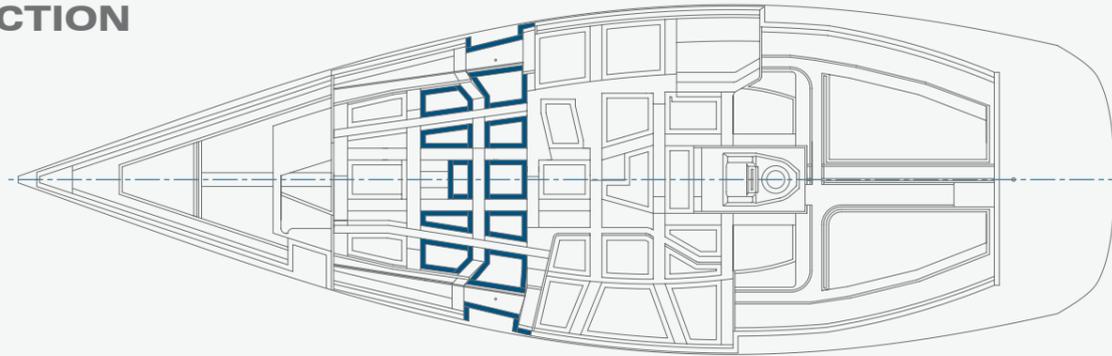
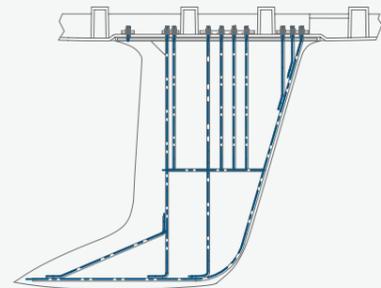
Maintaining the highest profile of structural frames among boat builders, and the highest number of longitudinal and transversal stringers, the Elan inner structure is one of the most comprehensive reinforced structure on the market today.

Adding a unique combination of gluing and laminating techniques to the inner mould to the hull joint is the final proof Elan yachts are build to last.

Keel joint

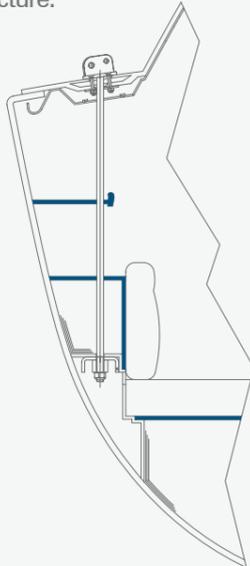
The cast iron or lead keel is attached to the hull by premium grade stainless bolts that are highly resistant to corrosion.

The internal structure grid ensures the best possible strength and flexibility in beating to windward, or in severe groundings. Before fitting each Elan keel is sealed for protection and smooth finish.



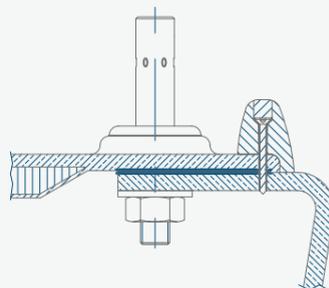
Chainplates

Chainplate loads are spread via High Quality marine stainless steel rods to metal plates incorporated into the inner structure.



Hull – deck joint

To preserve the design shape of the hull prior to the joint, specially designed metal jigs are used. Use of an in-turning wide flange offers a strong support for the deck and a large surface for bonding material. Hull and deck are joined together by a 3-way technique: Gluing of the hull and deck parts together, use of stainless steel bolts for mechanical shear, fastening and laminating of the joint at the bow and transom area to allow for even greater stiffness and sturdiness. 100% reliability with no recorded failure in thousands of miles of tough ocean conditions.



High Quality materials

Carefully selected materials are subject to our strict quality control. Use of high technology materials, from the latest research, enable us to optimise the laminate plan of each yacht. Quadriaxial- and multiaxial- glass fibre, Kevlar® reinforcements at the mast support and bow area, Aramat® and Dyvinacell® all contribute to the well known strength of an Elan yacht.

Use of Vinyl ester pre-laminate and Isophthalic polyester laminate which insures perfect antiosmosis protection and superb mechanical properties to weight ratio.

Gelcoat spraying

Apart from the esthetic function, a layer of gelcoat is used to prevent water penetration into the laminate and preserve its stiffness over long periods of time. In order to achieve the highest level of consistency in quality and thickness, the HQ gel coat is being sprayed by computer-operated nozzle in a carefully monitored production process.

VAIL

The proper goal in hull construction is to produce the required strength and stiffness with the least weight of material. Unnecessary weight makes a yacht more difficult to manage, and less enjoyable to sail. With our own system of Vacuum Assisted Infusion Lamination - VAIL the results were more than promising.

Gelcoat spraying



Inner structure

Germanischer Lloyd

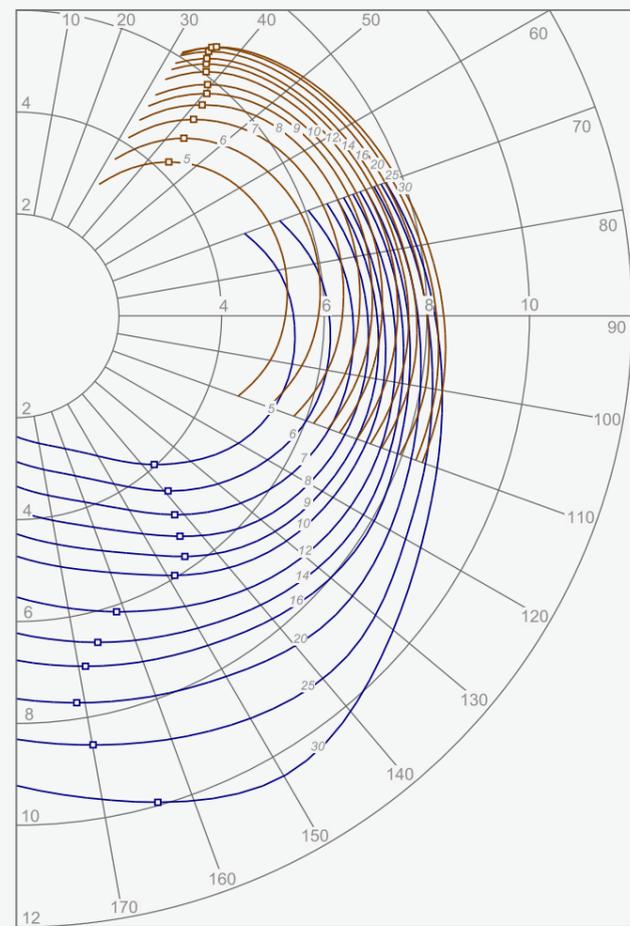
All our yacht are under constant supervision of Germanischer Lloyd. With its long history of more than 150 years Germanischer Lloyd is setting the highest demands in boat building industry today. Each ELAN yacht is carrying a GL certificate as ultimate proof of her quality, durability and safety. Only in that way do we know we have fulfilled the owner's expectations.

The Elan range of performance cruising yachts and Impression cruisers are all built under permanent technical supervision of Germanischer Lloyd for Sailing Yacht specification on a hull structure designed to give any sailor confidence.

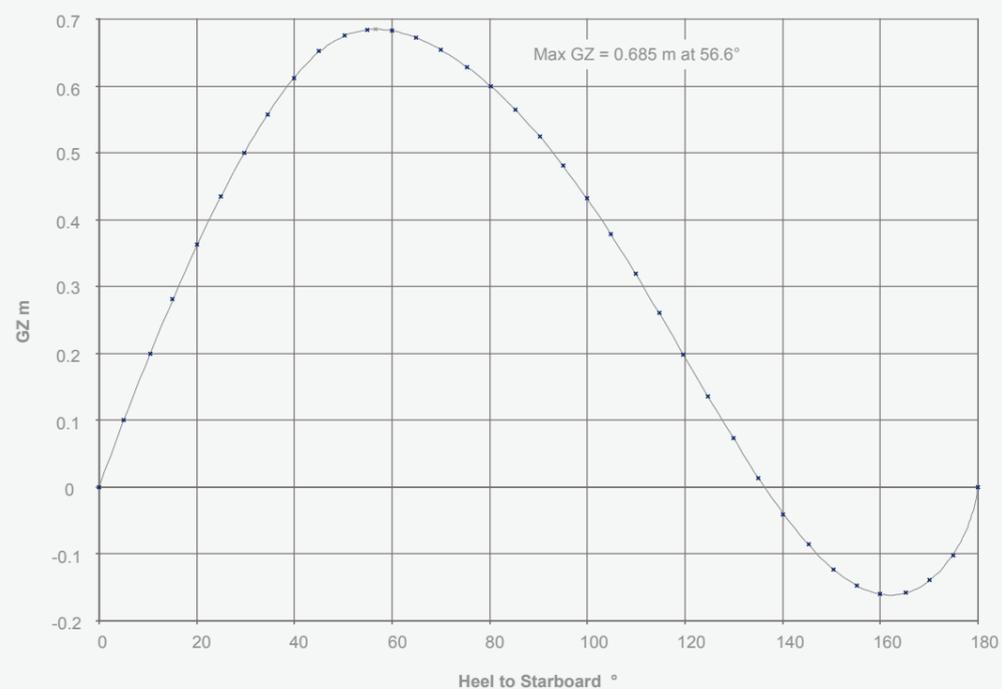


PERFORMANCE

Polar diagram



Stability curve



elan 37

Technical specifications

Length overall	11,33 m
Hull length	11,16 m
Length at waterline	9,77 m
Beam	3,65 m
Draft	2,05 / 2,30 m
Displacement	approx. 5900 kg
Ballast	2290 / 2190 kg
Water capacity	210 l
Fuel capacity	100 l
Engine	29 HP
Mainsail	37,40 m ²
Genoa	43 m ²
Spinnaker	108 m ²
I	14,35 m
J	4,20 m
P	13,68 m
E	4,77 m
Boat design category	CE A
Design	Rob Humphreys



Rob Humphreys

EXCELLENCY IN DESIGN

"The Elan 37's fine entry, long waterline, high stability and refined appendages will make her really sparkle upwind, while her clean lines and generous afterbody will make her similarly slippery downwind. And with careful management of the forces acting through rig and appendages I expect the boat to be extremely responsive and forgiving to steer."

