

 **neo**⁵¹⁵
Fiveonefive



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ceccarelli
YACHT DESIGN

THE CONCEPT

a crossover yacht

Designed by Ceccarelli Yacht Design , Neo 515 *Fiveonefive* is loyal to the Neo original concept, thanks to

- ▶ the full carbon- fiber epoxy infusion construction;
- ▶ the hi Righting Moment;
- ▶ the hi % of keel weight;
- ▶ the light displacement;
- ▶ the generous sailplan.

Neo 515 *fiveonefive*, depending owner's choices and optionals, is:

- ▶ a very fast Cruiser offering incredible hi average speeds in the crossings and deliveries even if in shorthanded and white sails mode;
- ▶ a Cruiser-Racer very easy to convert from one mode to the other simply adding some sails and changing cushions to cheaper ones;
- ▶ a Full Racer without losing the necessary spaces and tools necessary for a Non-Full-Ocean-Pro-Crew to live on board keeping the comfort for the basic needs (eating, sleeping, going to toilet), but optimizing performances at the same time.



The continuous ideas exchange between Giovanni and Paolo (NY&C founder, an engineer and olympic sailor himself), is the chemistry that brings out-of-the-pot fast, strong, nice looking and comfortable cross-over yachts.

THE NAVAL ARCHITECT

Giovanni Ceccarelli is an historical partner of NY&C since the very beginning.

From his desk the Neo 400 prototype that successfully debuted in the Middle Sea race 2014 few months after her launch.

He then signed the Neo 400+ (a 42' with two units sailing) , the Neo 350 (8 units sold 6 of which between july 2021 and January 2022 and the " Rock Star" Neo 430 Roma (8 units sold in 7 different countries worldwide) within the first year from presentation.

Yacht design is a core business in the Ceccarelli family. More than 1000 yachts are sailing among Epaminonda (the father) and Giovanni designs. And his son is starting as well.

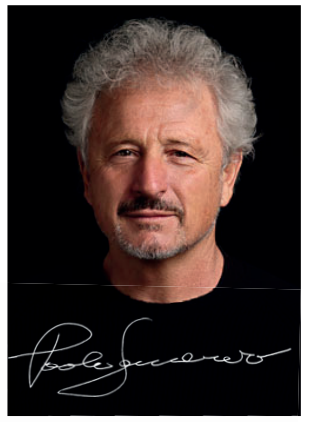
Giovanni, a full graduated engineer, is the only Italian yacht Designer to sign a full America's Cup yachts and last but not least is the mind behind the recovery of the Costa Concordia.



SHOWS MUSCLES WITH ELEGANCE

Incorporating the Neo distinctive look Neo 515 *Fineonefine* shows muscles with elegance. Maybe not your style, maybe too modern compared with what you are used to look but:

“Every single line, Every curve is there for a specific technical need to create minimal impact and highest efficiency through our elements: Wind and Water. In nature everything that is efficient is simple and also extraordinarily beautiful. That is why a Neo is immediately eye catching.”



CEO & Founder

“Since I first sailed with my prototype in 2014 it has become very difficult to look other production boats without thinking they are.... too classic looking , too heavy and too boring to sail. Sometimes happens to see a similar-to-a-Neo boat, but in detail, you may find only a few of the peculiarities of a Neo. Today I only have fun sailing with a Neo! The stability... the acceleration ...the speed even in light wind ...reminds me the times of Olympic dinghy sailing... and I am happy.”

THE KEY POINTS

- ▶ The reverse bow allows longer waterline and less weight in the front;
- ▶ The important bow chamfer, allows 200kg weight saving in the front structure of the boat and a better wind flow when sailing upwind. Gently flows into the transom deck sides;
- ▶ The sleeky low freeboard and long waterline, help
 - ▶ having a lower center of gravity,
 - ▶ increasing righting moment,
 - ▶ decreasing pitching for better comfort on the waves
 - ▶ increasing on water speed for the given yacht overall length.
- ▶ The integrated deck cabin which disappears into the bowsprit offers internal hight but minimal surface to wind and waves.

HULL PARAMETERS

	Mt	Feet
Length overall	15,85	52
Length waterline	14,45	48
Max Beam	5	16,3
Draft	3,6	11,7
	Kg	Lbs
Displacement (light)	8950	19690
Ballast	4100	8900



THE INTERIORS

Neo 515 *fiveonefive* interiors are fully build in composite and take an important role into the overall structure of the boat in order to:

- ▶ Reduce passive weights;
- ▶ maximize the internal space;
- ▶ reduce maintenance;
- ▶ maximize longevity

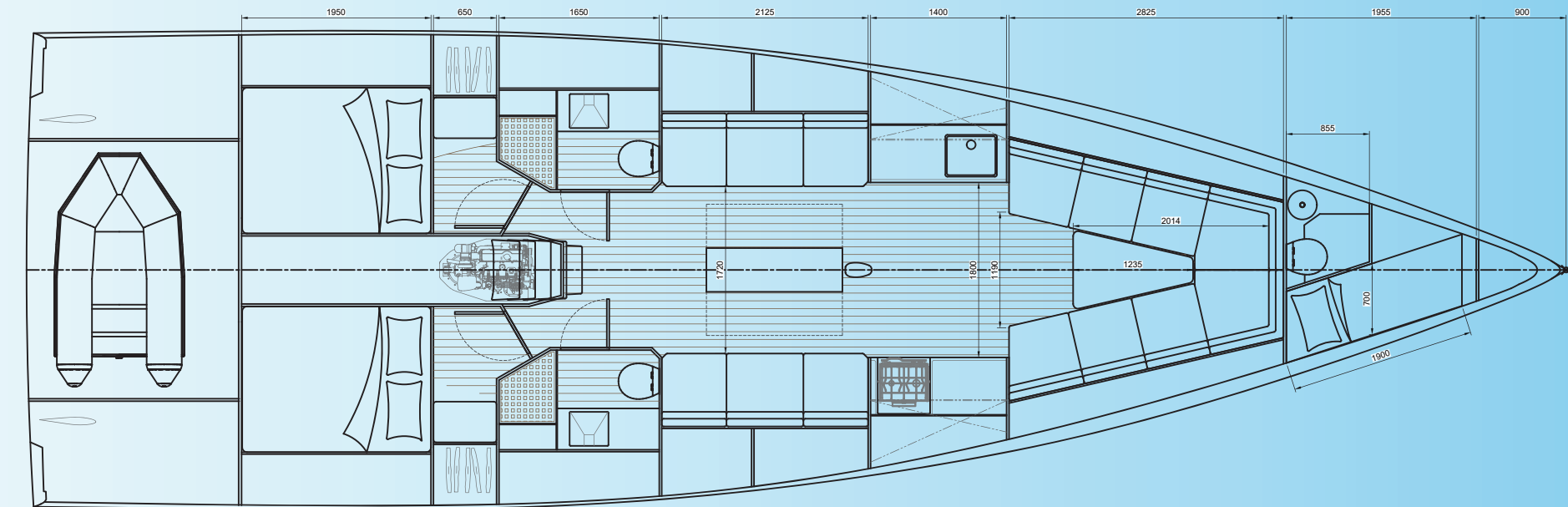
We offer 3 different Layouts, each of them customizable by the owner. All of them include a:

- ▶ tender garage;
- ▶ chain locker;
- ▶ front sail locker usable as extra cruising crew cabin.

LAYOUT A

- ▶ Symmetrical livable on both tacks without discontinuity for the hull length: it does not matter while cruising or racing.
- ▶ Twin bathrooms with separate showers are useful to separate boys and girls during cruising, or to have the windward one always available. The shower room can be used as drying room.
- ▶ 2 large aft cabins with twin bed and upper large 3rd pivoting bed to enjoy perfect sleeping even with heeled boat.
- ▶ 1 large multifunctional front owner cabin. A light and sportive cloth frame creates:
 - ▶ a huge bed with privacy for the night when table is down and frame closed
 - ▶ with the table up a second dining room or a private office that benefits of the 42" flat screen on front bulkhead as a terminal for your i-pad, smart phone or laptop.
- ▶ 1 central dinette / living room including
 - 2 twin sofas convertible into twin upper and lower pivoting beds to allow crew to sleep to windward both in cruising or racing.
 - a nav station with the electric / electronic panels.
 - ▶ the central table fixed part integrates the mast support and eventually the keel trunk in case of lifting keel. The pivoting side wings allow a very large dining table for 8 persons.
- ▶ 1 Galley divided in two tacks

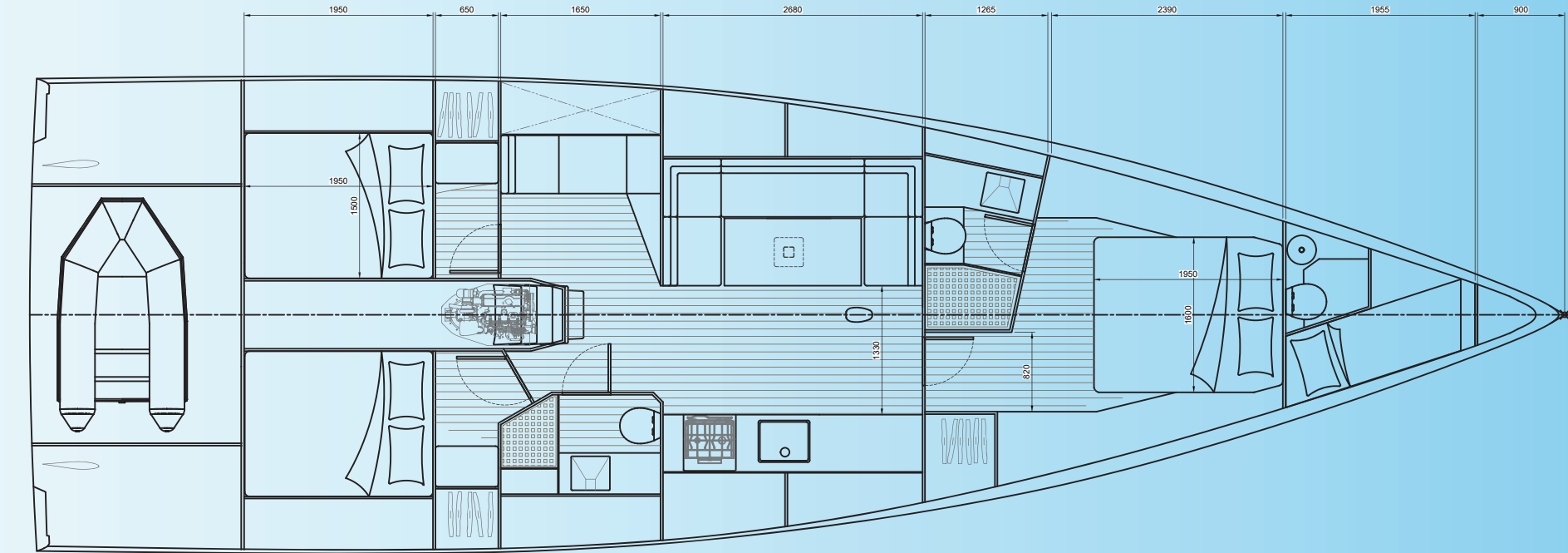
Clearly identify the Neo-Concept of a symmetrical boat is suggested for the more sportive souls



LAYOUT B

- 1 big front owner cabin with dedicated bathroom and shower
- 2 aft cabins with a twin lower bed and an upper pivoting pipe or (alternatively) upper cabinets.
- 1 large guest bathroom with separate shower
- An L kitchen
- A midship asymmetrical dinette with an U sofa and table on one side and a sofa / nav station on the other side.

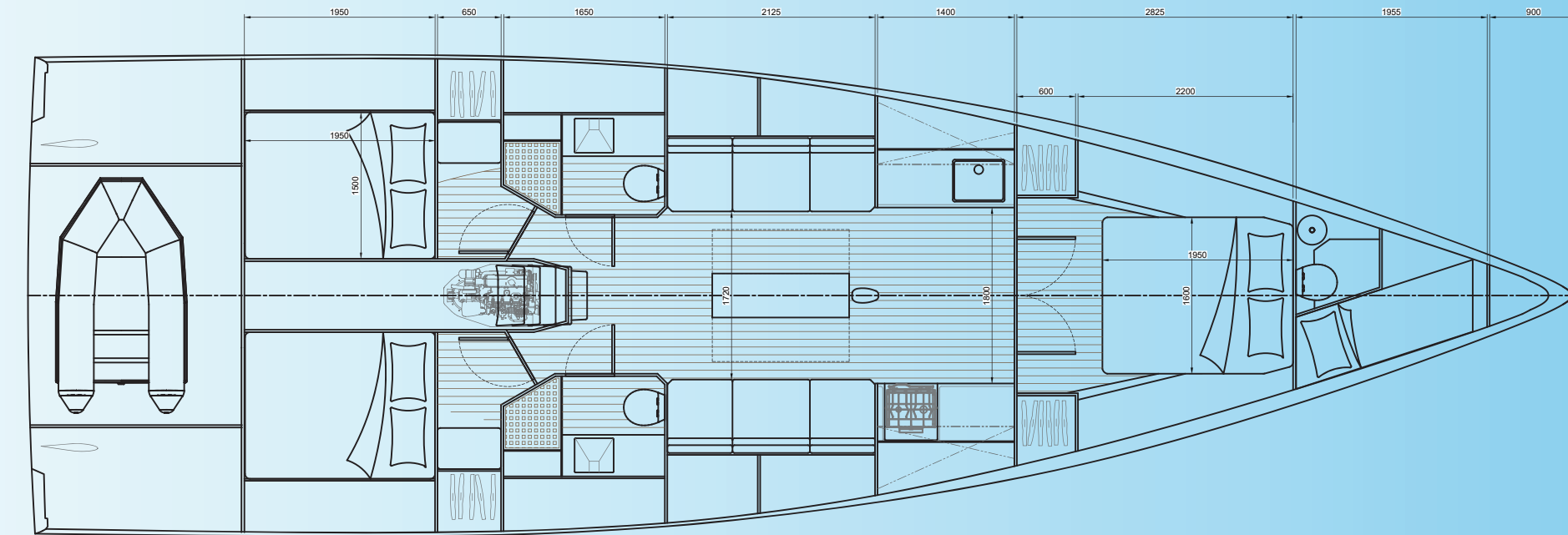
Offers a more classic approach and is more dedicated to fast cruisers



LAYOUT C

- ▶ Very similar to **Layout A** but with a true owner cabin
- ▶ Symmetrical livable on both tacks without discontinuity for the hull lenght: it does not matter while cruising or racing.
- ▶ Twin bathrooms with separate showers are useful to separate boys and girls during cruising, or to have the windward one always available. The shower room can be used as drying room.
- ▶ 2 large aft cabins with twin bed and upper large 3rd pivoting bed to enjoy perfect sleeping even with heeled boat.
- ▶ 1 large multifunctional front owner cabin with solid doors and fixed twin bed in the owner front cabin. We gain lot of storing space under the owner bed eventually with two big drawers for the joy of the female partner a huge bed with privacy for the night when table is down and frame closed
- ▶ 1 central dinette / living room including
 - ▶ 2 twin sofas convertible into twin upper and lower pivoting beds to allow crew to sleep to windward both in cruising or racing.
 - ▶ A nav station with the electric / electronic panels.
 - ▶ the central table fixed part integrates the mast support and eventually the keel trunk in case of lifting keel. The pivoting side wings allow a very large dining table for 8 persons.
- ▶ 1 Galley divided in two tacks

Suggested to the crossover owner

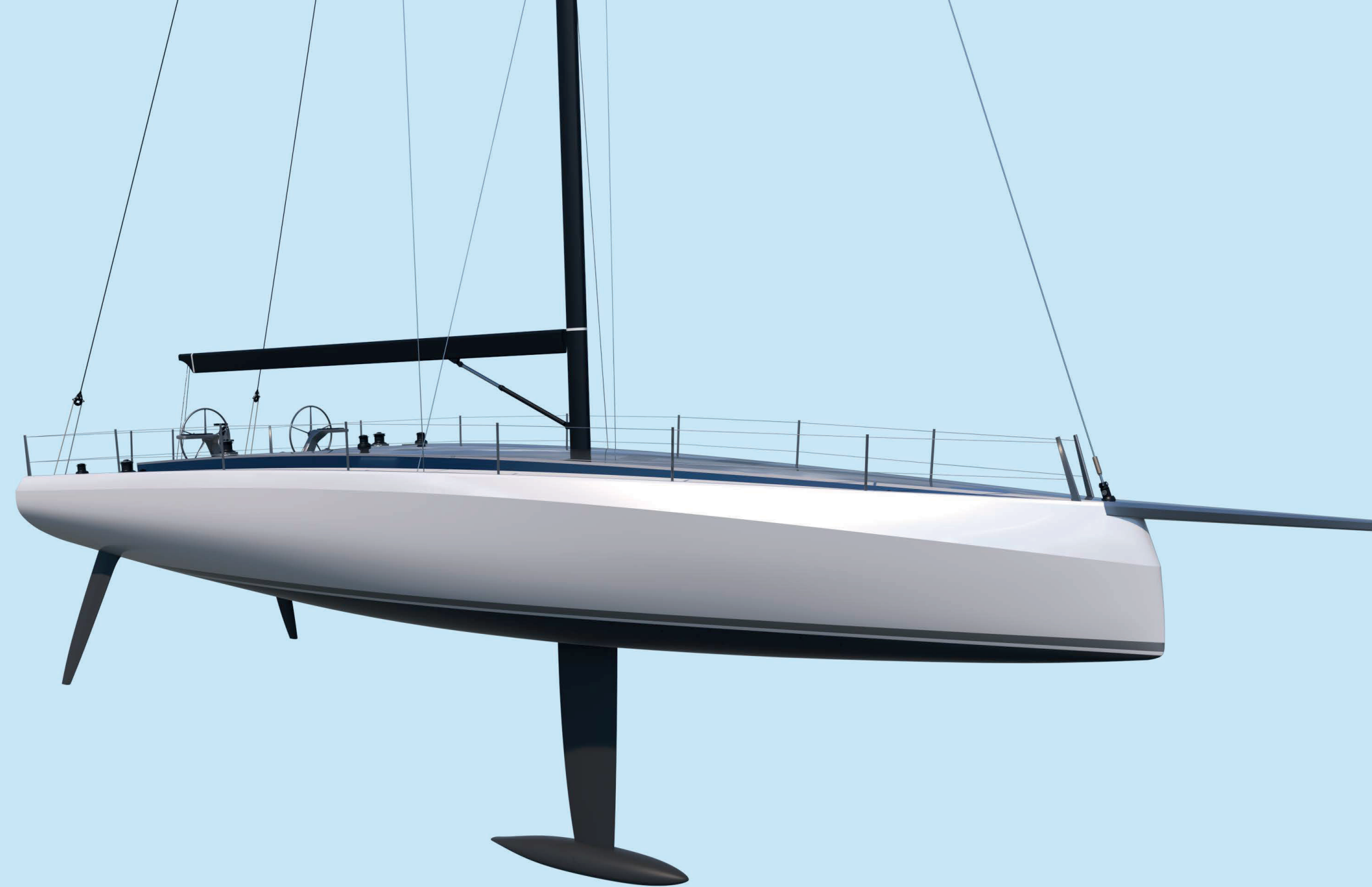


THE STEERING SYSTEM

Twin carbon wheels, light alloy rudder sector, unidirectional dyneema cables are a must in both versions to give the helmsman precision and sensibility: the so-called Dinghy Feeling.

RUDDER OPTIONS

- ▶ A deep advanced single ruder suggested for all-round performances, and inshore racing
- ▶ A twin rudder suggested for offshore / ocean racing and in any case in combination with the lifting keel



THE KEEL

an extraordinary essential part of a sailing yacht

The deep keel is made of:

- ▶ Weldox (a special grade of stainless steel which allows great elastic deformations) structure
- ▶ Carbon fiber moulded shells to give the perfect hydrodynamic profile
- ▶ Heavy bulb, cnc machined, weighting 4000 kg that brings the keel to 50% of the total yacht displacement.

These factors combined with the important draft generates acceleration, speed and less heeling.

3 KEEL OPTIONS

- ▶ **Fixed** keel at 3.5 or 3.6 mt
- ▶ **Lifting hydraulic** keel 3.6 to 2.1 mt
- ▶ **Electric telescopic** keel 3.5 to 2.1 mt





MAST, RIG, DECK HARDWARE

STANDARDS

- ▶ PAUGER COMPOSITE 3 spreaders hi modulus carbon mast and boom
- ▶ Solid boom vang spring/gas
- ▶ Composite stanchions and pulpits
- ▶ Rod bsi standing rigging
- ▶ Dyneema Sk 78 halyards and sheets
- ▶ 8 Harken winches performa
- ▶ Spinlock stoppers

OPTIONALS

- ▶ PAUGER Carbon Fiber rigging
- ▶ Hydraulic headstay tuning
- ▶ Hydraulic Mast Jack
- ▶ Hydraulic boom vang
- ▶ Electric winches
- ▶ Coffee Grinders



TENDER GARAGE & BEACH PLATFORM

Thanks to the 5 mt large transom Neo 515 *Fiveonefive* allows a good size tender garage with engine both in the twin rudders than in the single rudder versions.

A wide beach platform close the garage and allows easy swimmings and come back from the sea.

THE BUILDER

NY&C (Neo Yachts & Composites) based in BARI , South Italy has quickly become one of the world's leaders in manufacturing composite racer-cruiser sailing yachts.

The full mastery of carbon fiber infusion and pre-preg techniques, the use of cnc machined moulds guarantees the respect of the design tolerances.

The whole yacht, from lamination to interiors, from fairing to painting, including all systems are 100% executed in the yard under the control of in-house Naval Architect and Energetic Engineer.

We can strongly affirm that every NEO is FULLY BUILT IN ITALY

SUPPORT

The NEO and designer technical management teams take care of your boat from start to finish.


The Team is involved in all project stages from design to building, commissioning, tuning and tuning guides and targets, trials and data analysis during the sailing program to ensure ongoing support and unprecedented level of service.

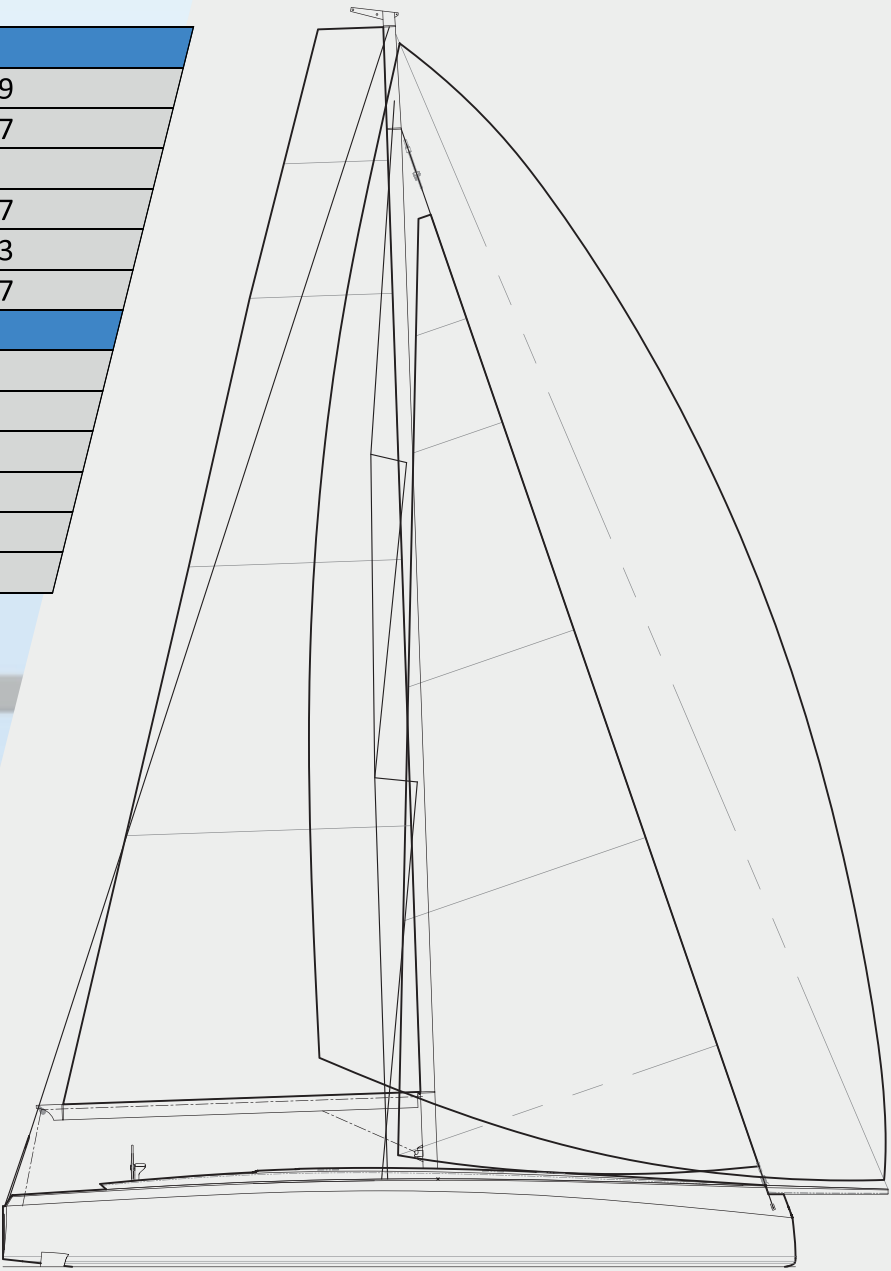
THE SAILPLAN

Following the concept initially introduced in 2014, Neo 515 *fiveonefive* is powered by

- ▶ an hi aspect ratio sail plan
- ▶ an aft position of the mast
- ▶ a long J
- ▶ a shorter boom
- ▶ a long walkable bowsprit (which brings the anchor support when cruising)
- ▶ a big head mainsail designed in a way that with the first reef in, the head will clear both backstays. (of course, is still possible to have a single backstay with a pin head mainsail losing a fraction of the performances in cruising)
- ▶ a 105% non -overlapping generous area furling or on hanks JIB
- ▶ a furling staysail to be used in strong winds or in combi with a gennaker or a code zero.
- ▶ A furling code 0 (or A0) for 3 sails short-handed sailing
- ▶ An asymmetric spinnaker for wider angles (with pneumatic sock for shorth-handed use)

SAILS DATA	sqm	sqft
Mainsail Sport	100	1076,39
Mainsail Cruise	95	1022,57
Jib	71	763
Staysail	35	376,737
Code 0	160	1722,23
Asymmetric	300	3229,17
RIG DATA	mt	feet
P	21,30	69,86
E	7,15	23,45
IG	21	68,88
ISP	22,9	75,11
J	6,55	21,48
TPS	9	29,52

- ▶  **Banks Sails Europe** fast cruising pack is offered including
- ▶ Full battened 3 reefs mainsail large top on Karver easy lock car
- ▶ Hanks or furling J2 jib
- ▶ Furling Upwind staysail with UBI MAIOR furling system
- ▶ Triradial Code zero (optional MEMBRANE CABLELESS code 0)
- ▶ AP asymmetric spinnaker with inflatable sock
- ▶ BANKS SAILS RACING packs can be fine-Tuned on the owner style of racing



THE SYSTEMS

STANDARDS

- ▶ Mastervolt lithium battery pack 24 v 5,5 kw with Chargemaster
- ▶ Remote monitoring and remote switches from Master-volt
- ▶ 80 lt Black water tanks
- ▶ 300 lt fresh water tanks
- ▶ 200 lt diesel tank
- ▶ Hot and fresh water circuits

OPTIONALS

- WATER BALLASTS 650 lt each side for short-handed extra stability ◀
- Alpha pro 150 Ah extra alternator for the Volvo engine ◀
- Mass Combi inverter ◀
- The battery capacity can be easily increased depending chosen systems ◀
- Air conditioned 2 zones ◀
- Webasto heater ◀
- Water maker ◀
- Induction cooktop and combi electric oven ◀
- Windlass ◀
- Bow thruster ◀



ENGINE

- ▶ VOLVO PENTA D2 60 SAILDRIVE is the standard, upgradable to D2-75.
- ▶ On request Yanmar engines can be installed.
- ▶ Gori standard 2 or 3 blades folding propellers are offered.
- ▶ OCEANVOLT offers the possibility of an hybrid or full electric propulsion

