

www.neoyachts.com -    NeoYachts
info@neoyachts.com - technical@neoyachts.com



neo
yachts & composites



CARKEEK
DESIGN

Neo 570c Sea trials



CARKEEK
DESIGN

neo
yachts & composites

“the ultimate level in cruisers racers”

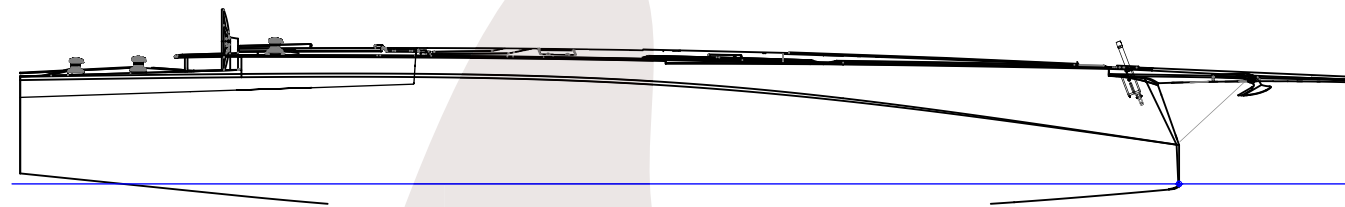
neo 600C

*for those willing to dominate the Mini Maxi
cruising class in the Maxi ROLEX racing circuit*

INTRODUCING OUR NEW

Neo 600 C, benefits of one year of racing and finetuning on Neo 570 c , including keel and handicap optimization under ORC_i and IRC.

Neo 600 C is the bigger and younger sister of Neo 570 c and is intended for those owner willing to dominate the MINIMAXY CRUISING CLASS in the MAXY ROLEX circuit, being at the same time competitive under handicap in the offshore classics like Giraglia, Middle Sea Race, Fastnet , Sidney Hobart while keeping an high level of comfort during racing and cruising.

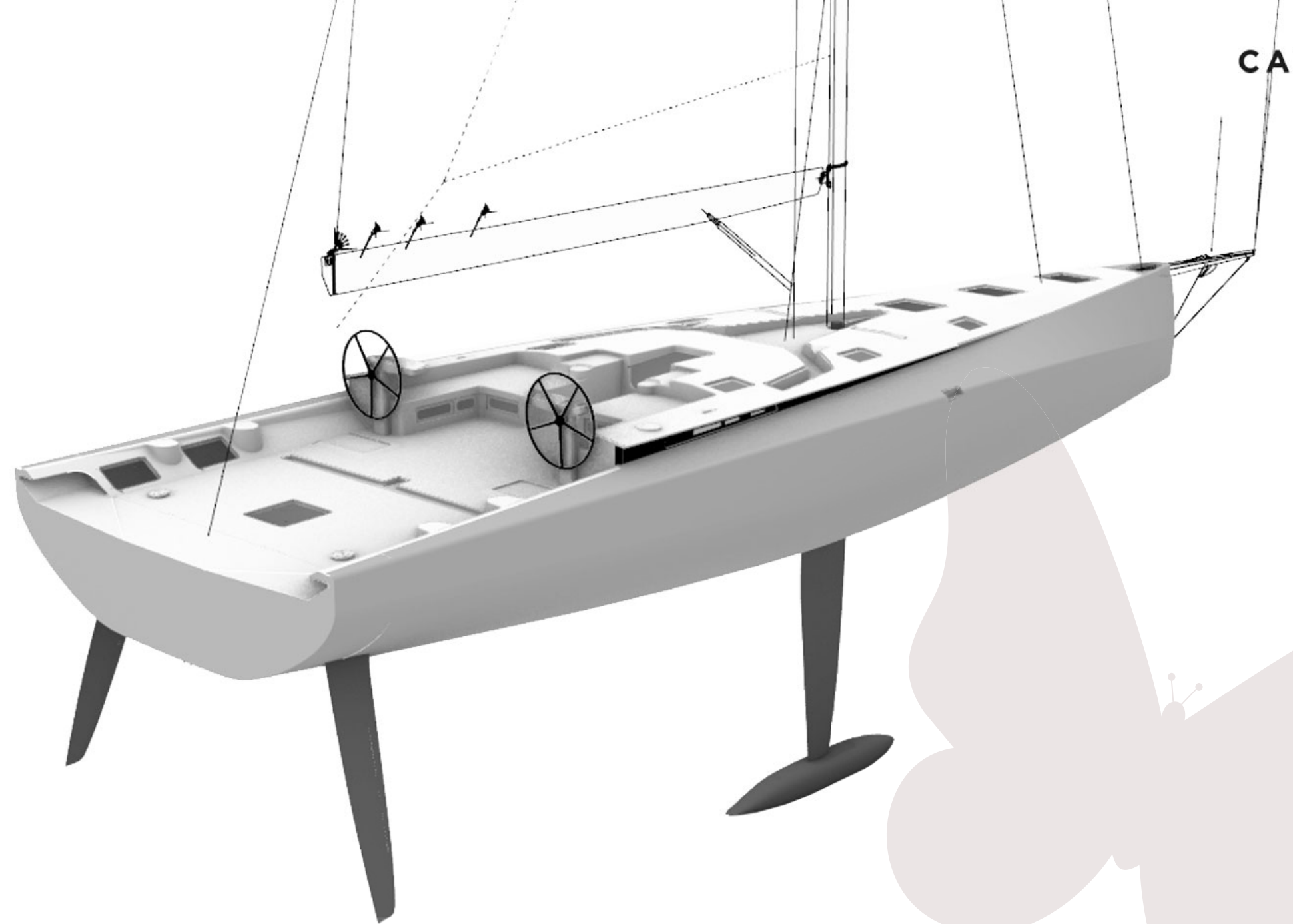


The full carbon + structural interiors construction, guarantees maximum interior's volume for minimal passive weight thus allowing an overall displacement the lightest in the category and a keel weight the highest % of the overall displacement.

THE CARBON FIBER SOLID CNC MOULDS offer an unique state-of-the-art hull surface finishing straight out of the mould thus allowing zero fairing minimizing painting weight.

KEEL AND RUDDERS: Twin or single rudders, water ballasts, fixed, telescopic or lifting keels are options to be tailored on the owner's style of sailing.

CARKEEK
DESIGN



THE BUILDING TEAM

Neo Yachts in Bari with 25 carbon fiber yachts interely produced in house in the past 5 years , including lamination, paintings and full systems is an unique reality in the cruising-racing yachts production. Technologies include Pre-Preg and Infusione with epoxy resin.

At Neo Yachts we impose the most stringent technical control and management monitoring the accuracy and weight of each component and recording the process in real time to ensure targets are met and design numbers achieved.

Particular attention has been paid to developing a hull-form which planes easily and sustains high speeds even in light airs, but has enough stability to perform exceptionally upwind, and support its large power to weight ratios in heavier conditions.

All this having well in mind the cruising side of the yacht as well

“THE NEO 600C is a seamless blend of our past design experience with inshore and offshore yachts, bring together the key and finer elements of both playing fields.”

OFFSHORE EXPERIENCE

YACHT DATA

MEASURES & WEIGHT

- Length (LOA): 18,30 mt
- Beam (Bmax): 5,30 mt
- Draft: 4,20 - 2,70 mt (Lifting keel)
- Displ: 13.800 - 14.300kg (Lifting keel)
- Keel: 6.000 kg
- Water Ballast: 1000 lt
- Rudders: Single / Double

ENGINE/OMOLOGATION/CREW

- Engine: YANMAR 4JH S-drive 110 hp
- CE Category: A-12 / B-14 / C-16

WATER & FUEL

- Water Tanks: 400 lt + Watermaker
- Fuel Tanks: 400 lt



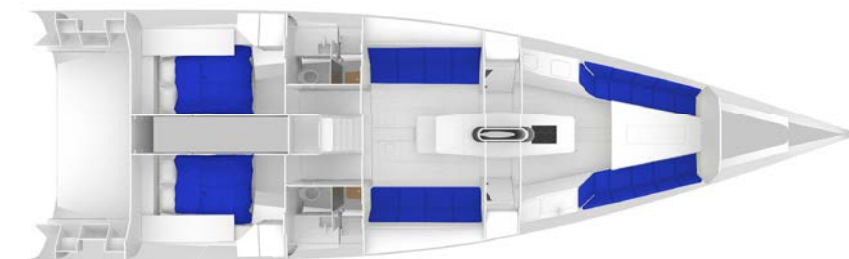
MULTIFUNCTIONAL INTERIORS

The extra length compared to the 570 c , offers up to full 3 x 3 solution (3 cabins + 3 bathroom). Custom solution are possible built following the Neo concept. Every zone can be used for several purposes: sleeping, dining, racing

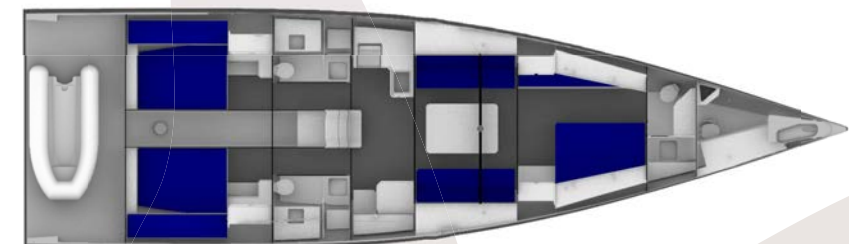
NEO 600c 2Cabins + 2 Bathroom CUSTOM LAYOUT AVAILABLE

- Berts: min 6 max 10
- Cabins: 2 double
- Bathrooms: 2 with showers
- Kitchen : Induction 4 burners
- Kitchen sink: Double
- Oven: Combi electric + microwave 60cm
- Bow Table: 10 persons
- Wardrobes: 4
- Conditioner: Yes
- Water maker: 60lt/h
- Tender: 3 mt (stored with engine)

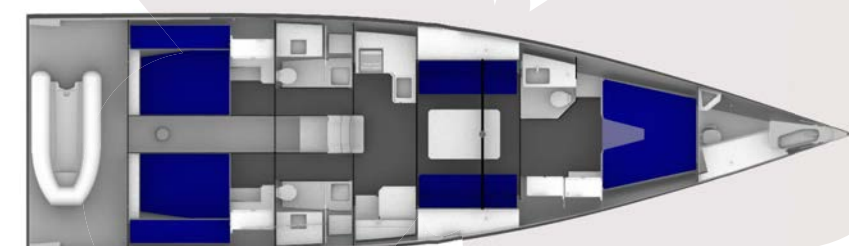
NEO 600c Layout 2+2



NEO 600c Layout A



NEO 600c Layout B



STRUCTURAL INTERIORS

The time and effort spent on designing, fabricating and installing interior design elements was also proven effective.

The relatively open interior layout with centre aisles and an open composite space frame rather than central main bulkhead makes sail stowage easy, and well-crafted and positioned storage lockers kept the below deck clutter to a minimum whilst facilitating easy movement fore and aft without having to climb through mountains of sail bags. The centreline nav station does not give any weight bias while working on either tack or gybe and has two screens and an articulating seat.

Neo 600 c has its structural interior directly laminated onto the carbon hull to contribute to the overall structure of the boat. Instead of having headliners and moldings or veneer, the interiors are coachbuilt and finished by hand and painted in a light color. Deck hatches and windows to provide light are glued directly onto the laminate without fixings, passive weights and iron screws. The Neo 600 c is equipped with suitable fixed berths which light and strong (they are carbon after all) and also with movable berths designed to lower and act



as backrests for the sofas when they are not being used for sleeping (dual use). There are easily accessible structural hanging lockers but also volumes intended for wet oilskins. The bathrooms and kitchen are large in size despite keeping the weight to a minimum.



DINING MODE



SAILING MODE



SAIL PLAN

A generous modern sailplan offers easy sailing during cruising but allows multiple foresails sailing when in the highest racing mode.

SAIL PLAN

- Main (135m²) + Jib (90m²): **225 m²**
- Assymetric: **400 m²** A0: **250 m²**
- Staysail: **40 m²**
- ORCì GPH: **425** IRC TCC: **1430** (Approx)

Self tacking jib and/or staysail options available for cruising mode

