

***FLYING AHEAD TIME
PROJECT***



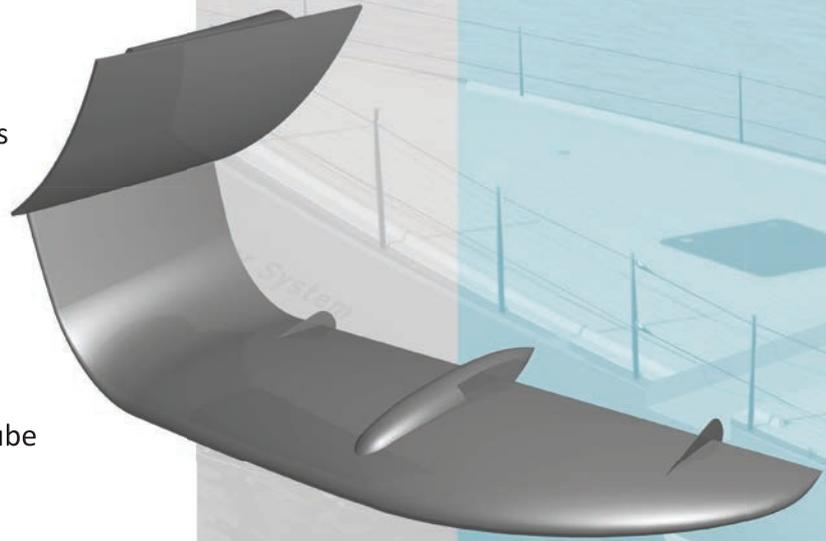
THE PROJECT

The Spark:

The SBS – Sailing Booster System – was developed by Manoel Chaves and his team in 2015 and after a long list of jobs it was presented to the public during the Annapolis USA Sailboat Show in October 2016. The gains in efficiency, performance, safety, economy, comfort at sea, etc... are amazing and easy to understand for any person in the world that is familiar with Sail and power boats.

A guide to the SBS idea (“Patent pending”) can be seen in the YouTube link: www.sbssystem.com.br

During the mentioned Annapolis USA Sailboat Show he presented one SBS SYSTEM® prototype to thousands of different show visitors and business men, exchanging with them a lot of experience... One naval architect, that visited the Booth, gave Manoel Chaves an idea that the project team will thank him for all their life time. The visitor said: “I really understood the meaning of the SBS and I am sure you will be able to convert every power boat and sailboat owner in an SBS user. Everyone will like the possibility of speed, economy and comfort together. Boating will never be the same again...” Having this in mind Manoel and his team started to develop the Flying Ahead Time concept.



The Name: Flying Ahead Time means a vessel beyond her time. A new age. Good speed, good stability, environment friendly, good efficiency in all conditions, able to aggregate families and friends in a health atmosphere but also possible to be driven alone if necessary or in adventure navigation, low draft, amazing range to go anywhere and so much other gains.

The Type of Boat: It had to be a Sailboat. While on shore engineers and scientists are looking for hybrid cars, the sailboat has been the hybrid boat for centuries.



The Type of Engine: Diesel... safety, long last and low maintenance. Having only one engine (sail is the other propulsion option), the diesel engine chosen should be reliable. Being a sailboat, the diesel engine had to be light, good weight/Horse Power rate. It had to be supplied by the top of tops brand. Nothing less than the best.

Draft: The SBS SYSTEM® provides huge reduction in keel weight and draft. A maximum Draft of 2.40 meters (less than 8 feet) was chosen.

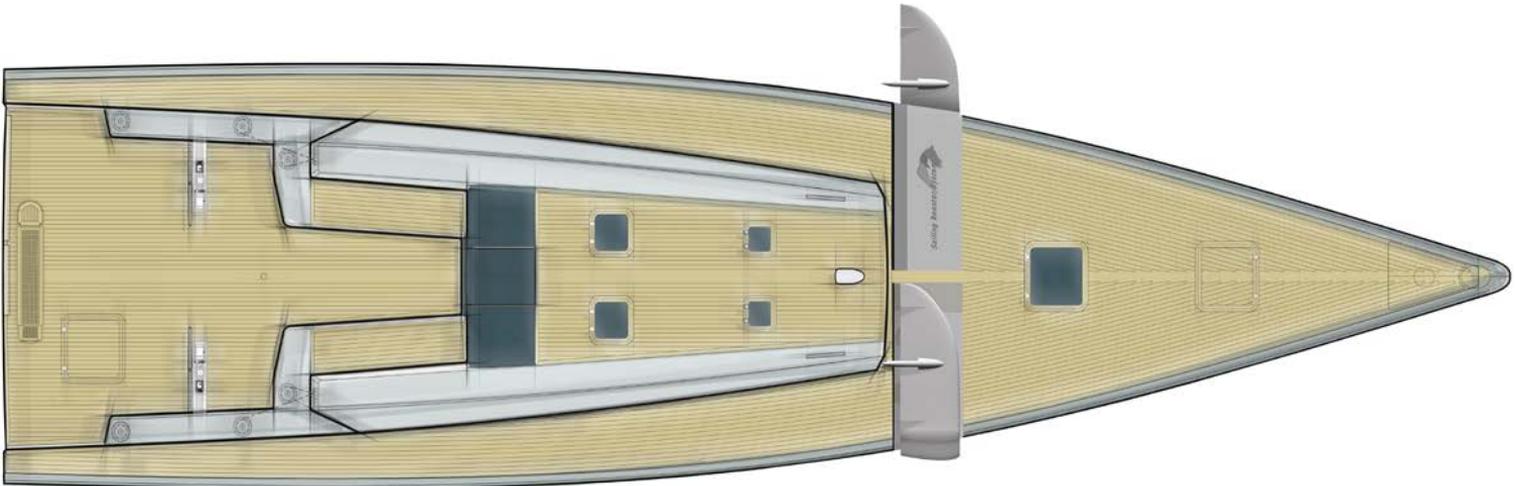


Length: The International regulations have restrictions for boats above 24 meters (approx. 80 feet). Due to the above consideration it was decided that the vessel design should have the biggest possible waterline length but overall length should be kept below 24. Then 23,99 meters LOA was chosen and waterline length of 23 meters was achieved.

Beam: We should be able to have cabins aft in both engine room sides. The vessel transom and shape should have such design that it would be perfect for long planning trips while sailing or browsing engine.

Number of Rudders: Two rudders are the best efficiency possible in modern sailboats. The SBS System can be adjusted electronically to keep the boat in a certain heel angle to keep the leeward rudder perpendicular to the water plane while the windward rudder is kept almost out of the water reducing drag.





FLYING AHEAD TIME

Propulsion: To achieve high speeds in a sailboat you must not have a big propeller that will create huge drag while sailing. To achieve high speeds in a sailboat while browsing diesel engine you must be able to transfer a lot of energy to the sea water. How to solve this problem? Water jets. They have very little drag while sailing and they have a perfect propulsion efficiency above 18 knots. Water jets were chosen.

Hull Material: The hull material should be light, high strength capability, low corrosion, easy to repair, easy to clean and paint, able to be recycled, easy to be welded to the waterjet inlet duct, already tested for a long time in the seas... Aluminum was chosen.



The shipyard: The shipyard to build the project should have a great knowledge in aluminum construction, with a good reputation in the motor yacht market, good size (not too big and not too small), situated in a country having low labor costs, having a solid financial situation, more than 38 years in the market, good and modern facilities, with big knowledge in the installation of DOEN water jets in service vessels and motor yachts together with a good experience in partnerships with Caterpillar Engines. The shipyard owner should be a sea lover having a good experience in sailing (cruising and regatta). What good news we had!!!! This shipyard belongs to Manoel and his family... MCP YACHTS. Please have a look at www.mcpyachts.com



THE PROJECT BEGINS:

Tank Tests: Tank tests were performed to analyze the EHP (Effective Horse power) curves for the hull project considering the advantages of the SBS System®.

Naval Architect: Mr. Alejandro Bottino, a friend of Manoel Chaves that has a long history in the sailboat design, was invited to join the team. Mr. Bottino has a good tradition and good name in Europe and the USA concerning top quality fast cruisers and regatta sailboats design. He lives in Buenos Aires, Argentina, just two hours by flight from the MCP YACHTS shipyard.



THE PROJECT BEGINS:

Interior: The vessel must have an interior to prove that to go to the sea with comfort is possible in a sailboat. One owner suite forward, one Pullman suite starboard side, a big kitchen port side, a big salon and two nice suites at the engine room side.



THE PROJECT BEGINS:

Exterior: To be able to cruise sailing or browsing diesel engine at high speeds requires modern hull and superstructure lines. That's exactly what we have. Comfort: Self tacking genoa, zero speed actuator developed by the SBS System® while anchored, almost zero vibration while running fast due to the water jet, stability at all sea conditions...



THE PROJECT BEGINS:

Touch button sailing and power cruising: The vessel is possible to be driven with a touch of a button. The SBS System® keeps the vessel at the programmed hull heel angle automatically, the sails can be pushed or leaved with a touch of a finger on the hydraulic control buttons, the genoa is self-tacking... Easier is impossible.



Main Particulars:

Length Overall:	24,36 METERS
Length Waterline:	24,23 METERS
Length Between Perpendiculars:	23,56 METERS
Maximum Beam:	6,68 METERS
Waterline Beam:	6,68 METERS
Maximum Beam both SBS Submerged:	7,84 METERS
Maximum Draft:	2,52 METERS
Maximum Displacement:	39 MTON
Light Static Displacement:	33 MTON
Light Dynamic SBS vessel Displ.:	24,00 MTON (at 20 Knots)
Keel Ballast:	6,75 MTON
Fuel Capacity:	8.300 liters
Fresh Water Capacity:	2.450 liters
Hull Material:	Aluminum 5083
Engine:	1 x CAT C18 1.015 HP X 2300RPM
Generator:	Onan 21,5 kW
Propulsion:	Water Jet DOEN DJ 220
Electronics:	SIMRAD
Generator:	ONAN 27 KW
Water Jet Propulsion:	DOEN DJ220
Maximum Speed Sailing:	25 KNOTS
Maximum Speed Browsing Engine:	22 KNOTS



Main Particulars:

Mainsail

P: 31 METERS

E: 10.5 METERS

Bas: 2.7 METERS

Mainsail Area: 219 m²

Fore triangle

IM: 31 METERS

J: 9.5 METERS

Self-Tacking Jib area: 135SQM

Asymmetric

A2: 520 SQM

Light Air Code#0: 300 SQM



THE SCHEDULE:

The vessel will be built at MCP YACHTS facilities in the city of Guarujá, State of São Paulo Brazil.

Pictures, press news, reports, movies, etc... will be performed and provided for the SPONSORS during the construction for their own edition.

Construction Start:

October 2017.

Construction Finishes:

May 2019.

Cannes Boat Show:

September 2019.

Monaco Boat Show:

September 2019.

Fort Lauderdale Boat Show:

Late October 2019.

November 2019:

This Project is finished and MCP YACHTS will advertise the vessel for sale.



THE PROJECT SPONSORS:

SBS – SAILING BOOSTER SYSTEM®

MCP YACHTS SHIPYARD

CATERPILLAR DIESEL ENGINES (since 2.004 MCP YACHTS has installed 39 Caterpillar Marine Engines in vessels built at the shipyard)

SIMRAD ELECTRONICS

(in the last five years MCP YACHTS has installed SIMRADs in one MY 140foot, two MY 106foot, three MY 76foot, one SY92foot)

DOEN WATER JETS

(in the last five years MCP YACHTS has installed a total of nine DOEN water jet units having power above 1.600 HP each)

FINANCIAL COMPANY (BANK)

CAR MANUFACTURER (JAPANESE)

INSURANCE COMPANY

OTHERS (ALUMINUM COMPANY, MARINE GENERATOR, SAIL MAKER, MAST, DECK HARDWARE)



GENERAL:

Manoel Chaves is an Naval Engineer and sailor having long experience sailing and boating the seven seas since the age of 14. In 1980, he founded the shipyard MCP YACHTS and since that has enjoyed the design, construction and maintenance of Motor Yachts for more than 38 years. In 2015 he decided to invest his knowledge and expertise in both fields (Naval Engineering and Sailing) in a concept he called SBS – SAILING BOOSTER SYSTEM®



He and his team spent thousands of labor hours to develop drawings, prototypes, hydrodynamic tank tests, simulations on computers, sea trials.... etc.... in order to achieve the stage they have now to start to build what they call:

FLYING AHEAD TIME sailboat project....

Let's understand a little the scope and meaning of such a beautiful and revolutionary project.



Sailing Booster System®