



FIRST

310

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BENETEAU

THE LEGENDARY LAND OF THE FIRST

There's no doubt about it — This one's a First! Obviously a Bénéteau. A Thoroughbred, of course. Look at the powerful hull, wide stern, bulb keel, minimum wetted surface area. Beautiful lines, aristocratic descent, great yard, talented designer. First, Bénéteau, the Finot Group: the First 310 is one of a great line.

Fractional rig without runners, deep rudder — you can control your course to a degree — running rigging led aft to the cockpit.

An absolute dream to handle when family sailing, and you can live your cruise to the fullest,

large cockpit, wide companionway, cleverly arranged stern platform for even greater appreciation of the thousand-and-one ways of

enjoying the sea.

In a regatta, the First 310 leads the race with disconcerting ease.

Bénéteau's First 310, opens the

door wide for you to discover the legendary land of the First. At last you can express all that is First in you.



CONCEALS A POWERFUL SPIRIT

Designed basically for family cruising, your First 310 reveals its temperament and breeding in a regatta.

Clear deck plan. Efficient. Economy of movement and safety are the main concerns aboard the First 310.

The fractional rig increases the balance of the sail plan and reduces foresail changes. Aft swept spreaders for better tension in the forestay enables runners to be dispensed with. This type of rig makes it possible to adapt sail area to strength of wind in perfect safety. Superior technology. Minimum handling.

At the helm, everything's within arm's reach for fine control. Backstay tensioning tackle, mainsheet block with integral jammers, easily adjusted main sheet. The First 310 is made for very fine control. You can change tack on a dime. She accelerates instantly. Sensation of speed, of pleasure, contentment. Feeling of perfection, accomplishment, success.



But, the First 310 also knows how to live. When it's time for a swim, she takes you into quiet inlets, where the cleverly arranged transom door gives direct access to the bathing platform. Dive in!



SHE MAKES LIFE BEAUTIFUL



It's not only exotic and expensive boats that are able to marry beauty with functionality. The First 310 does it too.

A wide, clear companionway. Stove, oven and pressurized water in the galley. A salon table ready to accommodate eight good appetites. A chart table incorporating the electrical control panel. A more than spacious, even generous aft cabin. A comfortable forward cabin in which your crew will really feel at home. Good size lockers, two sensible hanging lockers - one at the foot of the companionway, especially for foul-weather gear. Storage space in each of the cabins large enough to hold your wardrobe for the voyage.

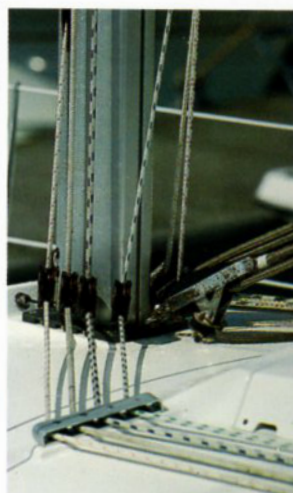
Space, comfort. The First 310



gives pleasure unstintingly. Twelve sources of natural light illuminate the varnished cherry woodwork, with soft reflections. Serenity of atmosphere, purity of air, all the side portholes open. The sandwich deck and the interior molding give optimal insulation. The head compartment with pressurized hot and cold water, has a hand held shower and interior molding: So easy to maintain.

Harmonious layout, exceptional comfort, perfect finish, thoughtful details throughout. The First 310's top quality is the quality of life by which you'll be surrounded.

FITTINGS: PERFORMANCE BY DESIGN



There's a solution to each problem. With Bénéteau, there is also design and creativity. Contoured chainplates, mast step compact and well distributed, running rigging led aft to the cockpit on a double set of jammers, everything is there.

Forward, the standard genoa

furler, clean lines and foredeck, increasing the area and efficiency of the head sails.

All the lines led aft on the coachroof can be neatly coiled away thanks to Bénéteau's now famous line organizers. Gone are the days of the messy cockpit.

Sails and lifejackets stow in the

large cockpit lockers. Astern, the split backstay allows easy access to the stern platform. The tackle for regulating backstay tension combines design and functionality.

Follow the toe-rail along, see the fairleads with integral furler blocks. The non-skid really

works.

Everything is elegantly functional. Even the lifelines, with a tensioning system integral in the pulpit. Aboard the First 310, there's no such thing as a minor detail.



BENÉTEAU

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