

FIRST

36s7



BENETEAU



## The product of a passion...

If above all else, for you the pleasure of sailing is the feeling you get when on board a fast, thoroughbred, well-balanced sailing yacht, take a good look at the First 36s7. If these requirements are accompanied by the wish to possess a boat that is elegant, comfortable and welcoming, the First 36s7 is made for you.

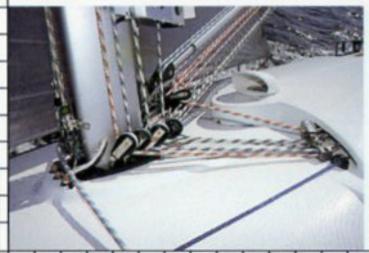
At Beneteau, this passion also combines complete mastery of modern techniques and technology to give you the greatest pleasure, and most importantly, complete safety : whether this is in terms of her structure (inner hull moulding, tie rods, installation of parts), or more generally, in the application of real innovations (dual volume deck, removable lifelines on stern pushpit, flush stanchion bases).



Unequivocally Beneteau wanted the First 36s7 to be absolutely everything that a contemporary racer/cruiser should be.

### Performance....

The First 36s7 is the complete racer/cruiser : without compromising comfort, she has been designed to give you performance whether you choose the standard (9/10) rig or the race (7/8) rig for the racing enthusiast. With a choice of keels : shallow bulb with winglets, deep bulb keel or high-performance lead keel, the First 36s7 will fully adapt to your requirements and will never disappoint you.



## On deck...

### Welcome on board !

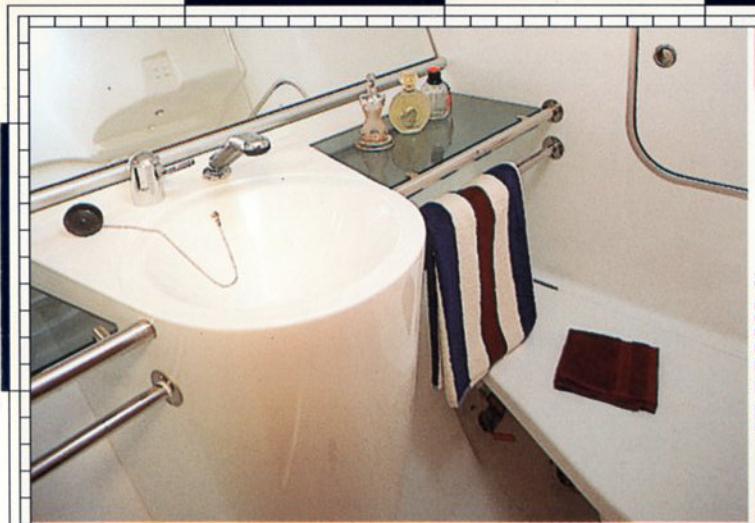
With two steps in the transom, climbing on board is easy. As is often the case, first impressions are memorable : from the cockpit to the stemhead, the First 36s7 presents an elegant, uncluttered and logical deck plan.

The cockpit first : well-protected by the rounded coaming, the helmsman and his crew will find their places comfortably, whether seated on the teak inlaid contoured bench seats or on the rail. A slightly wider «T» shaped section is incorporated aft to make plenty of room for the standard wheel steering. The mainsheet track is positioned just aft of the companionway access in the forward end of the cockpit, thus completely freeing the area, while ensuring complete control of the mainsail. All lines are led aft to the cockpit,



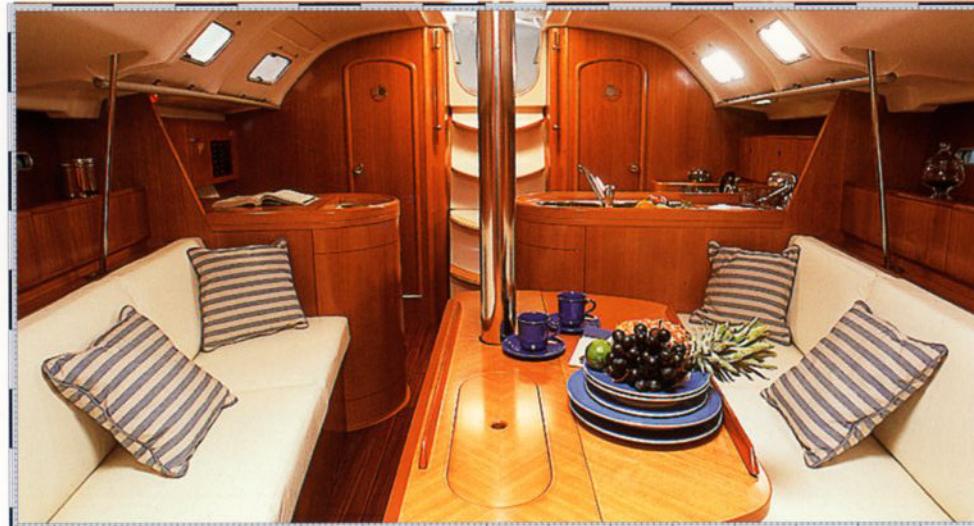
Forward of the mast, the famous “dual volume deck” increases the amount of room for the foredeck crew, and allows the shroud chainplates to be positioned inwards for better performance on the wind. And of course, the two forward facing portlights truly transform the atmosphere in the salon as a result of the additional light they let in. Finally, there is a well designed anchor locker, discreet but efficient stemhead fitting, an well positioned mooring cleats...

with a full set of Spinlock jammers to free the halyard winches. The various handling lines all run beneath a false deck and the Genoa sheet tracks are on the coachroof, ensuring optimum pointing ability, while keeping the side decks free. Finally, the central dorade ventilators just aft of the mast are designed to integrate fully with the deck, and positioned such that lines do not get caught on them, while providing terrific ventilation below.



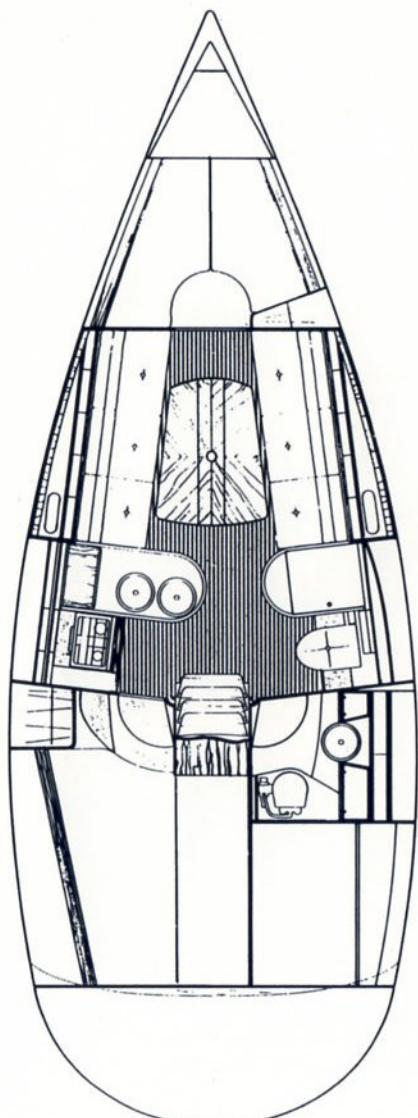
## Life on board...

At the foot of the curved companionway steps, the feeling of space and light is surprising. In fact, a clever distribution of interior volumes has created both a spacious «L» shaped galley to port and nav. station to starboard. The rich pearwood stained salon is bathed in natural light from the many opening hatches, forward portlights on the coachroof and the two hull portlights. The two symmetrical settees are true sea berths and comfortably seat the full crew around the inlaid salon table.



The forward cabin which is well-ventilated by a large opening hatch, has a big double berth, hanging locker and many lockers along the hull sides and beneath the berth.

Aft, there is a large double berth, and also plenty of storage. The head compartment is complete with hot and cold shower, marine head, wash basin, lockers, and fully moulded for easy cleaning.



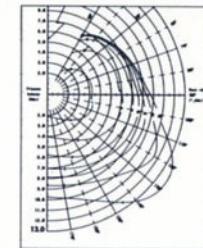
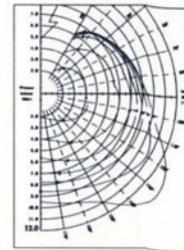
Owner's version



## POLAIRES DE VITESSE / POLAR DIAGRAM

Version standard / Standard version.

Version course croisière / IMS cruising version.



## Caractéristiques techniques / Specifications

Architecte/Designer:	Jean Berret
Design/Style:	Philippe Starck
Longueur hors tout/Overall length :	10,90 m ..... 35'9"
Longueur de coque/Hull length :	10,49 m ..... 34'5"
Longueur de flottaison/L.W.L. :	9,52 m ..... 31'4"
Bau maximum/Max beam :	3,80 m ..... 12'6"
Tirant d'eau Lest Bulbe Ailettes/Draft wing keel :	1,55 m ..... 5'2"
Tirant d'eau lest bulbe fonte/Draft bulb keel :	1,85 m ..... 6'11"
Tirant d'eau lest plomb/Draft bulb keel :	2,10 m ..... 6'2"
Déplacement/Displacement :	5800 kg approx ..... 12800 LBS approx.
Capacité fuel/Fuel capacity :	90 L. approx ..... 24 US Gal. approx.
Capacité eau douce/fresh water capacity :	320 L. approx ..... 84,5 US Gal. approx.
Surface de voile/Sail area: Standard	73,50 m <sup>2</sup> ..... 792 sq Ft
Course-croisière IMS...	78 m <sup>2</sup> ..... 840 sq Ft

Pearwood interior finish.



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