



Bowman 48 Standard Specification

DESIGNER C W Paine Yacht Design Inc

DESIGN SPECIFICATION

This description is intended to indicate the preliminary standard contractual specification of the Bowman 48.

Standard boat ex yard: 48' aft cockpit 48' deck saloon

Max.length	15.16m	49'9"	15.36m	50'5"
Hull length	14.68m	48'2"	14.68m	48'2"
Waterline length	11.66m	38'3"	11.66m	38'3"
Max. beam	4.32m	14'2"	4.32m	14'2"
Draft		1.83m	6'0"	1.83m
		6'0"		
Displacement		15,572kg	34,330lb	15,572kg
		34,330lb		
Ballast		4,835kg	10,659lb	4,835kg
		10,659lb		
Engine				
	(Nanni N4.85)	62.5kW@2400rpm		
	85hp@2400rpm			
Water Capacity	759lt	167g	636lt	140g
Fuel Capacity	456lt	100g	456lt	100g

SAIL AREAS

Mainsail	46.6m ²	502ft ²
Yankee	56.3 ²	628ft ²
Staysail	18.3 ²	197ft ²

Recreational Craft Directive (RCD) Cat.A-Ocean

HULL

FINISH - Isophthalic white gel coat (other colours optional). Dark blue style lines. Blue anti-fouling.

CONSTRUCTION - Hand lay up. Materials to Lloyd's register of Shipping approved drawings. Polyester resin with chopped strand mat (CSM) and woven rovings (WR).

BULKHEADS - 18mm (0.71") marine plywood (BS 1088), primed and glassed in with 2.4kg/m² (8oz) CSM.

STRINGER - 170mm x 75mm (6.75" x 3) foam core with 2.4kg/m² (8oz) CSM and unidirectional roving reinforcing.

BALLAST - Single piece lead casting bolted to hull with M24 stainless steel studs.

KEEL TYPE - "Paine" keel.

RUDDER - GRP moulding foam filled with integral 50.8mm (2") marine grade stainless steel stock. Rudder tube with gland.

DECK

FINISH - Isophthalic gel coat off-white (other colours optional) with moulded-in-non-slip finish.

CONSTRUCTION - Polyester resin with CSM, WR and non-woven polyester core.

HULL AND DECK JOINT - Deck is bonded to hull with epoxy resin. Bulkheads bonded to deck and coach roof with CSM and resin.

DECK FITTINGS AND EQUIPMENT

- Teak laid decks.
- Stemhead fitting in stainless steel with two rollers.
- Pulpit and pushpit in stainless steel.
- Stanchions, 760mm (30") in stainless steel with gateways port and starboard.
- Twin PVC covered stainless steel wire guard-lines, fitted with insulators.
- Electric anchor windlass.
- Fairleads through bulwark forward & above bulwark aft.
- Mooring cleats – 305mm (12") 2 forward 2 amidship, 2 aft.
- Furling line cleat – 203mm (8") fitted to cockpit coaming.
- Toerail in teak
- Vents – dorades depending on layout.
- Ten deck hatches.
- Opening ports – quantity depended on layout.
- Tinted windows to saloon.
- Handrails in teak along coachroof.
- Shroud eyes in stainless steel with brackets to structural members.
- Backstay plate in stainless steel
- Genoa tracks in aluminium, with Lewmar Ocean sliders and stops.
- Lewmar Ocean deck gear.
- Genoa winches – 2 Lewmar 64 S/T with 2 plain 254mm (10") handles.
- Sliding main hatch with storm boards.
- Cockpit coaming capped with teak.
- Cockpit sole and seats teak laid.
- Sprayhood in blue with windows, on s/s frame c/w hide covered aft grabrail.
- Two webbing deck harness jackstays.
- Mainsheet track – Lewmar Ocean with adjustable traveller.
- Main halyard / staysail sheet winch – Lewmar 44 S/T.
- Reef lines / staysail sheet winch – Lewmar 44ST
- Henderson MkV bilge pump in cockpit.
- Self-draining cockpit with two 50mm (2") drains.
- Diesel and water fillers.
- Hide covered steering wheel
- Steering compass
- Fire extinguisher

SPARS

MAST - Keel stepped 274mm x 185mm section, silver anodised, sound-deadened, aerofoil spreaders.

- Stainless steel tangs to cap shrouds, intermediates, checkstays and lower shrouds.
- Selden batten car system
- Spinnaker pole track and heel lift system
- Internal main and jib halyard led aft.
- Jib halyard winch – Lewmar 48 S/T 2 speed
- Cleats fitted – 5 x 152mm, 1 x 100mm.



- Burgee halyard to masthead and signal halyard to spreaders.
- Kicking strap attachment.
- Internal electrical wiring with exits forward.
- One 254mm (10") locking winch handle.

BOOM - 200mm x 117mm section, silver anodised with internal groove for mainsail, foot and side grooves for sliding reefing eyes (single line reefing arrangement for three reefs)

- Kicking strap fitting.
- Rod kicker.

RIGGING

STANDING RIGGING - Stainless steel

1 x 19 12mm diameter wire throughout except intermediates, lowers and inner forestay 10mm diameter wire, with swaged terminals top and bottom and Gibb 19mm (¾") stainless steel rigging screws and toggles.

Stainless steel 1 x 19 8mm diameter wire checkstays for heavy weather use.

Forestay and backstay have additional toggles at masthead.

Harken backstay adjuster.

Sail-savers on spreaders ends and nylon tubing on lower end of cap shrouds and lower shrouds.

RUNNING RIGGING (colour coded)

- Main halyard, topping lift, vang led aft to cockpit.
- Yankee and staysail halyards cleated off at mast.
- Yankee and Staysail sheets.
- Spectra checkstays for heavy weather.
- Lazyjacks, burgee and signal halyards.

SAILS

- Fully battened mainsail with 3 reefs. Mainsail cover.
- Yankee foresail on Schaefer furling gear.
- Hanked staysail.

GROUND AND MOORING TACKLE

- One x 34kg (75lb) CQR anchor
- 80m (44 fathoms) 9.5mm (3/8") calibrated chain.
- One x 20kg (45lb) Danforth anchor.
- 50m 16mm dia (2" circum) nylon anchor warp with 10m (5 fathoms) 9.5mm (3/8) chain.
- Four x 20m x 16mm nylon mooring warp.
- Four Fenders

ACCOMODATION

CONSTRUCTION - The interior joinery is constructed from high quality materials and in accordance with good yacht practise.

- The joinery and sole are teak veneered plywood. Solid timber, of high quality teak, is used where appropriate. All teak surfaces are finished with a satin-finish varnish.
- The hull above the waterline and the deckhead are lined with off-white vinyl where appropriate.
- An Eberspacher diesel powered heating system is fitted.
- All locker doors and drawers have secure finger catches. Hanging lockers have rails and hooks.
- All cabin doors are fitted with high quality furniture and retaining catches where necessary. Soles have access hatches where necessary.
- Berths are fitted with lee cloths.

- Curtains fitted.

- Typical details given below. Layout can vary.

SAIL LOCKER - Flush deck Rondal hatch, access to chain locker. Watertight bulkhead to forecabin.

FORECABIN - Double berth with stowage under.

- Vanity unit and hanging locker to starboard.
- Doors to saloon and heads.
- Emergency exit through forward hatch.
- Fire extinguisher.

FORWARD HEADS - Heads, shower and washbasin with hot and cold water supply.

- Storage lockers and mirror.
- Teak grating in sole.

SALOON - Dining arrangement to port, cave locker behind seat backrest.

- Lockers and bookshelf above.
- Large dining table.
- Settee berth to starboard.
- Fabric upholstery on 100mm (4") combination foam.
- Headroom typically 1.92m (6'4") maximum.
- Fresh water tanks below sole and below seat to port.

GALLEY - Double stainless steel sink with 38mm (1 ½") water, tap and standby hand pump.

- Isotherm refrigerator.
- Working surfaces in off-white plastic laminate.
- Force 10 gas cooker with four burners, grill and oven, fitted with fiddles and gimbals.
- Stowage lockers and cutlery drawer. Fittings for crockery, mugs and glasses.
- Cooks safety rail.
- Fire extinguisher and fire blanket.

NAVIGATION AREA - Chart table with stowage for charts and drawers under.

- A bookcase and ample space for installation of electronic and radio equipment.
- Electrical switch panel.

WET CLOTHING LOCKER - Large locker drained to bilge.

AFT HEAD - Heads, shower, washbasin with hot and cold water supply.

- Storage locker and mirror.
- Teak grating in sole.

AFT CABINS

48A: 2 X Twin berth cabins with infill, fuel tank and storage below.

Hanging locker and vanity unit with drawer.

48DC: Centreline double berth, vanity unit, hanging locker.

PLUMBING

PIPING - All wastes and seawater pipes are reinforced PVC. Freshwater pipes are non-toxic polybutylene. All flexible pipe connections are made with stainless steel hose clips. Hull exits through bronze Blakes seacocks and skin fittings.

FRESH WATER - Stainless steel tanks, holding approximately 382 litres (84 imp.gal.). tanks fitted with baffles, inspection hatches and gauges. Filled from side deck and vented outboard.

- Water system heated from engine and pressurised, including showers.



BILGE PUMPS - One Henderson MkV pump located in cockpit, with access for cleaning through locker.

- One Jabsco submersible electric pump.
- Pick-ups are in the main bilge in the fin keel and discharge is overboard through skin-fittings.

GAS - Gas bottles are stored in a vented cockpit locker. Piping is copper tube with bulkhead fittings at each end.

- Connections to regulator and cooker are with flexible hoses and an additional isolation valve is fitted by the cooker.

ENGINE

ENGINE – Nanni N4.85 (85hp) diesel engine with 2:1 mechanical gearbox. Fuel injection pump and equipment. Electric starting.

- 100amp alternator.
- Engine is flexibly mounted with built-in drip tray.

COOLING - by means of seawater, cooling a closed freshwater system through a heat exchanger.

INSULATION - Engine compartment is insulated with non-combustible foam sound deadening material.

VENTILATION - With the aid of a fan.

CONTROL - Single lever control on steering pedestal.

INSTRUMENTS - Instruments in cockpit include tachometer, oil pressure and Temperature audible alarm, alternator warning light, starter switch and stop control.

FUEL SYSTEM - Stainless steel tank, holding approximately 455 litres (100gallons) filled from the side deck and vented outboard. Isolation valve fitted to tank and contents are measured by an air pressure gauge.

- A primary filter/water separator is fitted in addition to the engine fuel filter.
- Fuel spill-off is returned to the tank.

EXHAUST - Seawater cooling is discharged through the exhaust, which is reinforced rubber hose, with its exit aft through a skin-fitting.

- A waterlock is fitted at the lowest point and the engine cooling water return is looped and vented to prevent syphoning.

STERN GEAR - A 35mm diameter stainless steel shaft together with an Aquadrive unit and a fixed pitch 3 bladed bronze propeller is fitted.

- A rubber cutless bearing is fitted outboard, lubricated by injecting part of the seawater from the engine cooling into the stern tube aft of the inboard bearing.

ELECTRICAL EQUIPMENT

- Shorepower of 220 volt with input socket and 20m-connection lead. Outlets throughout the boat.
- Fisher Panda 4kw (24volt) diesel generator, seawater cooled with remote starting panel.
- Two 24-volt battery systems, one for engine starting of 105Ah capacity, and one for domestic requirements of 210Ah capacity.
- A solid-state electronic voltage regulator controls charging. The engine alternator charges both battery systems.
- The batteries are secured in a covered, force-ventilated stowage.
- A voltmeter on the main switch panel may be switched to indicate the charge state of either battery system.

- An ammeter at the switch panel shows the rate of domestic battery charge and discharge.
- Wiring is by a two-wire system carried throughout the yacht in conduit, where required, protected by circuit breakers or fuses at the main switchboard.

INTERIOR LIGHTS - Halogen 10W flush lights throughout. Reading lights to saloon. Red/white lights to heads, red courtesy lights to chart area, galley and companionway steps. Additional switchable white lights to chart table and pilot berth. Option for LEDs throughout.

NAVIGATION LIGHTS - one 25 watt bi-colour bow light, one 25 watt tri-colour masthead navigation light combined with 10 watt all-round white light; one 10 watt stern light; one 25 watt steaming light; one 35 watt sealed beam deck light.