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***elan* 340**



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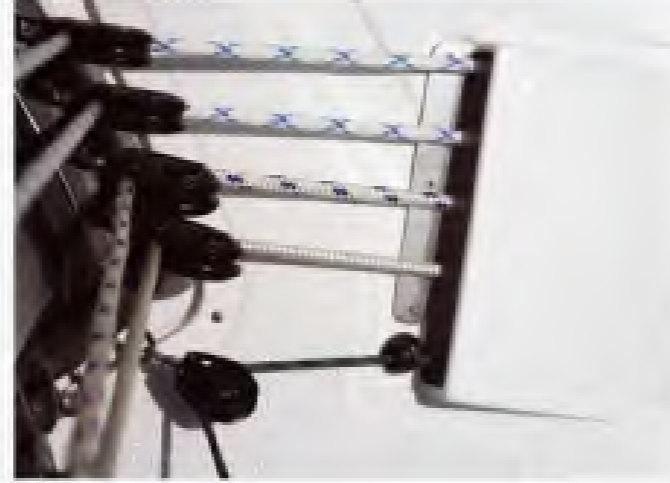
ELAN 340

Elan 340 is a complete new hi-tech design performance cruiser with the emphasis on top level performance to capture the spirit of the competitive sailor and at the same time offering the well appointed comforts and style for the enjoyment of the cruising family.

Designed to be responsive and fast in light wind, the boat easily handles various weather conditions with only a minimum adjustment of the sail area, a feature equally important to the cruising family as it is to the race crew.

For a boat of less than 10 metres the Elan 340 has a hull designed with a long waterline to lift her performance to a new level in its class. The optimised lead keel, tall rig and clear deck featuring high quality deck equipment all combine to give the owner and crew the most rewarding sail.







EXCELLENCY IN CONSTRUCTION

Inner structure

The hull structural strength is a key factor in overall boat safety, and in its resistance to ever-demanding ocean conditions.

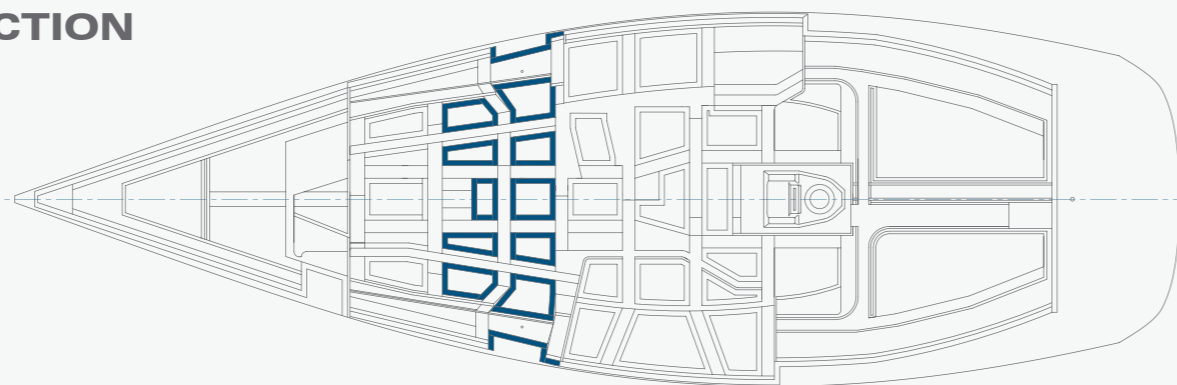
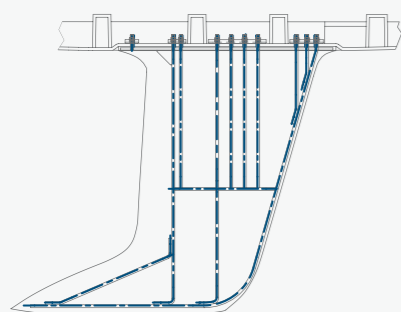
Maintaining the highest profile of structural frames among boat builders, and the highest number of longitudinal and transversal stringers, the Elan inner structure is one of the most comprehensive reinforced structures on the market today.

Adding a unique combination of gluing and laminating techniques to the inner mould to the hull joint is the final proof Elan yachts are build to last.

Keel joint

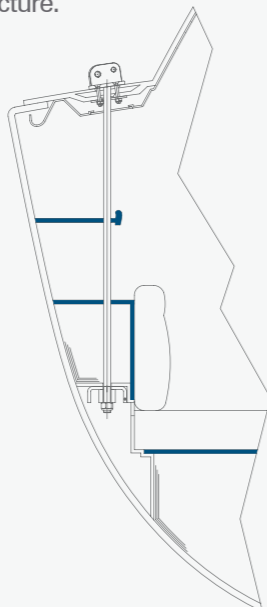
The cast iron or lead keel is attached to the hull by premium grade stainless bolts that are highly resistant to corrosion.

The internal structure grid ensures the best possible strength and flexibility in beating to windward, or in severe groundings. Before fitting each Elan keel is sealed for protection and smooth finish.



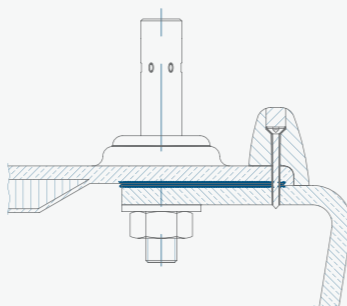
Chainplates

Chainplate loads are spread via High Quality marine stainless steel rods to metal plates incorporated into the inner structure.



Hull – deck joint

To preserve the design shape of the hull prior to the joint, specially designed metal jigs are used. Use of an in-turning wide flange offers a strong support for the deck on a large surface for bonding material. Hull and deck are joined together by a 3-way technique: Gluing of the hull and deck parts together, use of stainless steel bolts for mechanical shear, fastening and laminating of the joint at the bow and transom area to allow for even greater stiffness and sturdiness. 100% reliability with no recorded failure in thousands of miles of tough ocean conditions.



High Quality materials

Carefully selected materials are subject to our strict quality control. Use of high technology materials, from the latest research, enable us to optimise the laminate plan of each yacht. Quadriaxial and multiaxial glass fibre, Kevlar® reinforcements at the mast support and bow area, Aramat® and Dyvinacell® all contribute to the well known strength of an Elan yacht. Use of Vinyl ester pre-laminate and Isophthalic polyester laminate which insures perfect antiosmosis protection and superb mechanical properties to weight ratio.

Gelcoat spraying

Apart from the esthetic function, a layer of gelcoat is used to prevent water penetration into the laminate and preserve its stiffness over long periods of time. In order to achieve the highest level of consistency in quality and thickness, the HQ gelcoat is being sprayed by computer-operated nozzle in a carefully monitored production process.

VAIL

The proper goal in hull construction is to produce the required strength and stiffness with the least weight of material. Unnecessary weight makes a yacht more difficult to manage, and less enjoyable to sail. With our own system of Vacuum Assisted Infusion Lamination - VAIL the results are more than promising.

Gelcoat spraying



Inner structure

Germanischer Lloyd Yacht Plus

As sailing has become more and more competitive and prestigious, increasing emphasis has been placed on size, speed, manoeuvrability, overall performance and comfort of a yacht. However, beside expectation of a good value for their money, the owners are also concerned with safety issues of a yacht. This is where Germanischer Lloyd comes in and set an owner's mind at rest.

Adequate structural safety of a yacht can only be confirmed impartially by a classification society as Germanischer Lloyd who is one of the world's most thorough classification societies, having a long tradition (reaching back 140 years) in the examination, checking of design and construction of ships, yachts and boats.

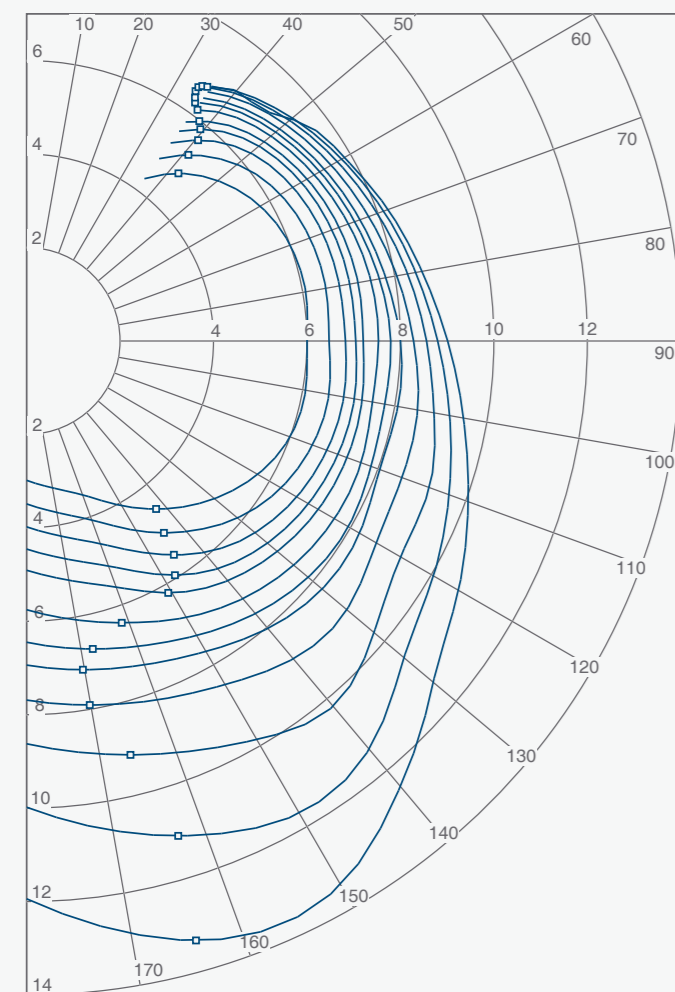
The structural designs of ELAN yachts are examined and approved by Germanischer Lloyd. The production facilities of ELAN Marine fulfil highest demands of Germanischer Lloyd for production of GRP yachts.

Furthermore, sailing yacht ELAN 340 fulfils all essential safety requirements of the Recreational Craft Directive 94/25 EC and its amendments 2003/44 EC. A continuous compliance with respective design and safety standards has been supervised and certified by Germanischer Lloyd according to its newest and unique guarantee of quality and safety - "GL Yacht Plus".

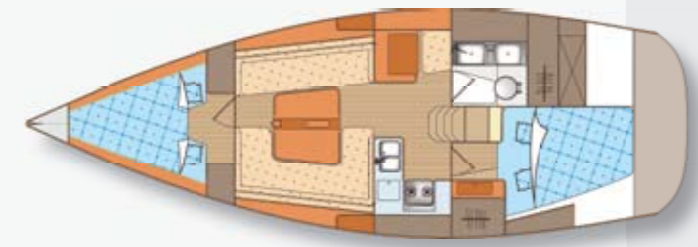
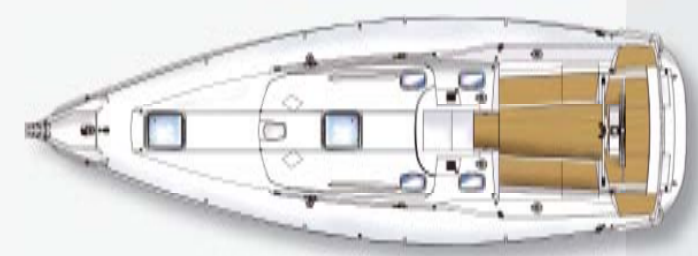
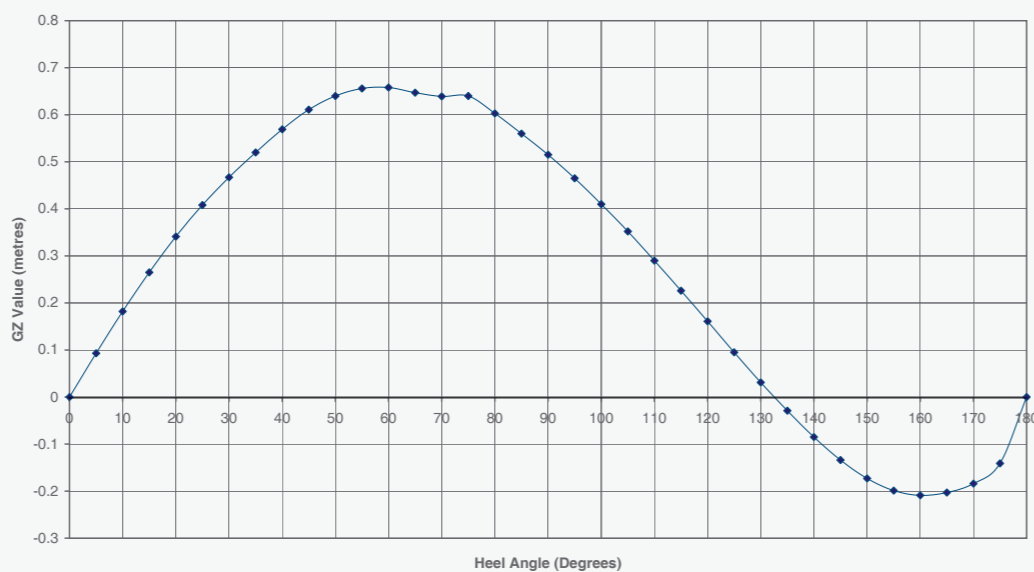


PERFORMANCE

Polar diagram



Stability curve



elan 340

Technical specifications

Length overall	9,99 m
Hull length	9,99 m
Length at waterline	9,39 m
Beam	3,48 m
Draft	1,95 / 2,10 m
Displacement	approx. 5000 kg
Ballast	1450 / 1490 kg
Water capacity	200 l
Fuel capacity	95 l
Engine	29 hp
Mainsail	34,51 m ²
Genoa	37,13 m ²
Spinnaker	89,11 m ²
I	13,49 m
J	3,67 m
P	12,78 m
E	4,50 m
Boat design category	CE A
Design	Rob Humphreys
Interior styling	Boris Lubej



All measurements, images and illustrations are approximate and provided for information only. Elan Marine reserves the right to modify or improve specifications without prior notice.

EXCELLENCY IN DESIGN

Creating the successor to the highly successful Elan 333 was a challenging, yet exciting, project. The 333 had proved herself to be an exceptionally popular sailing yacht with a range of features that appealed to a broad spectrum of sailors. Our task was to take these elements and build on them without losing the spirit of the original concept, and this I think we have achieved.

There is no doubt that the 340 is an even faster boat than her predecessor. We wanted both to extend her cruising range for a given period of time, and make her more competitive for those owners who enjoy weekend or even offshore racing. We began this process by giving her leaner lines forward, resulting in a finer entry that allows her to slice through the waves with the minimal resistance, and a slightly fuller afterbody to increase her form stability and create further improvement in downwind speed.

With a big and powerful rudder the boat is extremely controllable, allowing us to give the boat a masthead spinnaker with confidence that it can be easily managed by a family crew. In other respects the rig is a fractional configuration, with two interchangeable options - an overlapping headsail rig for predominantly light air areas and a non-overlapping, 110% headsail rig for generally windier regions and for relaxed cruising where a family crew will find her a very easy boat to sail, with slightly more stability than the 333.

Up on the deck of the 340 we sought a look that was both elegant and purposeful. The wheel is placed well aft, creating a much more spacious feel to the



Rob Humphreys

cockpit than the 333 but with all the ergonomic refinement that had been a hallmark of the 333. All the sail controls lead back to the cockpit, making her an ideal craft for family and short-handed sailing.

Below decks the 340 immediately feels more spacious, having increased and better optimised internal volume than the 333. The forward cabin, for example, is more generous than the 333, yet the saloon, galley and aft cabins also represent gains as compared with her predecessor. Given that the overall length of the 340 remains at under 10 metres this might seem like a bit of magic, but with extensive feedback from the 333, including six years' ownership of a 333 by the designer himself, it was a case of juggling an already successful formula into an outstanding one.

When the 333 was launched she very quickly became the benchmark by which other boats of this class were judged. Now, with the Elan 340, we feel confident that we have raised the bar significantly and believe that she will become as iconic a craft as her predecessor. We look forward to her becoming a familiar sight in the waters of Europe and beyond.

