



world class racing



World Version

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SO, YOU WANT THE FASTEST 40 FOOTER IN THE WORLD?

From the enormous cockpit to those funny little hiking wings on the gunwale, the *Soto 40 One Design* is the new benchmark for serious, smart one design racing. World class racing is what the Soto 40 is all about. Bringing the best from around the globe together on one seriously smart 40 foot package.

From the design-board of Javier Soto Acebal, this is a purpose-designed thoroughbred set to become the new one design of choice for sailors that appreciate speed and reliability. The fleet of *Soto 40s* is already racing their own circuit in South America with yachts now headed for the US, Australia and the Asia-Pacific.

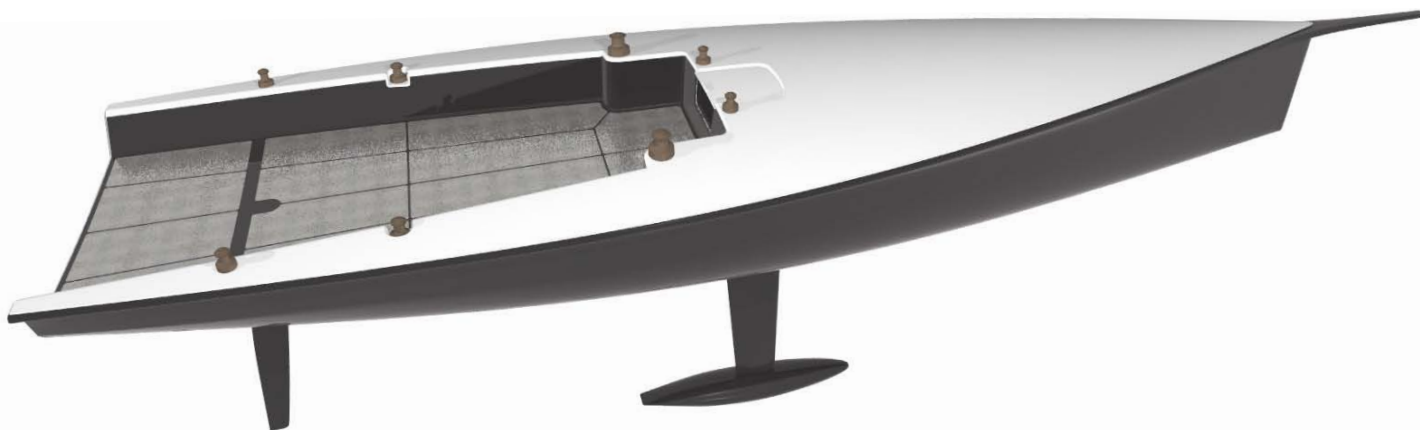
The yachts are constructed to strict one design standards by M Boats of Buenos Aires, Argentina. M Boats have been behind some of the region's most successful racing yachts and now devote their entire resources to the construction of the *Soto 40 One Design*.

The *Soto 40 OD* is all about efficient and enjoyable sailing and racing.... there's not a lot downstairs. But, really, there is no other 40 footer anything like it.

We challenge you to find a more affordable, fast and inspiring production 40 footer anywhere in the world.

You know you want one...





QUALITY

The *Soto 40 OD* is a fully developed project backed by the craftsmanship and quality of M Boats in Buenos Aires, Argentina. The yacht embodies strict quality control in every craft leaving the factory to ensure that every *Soto 40 OD* is the same.

The *Soto 40 OD*, is constructed from CoreCell, E-Glass, SP Systems epoxy with carbon fibre re-inforcements in the areas it's needed most. The yachts have already proven their strength and endurance.

'World Class Racing' also refers to the global nature of the *Soto 40 OD*. Seven countries and almost every continent are represented providing the best the world has to offer to the yacht. The *Soto 40 OD* is strictly weight-controlled to ensure the highest standards as well as guaranteeing your investment over the years. When originally conceived the clear goal was to design and engineer a fast, strong and affordable one design yacht to last the distance - beyond handicap rules and fads. We invite you to be the judge and see if the yacht matches the design brief.

"If you are looking to replace an aging Farr 40 or Sydney 38, or just want to race a very fast mid-sized boat, I'd strongly suggest you check out the Soto 40."

Australian Sailing



"Apart from the raw speed, what I really liked is the size of the cockpit. It's huge. I race a lot on boats of this size range and we're always falling over each other. On the S40 the crew all had plenty of room to do their jobs."

mysailing.com.au

"The hottest thing on the South American racing scene right now. It's a hell of a sexy boat with those hiking wings, flat tops mains, huge cockpit and a lot of sail area"
sailinganarchy.com



EXPERIENCE

Experience abounds in the team behind the *Soto 40 OD*. From the design group right through to the engineers and boat construction technicians at M Boats. The design was originally conceived by some of South America's most experienced and skilled yachtsmen. Their passion and drive was successful in bringing the first two *Soto 40 ODs* to the race course within 8 months. And the yachts are now attracting some of the most experienced sailors in the region.

Torben Grael (winner of the Volvo Ocean Race 2009) liked the *Soto 40 OD* so much, he's bought one for himself. He has been sailing with the class on 'Mitsubishi' as Tactician. We'd like to think the winner of the 2009 Volvo Ocean Race knows a bit about well-constructed, fast yachts! Torben's *Soto 40* is called 'Magi v'.

And the experience of the Soto Acebal design team can be seen every time the *Soto 40 OD* fleet races with the class regularly beating yachts metres longer in mixed fleets. The owners all comment on the great 'feel', the excellent balance and the fantastic ergonomics offered by the design.



VALUE

Bang for buck' the *Soto 40 OD* is excellent value from day one. And whilst your fancy IRC racer might win races this year, the *Soto 40 OD* will be winning races in ten years time as part of its one-design fleet. Tight one-design rules maximise your investment. So, not only is the *Soto 40 OD* cool to start with, it will bring you years of future sailing fun and enjoyment as well. Value? Just compare what you get for the price against other 40 footers around.

The *Soto 40 OD* design brief was to come up with the best 12 metre racing yacht possible, at an affordable price - simple. But, of course, if you want to play the IRC game the *Soto 40 OD* will play too with an IRC rating of 1.239 (trial certificate). And if ORCi is your game, that's all good as well. No matter what the 'rating rule de jour', the *Soto 40 OD* will still be a fantastic and fun one design yacht. We are keeping a close eye on the rating rules and their impact on the *Soto 40 OD*. But who cares when you're sailing straight past some of the 50 and 60 footers in your fleet!



KEEP IT REAL

The *Soto 40 One Design* isn't an idea. It's a reality. And the *Soto 40s* are racing out there every week for the world to enjoy. Become a part of a real fleet.

Another way for the fleet to 'keep it real' is with the strict one design rules including an 'owner/driver' rule. Excellent one design management is ensuring the *Soto 40* fleets' stability.

BUILT IN
EPOXY

ONE
DESIGN

FULLY
EQUIPPED

WORLD
CLASS
FITTINGS

ABS
SPECS



SQUARE
TOP
MAIN

HUGE
COCKPIT

CAN
RACE
IRC

CARBON
AND
PBO RIG

TILLER
OR
WHEEL

LOA	12.3m	40' 4"
Beam max	3.75m	12' 4"
Draft	2.6m	8' 6"
Bow Sprit	1.43m	4' 8"
RMC	160 Kgm	
Displacement	4200 Kg	9250 Lbs
Ballast	2180 Kg	4806 Lbs
I	16.05m	52' 8"
J	4.85m	15' 10"
P	16.3m	53' 6"
E	5.8m	19' 0"
Designer	Javier Soto Acebal	
Builder	M Boats	



DESIGNER'S NOTES

HULL

"The lines of the *Soto 40 OD* are the result of extensive research into the pursuit of speed and balance. The almost immersed transom and powerful buttock lines will provide control with potential for exhilarating speeds. The distinctive 'winglets' on the topsides are designed to reduce the pernicious effect of flare on leeward heeled waterlines.

DECK

The useable deck area is HUGE for a 12 metre yacht and carefully arranged to provide the best workable space for crew and guests whilst racing. It includes a large and deep cockpit which lowers the CG of the deck and crew maintaining excellent ergonomics. The primary winches are located inboard to improve headsail trimming.



STEERING

The only choice you need to make is - tiller or wheel? Both options are available. In the tiller option the main trimmer is positioned aft of the helmsman, and in the wheel option they are located forward. The mainsheet system runs forward to the gooseneck and travels back underdeck to a recessed self tailing winch.

UNDERDECK

Whilst designed for serious racing there is also adequate accommodation and comforts underdeck in line with the current generation of racing yachts.

RIG

The carbon rig carries two sets of swept-back spreaders, non-overlapping jibs and masthead asymmetrics tacked to a fixed bow sprit. Sailing upwind, the *Soto 40 OD* has over 100sm of sail exposed in a highly efficient sail plan including the square-top main. This distinctive feature brings aerodynamic efficiency to the sailplan without making the rig too tall. Twin backstays provide tension for the forestay. Standing rigging is PBO (can be interchanged with rod for IRC if desired).

CONSTRUCTION

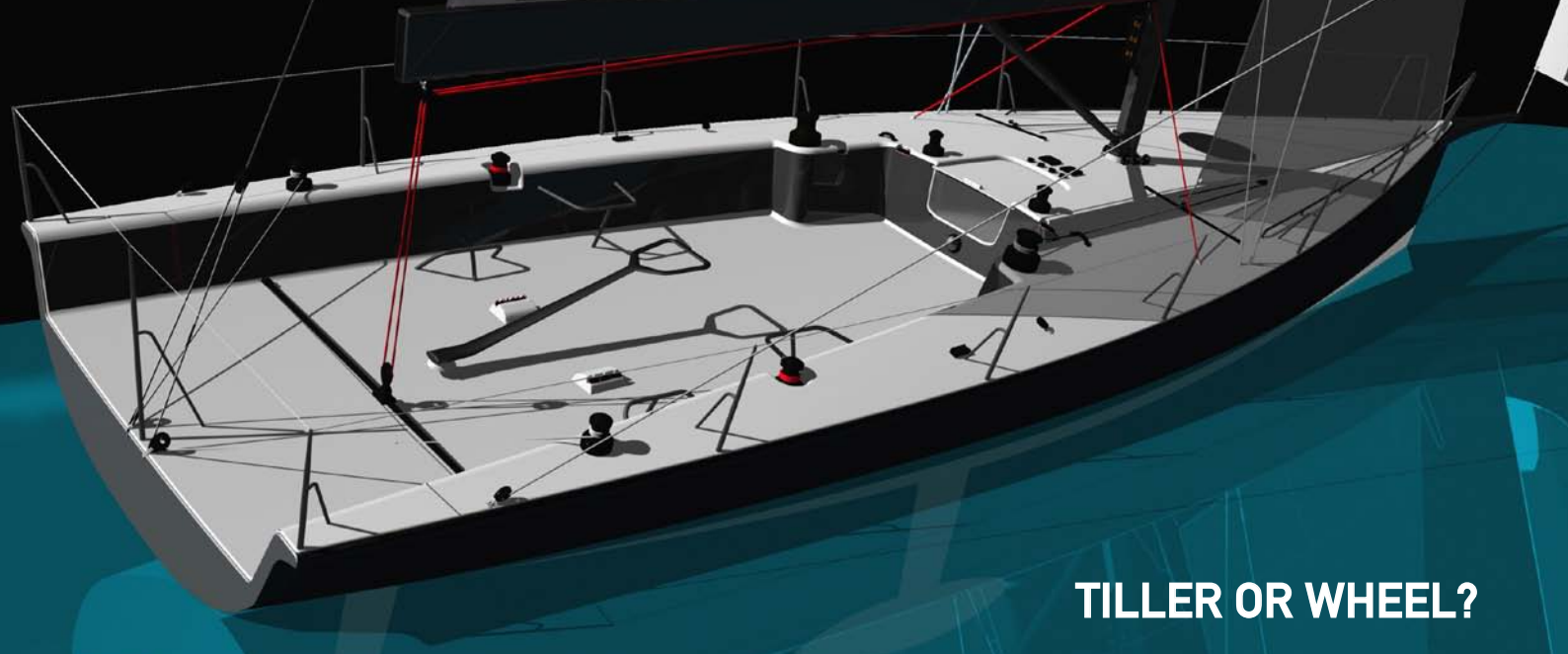
Simplicity has been the key to the construction with production in mind, along with reduced costs and reduced weight. The *Soto 40 OD* is constructed in a female mould. Vacuum E-Glass and Core-cell with epoxy resin is used throughout. The internal structure has a grid with centre longitudinals and keel floors, side bunks as well as "L" shape stringers and bulkheads. 12 metres of simplicity and innovation.

APPENDAGES

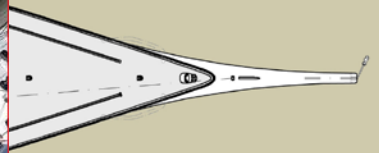
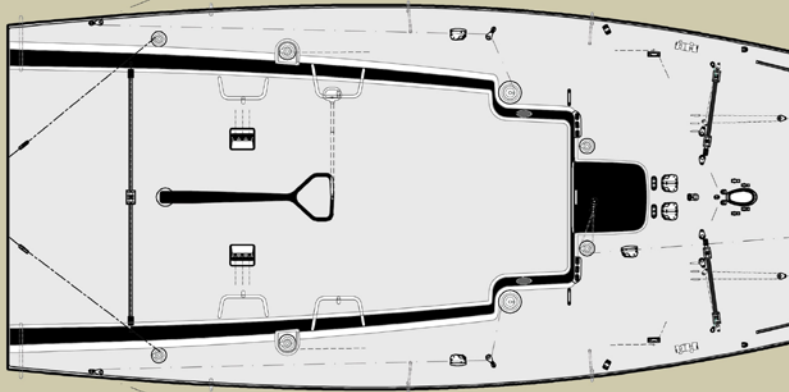
The keel and rudder are very high aspect ratio foils using the latest, fastest shapes. A hollow steel keel strut helps to lower the VCG, a lead bulb torpedo carries 50% of the yacht's total weight. The deep carbon/epoxy rudder is almost square at the tip. This is an area that works hard when reaching and at large heel angles so we opted to increase induced resistance at the cost of better lift when you need it."

Soto 40 One Design designer
Javier Soto Acebal





TILLER OR WHEEL?

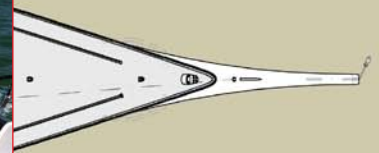
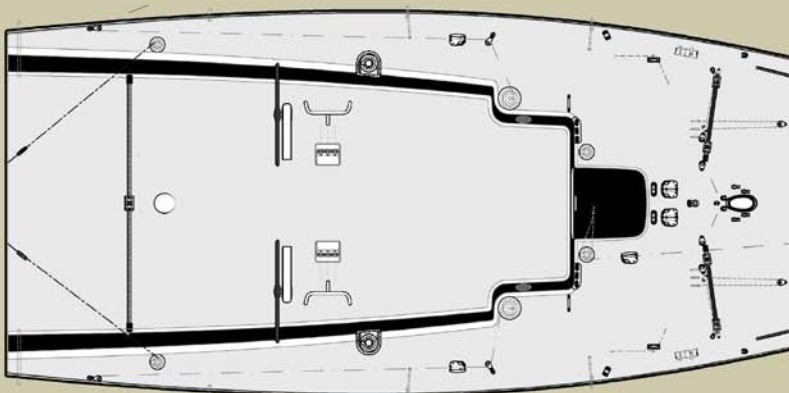


Soto Acebal

In the meticulous planning for the *Soto 40 OD*, designer Javier Soto Acebal was aware that there are 'tiller' skippers and 'wheel' skippers - it's a personal thing. Some prefer the 'hands on' feel of a traditional tiller. Others prefer the

ergonomics of wheel steering. Both systems are available and a clever weight-compensation system has been used so the two can sail together in a one-design situation. With wheel steering the mainsheet hand is seated

forward of the wheel. With tiller steering, they sit behind. There is no performance advantage - it's just your preference. (Dual carbon Jefa steering is an additional cost to the standard Soto 40 package)



Soto Acebal

THE CHOICE IS YOURS



ONE DESIGN RULES

Owner/driver one design racing at the highest level. Isn't that what world class racing is all about?!

The *Soto 40 OD* class has published rules that provide the basis for the class to prosper for the next generation, based on the experience of the successful Farr 40 OD class rules. The *Soto 40* class will gather nine yachts racing together at Ilhabella Race Week 2010. All this after only 18 months since the first yacht was launched.

The *Soto 40 OD* is beyond peer. Compare the costs and features of any comparable new yacht around this size and the *Soto 40 OD* wins the race before you even cross the startline. It's a modern classic that has evolved from some of the latest thinking in naval architecture. You can check it out in detail at... www.longitudeyachts.com or www.s40od.com.ar

But there are a few concessions below decks including 4 bunks, basic galley, lighting and a head to make your fast sailing comfortable. There's not a lot of crafted timber or co-ordinated fabrics but we figure you don't buy a *Soto 40 OD* for all that frippery anyway. Let's be realistic, 99% of the action is up on deck.

The *Soto 40 OD* is targetted at the serious one design sailor but can be raced in existing ORCi, IRC or Performance fleets. Truly exciting racing, plenty of room, some comfort for your guests when needed.... what more do you want? Excellent value in a unique, sexy package.



FREQUENTLY ASKED QUESTIONS

WHAT DOES IT RATE IRC?

Upfront, there have been no Soto 40s measured for IRC, nor are there any performing in IRC fleets at the moment. In the yacht's home in South America the Soto 40s happily do their one design thing with amazing racing, close results and happy faces. A trial IRC certificate has been obtained and the number was 1.239. That appears high, but look at the published VPPs of other 40 footers (Farr 40, Archambault 40 RC, Beneteau First 40) and you will see that the speed differences agree with the higher rating. The numbers don't lie and the fact is that, on paper, the Soto 40 One Design should perform well on a given day in IRC.

Truthfully, we just don't know yet.

IS THE SOTO 40 DESIGNED FOR IRC, ORR OR ORCi or any other rating?

Simple answer.... no. More complicated answer....all displacement yachts are capable of being measured in IRC or the newer ORCi that will replace IRC. But compared to the 40 footers that are currently doing well on IRC the Soto 40 One Design is lighter, faster, more stable and carries a bow sprit instead of a conventional spinnaker pole. In the ORCi Rule these aspects are treated more equitably.

In addition, the yacht has a large square-headed mainsail, PBO rigging, twin backstays, a mast jack, carbon mast and gunwale 'winglets'.... not your average IRC plodder! None of the above endears the Soto 40 One Design to the IRC rule.

A BETTER RATING

We don't want to buy into this issue at length. Everyone has their theories and thoughts about 'tweaking' boats for the rating rules. Indeed different yachts react to different tweaking.

But, in IRC you would start by looking to the large square-headed mainsail, the PBO rigging and the split backstays. We have had independent advice that by reducing the size of the square-headed main from 1550mm to around 700mm, replacing the PBO rigging with rod rigging and fitting the interior with basic IRC requirements would reduce the IRC rating from 1.239 to around 1.19. That's just an example but shouldn't be taken as gospel. IRC is a 'living rule' in constant evolution so what's right today could change tomorrow. And it does.

In ORCi the rule doesn't type-form yacht designs and most issues are measured and penalised more scientifically and fairly. Again there have been no Soto 40s racing in ORCi fleets as yet so maximising one in ORCi is an unknown factor at this time.

At the end of the day, the Soto 40 is just a simple, fast one design yacht not intended to race as a rating boat.

CAN I RACE SAFETY CAT 1 OR 2?

Whilst we haven't had a boat inclined for stability we have had the stability curves prepared by the designer which exceed the requirements. The Soto 40 has over 50% of it's weight in a lead torpedo bulb 2.6 metres underwater.... you can't get much more stable than that!



WILL IT RACE OFFSHORE?

In theory, yes. There is nothing stopping you. The Soto 40 reaches or exceeds all the construction and stability requirements. You would have to add a few things downstairs along with the required safety gear you need for the category you are racing. On the downside, there is only 5' headroom below. A short trip offshore would be no worries - the Soto 40 has four bunks, a head and simple galley. Would you want to do longer trips offshore? Probably not.

WHY IS IT BETTER THAN OTHER 40 FOOTERS

Here are a few of the reasons we reckon the Soto 40 shines above the other 40 footers...

- 1 It's faster in just about every wind in every direction, particularly downwind.
- 2 It's a brand new, contemporary design with more innovations from a proven design team. The latest foil shapes, high-quality materials and world-class fittings feature on every Soto 40.
- 3 It is the most easy to race, ergonomic design for skipper and crew with the largest cockpit, by far.
- 4 Better value and less expensive

WHAT'S INCLUDED

- Hull, deck and interior constructed from E-glass, CoreCell and epoxy resin with carbon fibre re-enforcements Vacuum-bagged to the highest standards. (Engineered to meet or exceed ABS standards)
- Laminated floor boards, painted interior and bunk cushions.
- Hull sprayed to client specification (single colour), bottom finished in epoxy primer
- Carbon fibre bow-sprit finished in 2 pack UV-stabilised clear urethane
- 30hp Volvo Penta Saildrive (D1-30), fuel system (50L tank), Gori folding prop, engine electronics, engine mouldings, installation and testing
- 3 x 12 volt battery system and LED internal and navigational lighting, fresh water plumbing and head
- All custom stainless and aluminium fittings, forward toe-rails, stanchions and lifelines
- All deck hardware (Harken), running rigging and custom Soto 40 running rigging package
- 8 x winches (Harken) - 2 x jib, 2 x halyard, 2 x main, 2 x backstay
- Lewmar flush circular articulated tinted acrylic fore hatch
- HS steel keel and lead bulb, faired, sealed, undercoated and ready for anti-foul. Lifting point installed

- Carbon fibre rudder, stock and tiller OR dual carbon wheel system option (at additional cost). Self-aligning bearings
- One piece carbon mast, aluminium boom and spreaders, halyards, PBO rigging, carbon instrument bracket, forestay foil and mast jack



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