



Viper 640

One Design Sportboat

Fast | Affordable | Fun

*"The Viper
combines the best
characteristics
of a dinghy and a
keelboat."*



www.viper640class.org

The successful VIPER 640 Keelboat comes to the UK

- ✓ Over 200 already racing in USA and Australia
- ✓ Active International Class Association
- ✓ High performance racing
- ✓ Easy slipway or hoist launch
- ✓ Easy spinnaker chute launch
- ✓ Easy to tow & fast to rig/de-rig
- ✓ Sailing for all the family
- ✓ All built in the UK

LOA : 6.40 m
Beam: 2.50 m
Disp: 340 kg
Ballast: 100 kg Lead "bulb" keel
Draft: 33 cm - keel up
1.37 m - keel down and
fully bolted for sailing
Sail Area: Main & Jib - 23.44 m²
Spinnaker - 39.54 m²
Crew: Two, three or four
Ideal weight 220-270 kg

✓ Positive steering

✓ Roomy self draining cockpit

✓ Longlasting Mylar
main and jib

✓ Two piece carbon mast

✓ Solid deck to walk on

✓ Simple sail controls

✓ Asymmetric kite for high
performance fun

✓ Easily launched bowsprit



WHY CHOOSE THE VIPER 640?

"It's a perfect balance of dinghy and keelboat"

If you are looking for the perfect compromise between the performance of a dinghy and the stability of a keelboat, the Viper 640 sportsboat is the answer. It enables you to sail as part of a dinghy fleet with a Portsmouth Yardstick number or enjoy keelboat racing with an IRC rating. This flexibility makes the Viper a clear winner.

It is easy to tow behind any medium sized vehicle and quick to rig. It normally takes about 45 minutes to fit the mast, boom and sails. The launch is simple, either by crane or with just 60cms (2 feet) of water, the Viper floats off the trailer. When in deeper water, ideally alongside a pontoon, the keel is lowered using a simple block and tackle system. Two bolts quickly secure the keel in the down position. You are now ready to go sailing!

The Viper is clean, simple and efficient, with controls lines easily at hand and a spacious, wide cockpit. With three crew there is plenty of space, but up to four can be accommodated and the decks are really comfortable. The gnav (boom vang) system opens out the front area, to provide crew comfort and increased space. The jib sheet system is 2:1, so young and old can easily trim without difficulty.

The max width makes it easy to keep upright and downwind you don't have to worry about sitting out at the back of the boat - the design is great, it gets up and planes with the crew in the centre.

The asymmetric spinnaker is easily hoisted out of the chute from the cockpit, using a swivel cleat on the mast. The carbon bowsprit is simple to launch using a rope control. Kite sheeting and gybing is easy and recovery is safe, quick and simple by pulling the retrieval line; it collapses and is sucked back into the chute. Two dry stowage tanks are fitted either side of the cockpit for personal belongings, food and drinks.

WILL A VIPER SUIT ME?

"I fell in love with it from the first trial sail"

The Viper requires minimal maintenance. The ease of lifting the keel reduces the need for mooring or berthing costs. It can be towed easily so you can take it home with you, or leave it in the dinghy park.

You can race intensively, visit regattas every weekend or race and cruise from your local club. It suits all requirements.

It is ideal for families because of its ease of handling. There is no complicated spinnaker pole, just a carbon bowsprit launched by a single rope line. Control lines are easy to pull and at hand. Many boats sail competitively with crew as young as nine years old.

The positive steering and stability in all weather conditions offers reassurance and confidence. The boat is self righting, but (unlike most keelboats) safety lines are fitted to the rear gunwale to aid recovery onboard should a crew fall off. The Viper passes the stringent 'self righting' test in the European Recreational Craft Directive and the International Stability and Buoyancy Standard ISO 12217

There are a number of approved sailmakers, although the boat is delivered with a complete suit of North Mylar racing sails to a standard proven pattern. The price is very competitive and is inclusive of everything. All you need are tie straps and a trailer lighting board to tow away.

Vipers are produced in the UK and USA by Rondar's skilled team of boat builders (Wiltshire - UK and Boston - US). The specification features a carbon mast enabling sailors to easily step the rig. The launch of the Viper is planned for the UK and Germany during 2014, whilst strong Viper fleets already exist in the USA and Australia.





About The Design

The Viper 640 was designed by Brian Bennett with the concept of being "Simple, Clean and Effective".

When Rondar Raceboats took over construction, they committed to new moulds and applied their high performance dinghy building skills to the Viper. The result - an immensely strong boat, but at low weight.

The Viper is a strict One-Design Class making it ideal for national and international racing.



The International Class

There is already a large fleet in the USA; more than 230 by the end of 2013. This fleet is supported by a Rondar production facility in Boston, which supplies boats, trailers and spares. The US Class has an active race programme with a number of major regattas.

There is also a growing fleet in Australia with more than 28 boats sold in 2012-2013.

The Viper is being launched in the UK and other European countries during 2014 and has already created considerable interest. Boats are produced at Rondar in Wiltshire and a full spares website supports the fleet.



Fast Cruising

Alternatively, if you want to just go for a sail then the Viper offers you the safety and security of a keelboat with high performance. Wide decks and a deep keel ensure comfort and stability in almost all weather conditions.

Run out of wind or manoeuvring in the harbour? The Viper is pre-fitted to accept bolts to secure an outboard bracket, one of the few "extras" that are available.



Extras & Spares

Everything you need to go racing is included in the price. The only extras that you might consider are a wind indicator, trailer lighting board, outboard bracket, rudder bag, GPS or your choice of electronic tactical equipment.



Handling the Viper on Land

The Viper is easy to transport and is simple to launch and recover. This makes the Viper 640 a winner in the keelboat market. Rigging and launching can be completed by two people.

The Viper can be towed by any medium sized car. When unhitched and using the jockey wheel the 340kg all up weight is easy to manoeuvre.

The carbon mast can be raised either by a straight lift (as per the picture) or by securing the mast heel near the step and hoisting with the spinnaker halliard, secured to the trailer. Once upright, the shrouds and forestay can be quickly connected. It takes just a few minutes.

The carbon mast is two piece, ideal for shipping or storing.



Launching by Trailer or Crane

When the sails, rudder and other gear have been prepared, the trailer can be backed into the water. The Viper will float off in about 60 cms (2 feet) of water.

The boat is fitted with several strong points, so that it can be lifted by crane with a strop. It is fast and easy.

(NB Image shows launching using a Combi-trailer (two part system - road trailer and launch trolley)
(The Viper is supplied with a standard road unit only)



Keel Hoist and Lowering

When in deeper water the keel is lowered using a block and tackle system supplied and secured in the 'down' position by two bolts.



Built by the experts in performance raceboats:





FAQ's

Where is the Viper 640 made?

It is produced by Rondar Raceboats in their UK production facility, Wiltshire

Can the Viper be launched on a slipway?

Yes, it can be easily launched off the trailer. You need about 60cms (2 feet) depth of water for it to float off. It is also just as easy to recover.

Can the boat be towed by family saloon car?

Yes, most reasonably sized family cars can tow the Viper on its Rondar built trailer.

Is it simple to rig?

Yes, it can usually be rigged in under 45 minutes. The mast can be lowered or raised by two people, either by hand or using the spinnaker halliard.

How do I raise or lower the keel?

A block and tackle is connected to the mast and then the keel can be simply lowered. Two bolts secure the keel in its housing. When sailing the lifting tackle is stowed in a bag onboard.

Can the boat be lifted using single point lift or Etchells/Dragon crane?

Yes, it has strengthened lifting points for a quick crane lift when required.

Is the Viper easy to sail?

Yes, with the extra stability from the keel and simple layout, the Viper is comfortable and has a large well laid out cockpit with no heavy loads - perfect for the family or racing!

How many crew are needed to sail the Viper?

There is room for up to 4 people in the cockpit, but for racing the Viper is normally sailed with 3 crew.

Can I sail a Viper in a dinghy racing fleet?

Yes - the Viper has an IRC rating and a PY handicap number so you can choose to race against dinghies or keelboats.

Can I capsize a Viper?

Yes, like almost any craft, but unlike a dinghy which loses stability rapidly, when it heels beyond 25 degrees, the Viper stability increases. This makes it very forgiving.

Is there an owner's Class Association?

Yes, there is a new International Viper 640 Class Association - www.viper640class.org.

Is the mast 2 piece?

Yes, the two piece carbon mast allows for ease of winter stowage or overseas shipping

Are there class rules in place?

Yes, this is a strict One-Design with comprehensive rules.

How many boats are there worldwide?

There are now about 240 in the USA and 28 in Australia. There are 4 in the UK for the initial 2014 launch and considerable interest from Germany.

Is there a regatta circuit being planned in England /Europe?

Yes a full programme of events is available for 2014, but you can also sail in any of your local regattas, either with yachts on IRC rating or with dinghies on Portsmouth Yardstick.

Is the boat fitted with quality equipment?

Yes, all the best equipment from Harken, North sails, acrylic cover etc.

What is included in the price?

Usually everything! We like to offer a complete package including sails and road trailer. Please check with your country for package details.



QUOTES:

"One-Design classes begin with a boat, but succeed because of its members. The Viper 640 class is riding a wave of enthusiasm that may never reach the beach."
Curmudgeon, Scuttlebutt.

"When you first take off downwind in the Viper, you realize that the boats are fast, real fast..... and then the perma-grin sets in as the funmeter gets pegged."
Scott Nixon.

"The Viper 640 is still one of the most fun boats I have ever sailed."
Phil Crebbin, Americas Cup skipper, 470 Olympian.

"The Viper has a terrific feel on the helm and it is one of the best designed sports keelboats available today."
Dave Curtis, Six time Etchell World Champion and Viper 640 owner.

"Make no mistake about it, there's a new kid on the block. Fast, close racing, big fleets, a great supportive builder and a class association that rivals any other. Go Viper!"
John Porter, previous Melges 24 Class Association President, twice Finn North American Champion and Viper Owner.

"The most fun I have had racing one design in my entire adult life"
Stu Hebb, Miami.

"My wife drives, my son crews and I do tactics."
JB Braun, FD Olympian, Mumm 30 North American Champion & BMW/Oracle Americas Cup principle sail designer and Viper owner.

"What a great boat and a fantastic class the Viper is"
Brad Boston. Sailmaker, Olympian, Ultimate 20 North American Champion and Viper owner.

"One of the fastest growing and most exciting niches in sailboat racing "
Hal Smith, PRO "Roaring Twenties" circle, Charleston Race Week

"The one that left you wondering how you got so lucky"
Post on Sailing Anarchy.

"With regard to the performance difference between the 20's. The Vipers are faster, period."
David Hammett, Melges 20' sport boat owner and Viper connoisseur!

"The Viper is totally up to date in hull geometry and rig."
Bob Perry, full review at Perry Yacht Design.

"The Viper 640 is without a doubt, a sweet sailing boat."
Betsy Allison, Sailing World.

"It was great to windward, but once we turned downwind I was convinced. I wanted one!"
David Pitman, Three times Contender World Champion.

"Its fast around the course and a great to sail. I cant get the smile off my face"
Mike Relling, International Sailmaker and Big Boat sailor.

Our unanimous choice as Performance One Design Winner"
Reported in Sailing World 2012



PERFORMANCE & COST COMPARISON OF KEELBOAT CLASSES

	VX ONE	VIPER	SB20	ELITE	J70
SIZE					
Length (m)	5.79	6.40	6.15	7.40	6.93
Width (m)	2.19	2.50	2.15	1.72	2.25
SAIL AREA					
Main & Jib (m)	19.97	23.44	27.30	23.50	26.00
Gennaker (m)	26.00	39.54	46.00	25.00	45.00
WEIGHT					
Displacement (kg)	260	340	1075	1380	795
SPEED					
IRC Rating	-	1.010	0.960	0.933	0.971
PY Number	-	894	911	938	-
CREW	2-3	2-4	3	3	3
COST					
Plus VAT	£21,150	£24,000	£25,000	£32,995	£31,828
	£4,230	Included	+£5,000	Included	Included
Trailer	Included	Included	Extra	£3,213	+ £2,724
Sails	Included	Included	Included	Included	+ £4,704
Cover	Included	Included	Extra	Unknown	+ £964
Antifoul	No	No	Unknown	£428	+ £500
TOTAL (est)	£25,380	£24,000	£34,000	£36,636	£40,720

Prices correct December 2013



HANDICAP INFORMATION



IRC: 1.010 (provisional) Class IRC applied for.



Portsmouth Yardstick:
UK: 894
US: 70.4



PHRF-NB: 105

I:	6.7m
J:	2.28m
P:	7.81m
E:	3.07m
LOA:	6.40m
Disp:	340kg
Draft:	1.37m



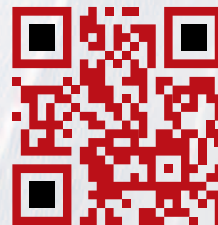
Viper 640
Sponsored by :



Practitioners of the craft
of private banking

www.efginternational.com

www.viper640class.org



Have a trial sail!

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Built By:



Viper 640