



## Excellency in design Elan 340

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 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.

"...exceptionally popular sailing yachts...."



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**elan**

[www.elansports.com](http://www.elansports.com)

**elan 340**







### Hull

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.



### Clear deck

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.



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.

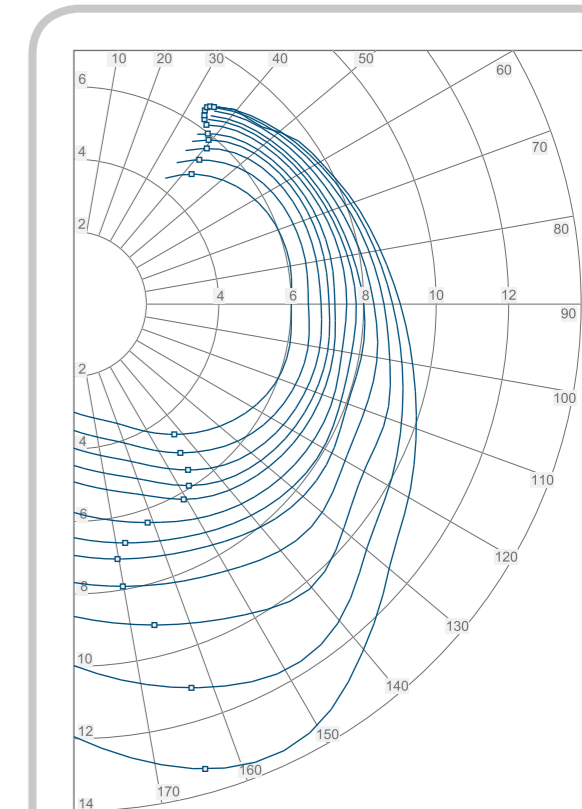
Designed to be responsive and fast in light wind, the boat easily handles various weather conditions with only a minimum adjustment of the sail area, a feature equally important to the cruising family as it is to the race crew.



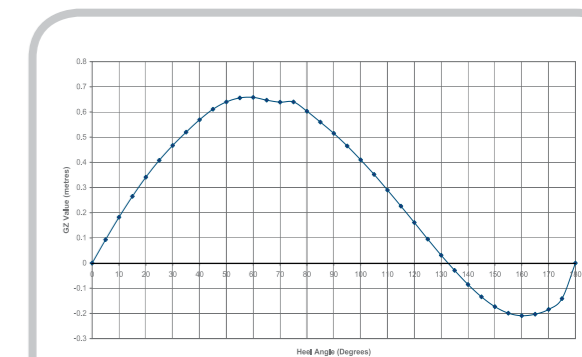
### Technical specification

Lenght overall	9,99 m
Hull lenght	9,99 m
Lenght at waterline	9,385 m
Beam	3,477 m
Draft	1,95 / 2,10 m
Displacement	5.000 kg
Ballast	1395 / 1482 kg
Water capacity	200 l
Fuel capacity	95 l
Engine	30 hp
Mainsail	33,07 m <sup>2</sup>
Genoa	26,49 m <sup>2</sup>
Spinnaker	85,20 m <sup>2</sup>
I	13,49 m
J	3,67 m
P	12,78 m
E	4,50 m
Boat design cat. CE:	A

Design: Humphreys Yacht Design  
Interior styling: Boris Lubej



Polar diagram



Stability curve