Two Ton Rubis (Ex CORUM II Admiral?s Cup 1991) - 1989

-1991.ht



95 000 EUR incl vat

General

Year : 1989
Builder : BENETEAU
Beam : 13.78 Ft
Length : 45.93 Ft
Life Raft : Yes
Draft : 8.53 Ft
Leasing in progress : No
Area : Arcachon, France

Engines

Fuel : Diesel
Engine Brand : YANMAR
Power Unit. (HP) : 40
Engine(s) : 1

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Facilities

WC : Sailor
Flybridge : Yes
Head : 1
Helm : No

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No
Radar : Yes
Sounder : Yes
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No
Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : Yes
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : Yes
AC : No
Black Water : No
Tender : No
Bow Thruster : Yes
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : Yes

IceMaker : No
Freezer : No
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

45? BÉNÉTEAU TWO-TONNER ? ?CORUM II / RUBIS?
Briand design, 1989
A LEGEND OF OFFSHORE RACING
Winner of the 1991 Admiral?s Cup
Exceptional Carbon / Kevlar / Nomex construction ? Optimised and ready to race

AN ICON OF THE GOLDEN AGE OF INTERNATIONAL YACHTING
Owning ?RUBIS?, formerly ?Corum II?, means acquiring a living legend of French sailing sport.
The result of a collaboration between renowned yacht designer Philippe Briand, Philippe Pallu de la Barrière and Luc Gellusseau, this exceptional Two-Tonner was specifically designed for the Corum watch racing team and built by Bénéteau Course.
In 1991, sailed by an elite crew including Delhumeau and Kermarec, she led the French team to a historic victory in the Admiral?s Cup, then regarded as the unofficial world championship of offshore racing.
Today, this prototype retains all of its original excellence: exceptional structural rigidity thanks to its Carbon / Kevlar / Nomex sandwich construction, remarkably precise steering, and an upgraded rig and equipment package including an Axxon carbon mast, North Sails 3Di sails, B&G electronics and an electrical system renewed in 2025.

KEY FEATURES & HIGHLIGHTS
Internationally recognised pedigree: Winner of the 1991 Admiral?s Cup, delivered with three collector?s spinnakers bearing the Corum logo.
Performance & sailing sensations: Highly competitive under IRC ? 120 m² ? and Osiris ? 140 m². Ideal for RORC events, Cowes Week, the Giraglia, Les Voiles de Saint-Tropez, as well as the revival of IOR and Classic yacht racing.
Premium high-tech construction: Vacuum-bagged Carbon / Kevlar / Nomex hull and deck, integrated safety crash box beneath the profiled NACRA lead keel, full-carbon suspended rudder and titanium chainplates.
Recent upgrades: Electrical system completely renewed in 2025, new Dyneema running backstays in 2025, 2024 racing genoa and Axxon carbon mast.

TECHNICAL SPECIFICATIONS
Designer: Philippe Briand, 1989
Builder: Bénéteau Course
Length overall: 45 ft / 13.70 m
Maximum beam: 4.20 m
Draft: 2.60 m
Light displacement: 7,900 kg
Underwater appendages: NACRA-profile lead keel with integrated safety crash box and suspended carbon rudder

RACING RIG & DECK HARDWARE
Axxon carbon mast

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Four sets of spreaders with jumper
Carbon boom
Standing rigging: ROD Navtec, 2018
Harken Tuff Luff twin-groove headfoil, 2021
Dyneema running backstays, new in 2025
Titanium chainplates and tip cups

COMPLETE AND HISTORIC SAIL INVENTORY
Racing sails
North Sails 3Di mainsail
Code 0, in as-new condition ? used only twice
Racing genoa, 2024
Medium genoa
Racing Solent
Heavy-weather / ORC jib
One new racing spinnaker, 2025
Two additional racing spinnakers

Training, delivery and collector sails
Numerous training and delivery sails
Three historic ?CORUM? spinnakers from the original period, forming part of the yacht?s heritage

RACING & NAVIGATION ELECTRONICS
Two complete B&G instrument systems ? navigation and racing modes
Seven B&G Hydra 2000 displays ? interior, mast, pit and helm stations; serviced and installed in 2019
B&G masthead wind sensor, 2018
Raymarine chartplotter with Navionics cartography, 2018
VHF with AIS and dedicated antenna, 2020
Raymarine ST6002 autopilot with wireless remote control, serviced in 2023

ENGINE & ELECTRICAL SYSTEMS
Engine: Yanmar 40 hp inboard diesel, very few hours; removed for a complete overhaul in 2018
Transmission: Saildrive with folding racing propeller
Electrical system: Completely renewed in 2025
Power: Cristec 25 A shore-power charger, serviced in 2025; 80 A alternator, 2020; new 50 A spare alternator
Batteries: Two 100 Ah gel service batteries plus one 60 Ah engine battery, 2023

INTERIOR ACCOMMODATION
Interior layout optimised for racing and offshore sailing:
Six berths / pipe berths
Lightweight galley area with cooker and stainless-steel sink
Enclosed marine heads compartment with marine toilet

AN EXCEPTIONAL YACHT, MAINTAINED WITH PASSION
RUBIS is available to view at Port d?Arcachon.Complete documentation, detailed history and inventory available on request.

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Media

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