

M35' WRC

Designed for Open, IRC, ORC, inshore, offshore & ocean racing.



"M35' WRC is a Moana Bluewater Yachts born to sail without limits in the most modern and efficient way, to race inshore, offshore and ocean races. The idea is: to provide a latest generation yacht, to offer included in the base boat the right mix of speed solutions, to keep the purchase, management and logistics costs equal to any racing boat of this length. This is why we designed a very powerful hull, able to be extremely fast also in his simpler configuration, fixed keel and water ballast, but that can be upgraded with all the available technology. M35' WRC Base comes with: double fix rudders, fixed T keel, water ballasts, orientable bowsprit, secondary winches and complete deck gear, self-supporting sail plan with running back stays for safe and mast trim. This configuration is the ideal one for racing at the highest level on a low budget, for keeping the boat simple and reliable. If still more performance is needed M 35' WRC can be ordered with a carbon fix or rotating mast, fiber rigging, lifting rudders. The RACE Base interior is very essential and light, but pleasant and practical to live at sea for long periods and dignified holidays. The RACE Comfort layout is for racers/cruisers wanting an all round yacht and more comfort. The EXTREME interiors, consisting in a single central module carrying all fixed weights and on board loads, is for professional racing. Moana Custom department offer others up-grade possibilities such as: full carbon construction, canting keel, daggerboards or foils, custom deck or interiors.

Given M35' WRC high speeds, the cockpit can be protected by a canvas sprayhood or by a rigid protection that completely covers the front of the cockpit and the helmsman, in IMOCA style.

As all Moana Bluewater Yachts M35' WRC is a very seaworthy, but this one it's a "bullet". The perfect tool for a crew to race inshore and in long distance offshore competitions like: Rolex Transatlantic, Transpac, ARC, Caribbean 600, Fastnet, Middle Sea Race, Sidney Hobart and similar races. It is ideal for a single or a double handed crew competing in international or Mediterranean events, or in major ocean races like OSTAR, TwoSTAR, Transquadra, and everywhere a 35' is accepted".

Vittorio Malingri

DATA SHEET

Shipyard:	Moana Bluewater Yachts
Naval architecture:	VMV YD
Structure:	VMV YD
Interior design:	VMV YD
L.O.A:	10,66m
L.W.L:	10,01 m
Bmax:	4,00 m
Depth:	2,70 m
Light displacement:	3000 kg. (Extreme 2700)kg
Keel ballast	1000 kg
Water ballast	2 x 500
Sail area upwind (main+ code0):	103,37m ²
Sail area downwind (main+ asy spin.):	135,27m ²
Main:	53,77 m ²
Code 0:	49,60 m ²
Genoa:	35,80 m ²
Staysail:	22,00 m ²
Asy spinnaker :	81,50 m ²
Water tank:	1x 65 lt (Extreme 40lt, Race Comfort 200lt)
Fuel tank:	1x 65 lt (Extreme 40lt, Race Comfort 100lt)
Black water tank	1x 20 lt
Engine:	Inboard diesel Yanmar 14hp. (Extreme 10hp, RC. 21hp)
Transmission:	Shaft line, 2 blade folding prop. (RC .3 blade)
Batteries:	1 x 110ah house (RC 2 x 110ah) - 1x 110ah engine



*NOTE: To protect our design we do not show in this document real waterlines and appendages.
Shown waterlines and appendages differs only slightly from real ones an give the sight perception of the definitive yacht.

FAST & SEAWORTHY

M35' WRC has been designed to race at the higher level and to be able to sail in any whether condition, as often found in the most demanding races. This 2021 design includes all the best features conceived and tested on latest generation open boats. The basic configuration, fixed keel and ballast, allows an adequate purchase and management cost, a reliable yacht much lighter and simpler than a foiler and with no logistical problems in ports. The hull is very powerful, to suffer very little the conditions favorable to foilers and to perform much better in the conditions which penalize them, regaining the gap.

M35' WRC Base is already equipped with all the essential solutions needed to participate in offshore races: orientable bowsprit, full deck plan, racing sail plan, water ballasts, double fixed rudders and fix deep T keel. All three proposed internal layouts allows full life aboard before and after races. This way the owner budget can be concentrated on technical gear, sparing high crew's hotel and restaurant costs. A livable interior allow also cruising holidays, for many owners often more relevant than the racing use.

The RACE layout host up to a crew of six. Spacious and bright it feats also a separate toilette. Designed for racing and cruising the RACE Comfort layout has a bow area with a double cabin and a roomy separate toilet. The EXTREME Base layout it's the ideal one for single or doublehanded racing, if upgraded it can also host six people, and there the possibility to fit a simple separate toilette. EXTREME Base is the lighter layout allowing also the maximum righting moment.



M35' WRC has a unique construction. Moana Bluewater Yachts is well known for producing “real” boats with very serious technical characteristics, regardless of what they cost in terms of labor and materials. The tradition continues, even everything that is not seen it's done at the state of the art without industrial tricks. This approach is crucial for an easy, practical and safe use at sea, for navigation's comfort and speed. Global quality, seaworthiness, reliability, performances are all achieved with a design and engineering process strong of an extraordinary “in house” know-how on the water. An experience of more than a million miles, covered by the Malingri family in more than 40 years of navigation. Experience coming also from and the construction of over 130 yachts, 5 models of the legendary classic Moana, and various one off, as Moana 60' the first Italian designed and built IMOCA 60'.

If you want to race successfully and extend the range of your racing and cruising holidays, M35' WRC and the staff of Moana Bluewater Yachts are ready to make your dream come true.

SELLING PHILOSOPHY

Moana Bluewater Yachts are for real sailors; a “cult” among expert owners with a strong passion and a clear vision of their own yacht, accustomed to live aboard at sea, at the anchor or moored in a port.

A Moana is a very peculiar yacht: true, rich, made with extreme care. A high quality construction at the state of the art of boat building, made with passion, skill and using the better materials.



Moana 45 Classic

To contain costs Moana Bluewater Yachts, instead to act on the production, where we do not spare resources, has a soft approach with the client. We are artisans selling they work, not trading gear, we keep company costs, as marketing or boat shows, very low; this way they are only a tiny part of the yacht overall cost. The client pays all materials used in the construction and to equip of the yacht, at the same discounted shipyard price, without mark-up. This make a Moana's final price in a 90% for “weight and labor” also include: the designing of external and internal variations, the consult for the choice of all optional gear, the shipyard discount to buy them; from rope and sails to the tender or electronics, from safety materials to crew whether clothing or mooring gear.

Cruising Moana Bluewater Yachts, despite their length, include in their Base version all the options necessary to a comfortable life aboard: refrigerator, hot water, electric WC, battery charger, inverter, 220v. and 12v. USB sockets, electric bilge pump, pressure water pump and foot pumps, salt water in the kitchen, high capacity house and engine batteries, swim ladder. The racing ones includes full deck and rigging gear.

To complete the yacht with all the external and internal options the owner wants, Moana Bluewater Yachts continue to offer his shipyard discount to buy gear and accessories and the normal labor cost to fit them on board or for customizing the yacht.

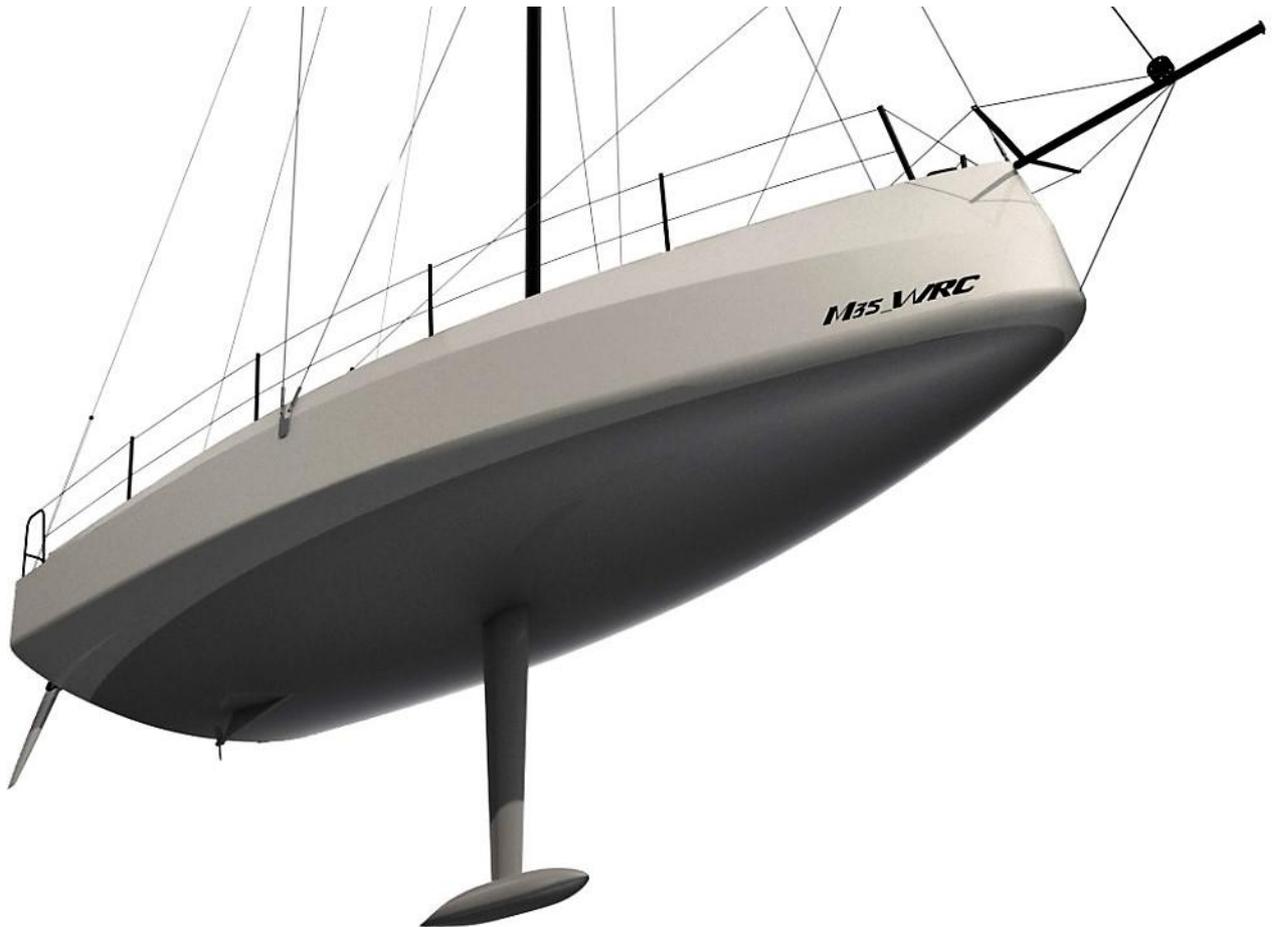
This approach allow to buy a very high quality yacht, designed and built for a professional use and highly customized on the owner needs, at a final cost very near to a quality series boat built with an industrial method, where a huge part of the purchasing price pay brand marketing and trade chain.

We have built our brand on the fame of our products and on the customer care. The added value, coming from our design and navigation experience, is unique. The quality level of the construction and the quality/cost ratio are hard to be found.

Moana Bluewater Yachts are an absolute value that remains unchanged while sailing through the time.

M35' WRC BUILDING SPECS

The platform of the Base version of the M35' WRC is hand laid laminated with care and precision on female molds, using multi-axial and unidirectional E- glass fabrics on high density PVC core, using vinylester resin and post cure. The light but very strong hull and deck are reinforced by a structure of composite longitudinals, floors, bulkheads and beams, involving: boat bottom, bow, keel area, mast foot, chainplates and engine. In the bow lamination it's inserted Kevlar fabric, there is a crash box and a watertight bulkhead. Aft a watertight bulkhead isolates the rudder compartment from the living area.



The keel top has a pyramidal box shape interlocked in a matching case structural with the hull. Two big prisoner interlock and support it. Side and longitudinal loads are supported by the structural hull case, part of the hull's bottom reinforces grid. The keel blade is in Weldox steel, the lead bulb weight 1000kg.

Rudders are built by e-glass/carbon/epoxy; they are external for easy of maintenance and eventual replacement while at sea. They are fitted on SS hardware. Rudder system gear is easily accessed by top openings in the spoiler. Lifting rudders are an option, they are useful for less drag and to minimize the risk of hitting floating objects.

All big fixed weights on board are placed on the centerline, to provide a better righting moment on both sides, and close to the longitudinal center to improve wave passage.

The water ballasts, 500 lt. on each side, are divided into two independent compartments, aft and central. Their shape is made to maximize the righting moment and retard the negative stability. The water is charged, discharged and transferred by an electric pump system, or, sparing energy, by hydrodynamic scoops and gravity.

DECK DESIGN

The deck has been designed to protect and give safety and comfort, to make a short crew maneuver fast and easy. The roof has an important dimension to ensure rapid righting in the event of a capsized, to protect the cockpit's from wind and spray, to provide interior height. The deck plan is complete with 4 Andersen ST winches and ANTAL deck gear for all maneuvers including: running back stays, 2 fix vang/preventers, barbers and circuits for mast head JO and asymmetrical spinnakers. Jib's sheets points are 3D, the passageways are clear from deck gear, placed on the roof side step. The aluminum bowsprit can be oriented sideways from the cockpit.



All hatches and portholes are placed high on the deck and can be kept slightly open in light air, without the risk of wetting the interior. The cockpit is deep and comfortable; the crew is protected by a canvas or a rigid sprayhood, which allow sight at the sails and at the bow. The entrance is through a Lewmar watertight hatch, all external lockers are under the cockpit sole and drain directly into the sea. Materials such as anchor, fenders and light sails are stowed in the sail suite, accessed by a top hatch or by the interiors, or in the two cockpit bottom lockers .



SAIL PLAN

The Velscaf aluminum self supporting mast is a 10/11 fraction rig, the single level spreaders are swept aft 25°, the discontinuous rigging is by 1x19 SS wire (rod opt.) on bronze/SS turnbuckles and SS chainplates. The mobile staysail stay is in Dyneema, like running back stays, present for safe, tuning and mast top sails. The mast is placed in the longitudinal center, with the boom aft end flush with the stern, this leave space to a large bow triangle. The square headed mainsail is on an ANTAL track system, 3 generous reefs reduce it into a trysail. In extreme conditions M35' WRC sail up wind well balanced, also under storm jib alone, cause the rear sail position, just in front of the mast, does not give whether helm.

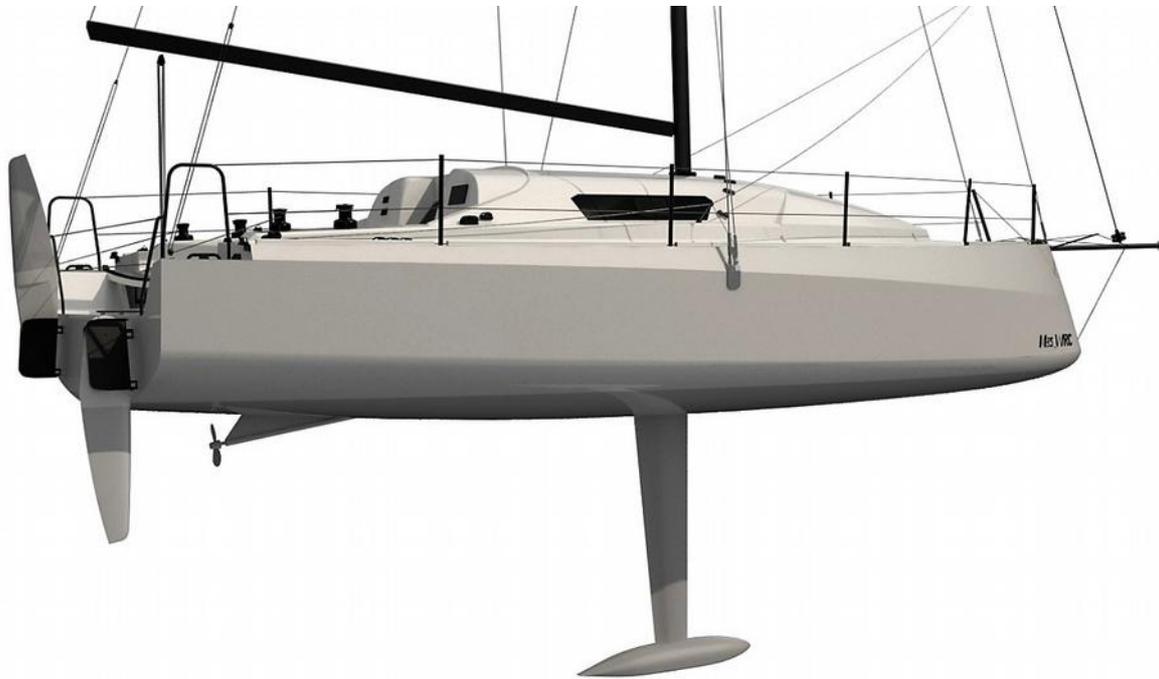


M35' WRC Base has a 110% J1 with 1 reef hand, a 110% staysail also with 1 reefs hand, a storm jib on textile stay with it's tack at the roof end. Both front sails just need to be lowered on deck, where they remain protected and ready in their stay deck bags.

Several rigging up grade can be made adopting: aluminum wing mast rotating on spreaders (no outriggers), fix or rotating carbon mast, carbon boom, fiber rigging, fix or orientable carbon bowsprit .

ENGINE

M35 'WRC RACE Base have a Yanmar 14hp engine, RACE Comfort a 21hp, EXTREME Base a 10hp, small and light it charges batteries saving fuel. The position, under the entrance, has full access from four sides. Transmission is Reggiani shaft line with floating bearing and homokinetic joint, with a 2 blade Radice folding prop. The shaft is protected by a skeg that improve route stability and reduce autopilot consumption.



The cooling and exhaust pipes are equipped with siphons for a safe use in rough seas. A 110ah alternator and a smart diode provide a fast batteries charge, saving fuel. The engine panel is in the cockpit, as well the lever Morse cable control, recessed and protected in cockpit bench front and right vertical planes.



M35' WRC EXTREME can be upgraded with a 14hp engine. RACE and RACE Comfort with a 29hp. More options are two or three blade Max Prop, shaft & prop lifting system, hybrid, in-grid or full electric engines.

CONSTRUCTION'S OPTIONS

M35' WRC Base is offered as described because our experience suggest that this is the better configuration to combine quality, performance, environment protection and yacht's cost.

In few words we believe that a skilled and trained crew aboard an M35' WRC with EXTREME interiors, competing in an Ostar, a Twostar, an ARC, a Middle Sea Race or in your area championship, to make some example of different racing for which M35'WRC has been designed, can win his class and leave behind a lot of bigger boats. On a little boat the lamination is made by only few layers of cloth, switch to full carbon will bring only a little weight gain. Nevertheless we know that there are more demanding owners willing to compete at the top, wanting a more rigid yacht, an appendages optimization for the formula they prefer, a foiler or a cockpit made exclusively for crew or singlehanded racing. In this case Moana Custom, the Moana Shipyard's custom department dedicated to one off and to up-grade Moana Bluewaters Yachts composite, can build the platform or some yachts parts. This open unlimited possibilities to improve our yachts in every aspect: from hull and deck lamination to appendages, from rigging to deck, from engine to plants.

We want our customers to be happy and proud of their yacht, we have a long experience of customization grown on our Moana Classic series where, on over 130n series units built in 5 models, you hardly find two twin Moanas.

PLATFORM LAMINATION

- Under vacuum lamination using vynilester or epoxy resin.
- Part or full carbon lamination for deck and hull.

APPENDAGES

- Appendages optimization for Open, IRC, ORC.
- Canting keel
- Lifting keel.
- Foils or asymmetric daggerboards.

DECK PLAN

- Roof layout
- Cockpit layout.
- IMOCA style rigid cockpit protection.

SAIL PLAN

- Specific formula sail plan optimization.
- Carbon mast.
- Rotating mast.
- Carbon boom.
- Carbon bowsprit, fix or swinging.
- Fiber rigging.

PROPULSION

- Yanmar 21hp engine for the RACE version, 29hp for the RACE Comfort and 14hp for the EXTREME.
- Lifting shaft line and prop.
- Hybrid, in-grid or full electric engine.

INTERIORS

M35' WRC is offered with three interior layouts, each one having various options: RACE, RACE Comfort and EXTREME. All three can accommodate up to six crew members, some of them adopting options. This is a big advantage cause often the cruising use time can be equal or more than the racing one. A livable interior allows cruising with family and friends, amortizing purchase cost with a dual use. It' can be also a drastic reduction of the racing budget, by eliminating high hotels & restaurants costs, before and after the races, and leaving more resources for sails, gear, boat optimization, delivery and crew trips. This is why all M35'WRC layouts feats a toilet with a shower (option on the EXTREME) and a serviceable kitchen.

The internal height is of 2,05m at the entrance, the yacht is livable in upright position up to the sail suite. The furniture is made of painted composite sandwich panels with solid Canadian cedar trims.

Every version have enough storage place for gear, provisions and spares parts for it's particular use also for offshore navigation, and have the possibility to store materials to windward if necessary.

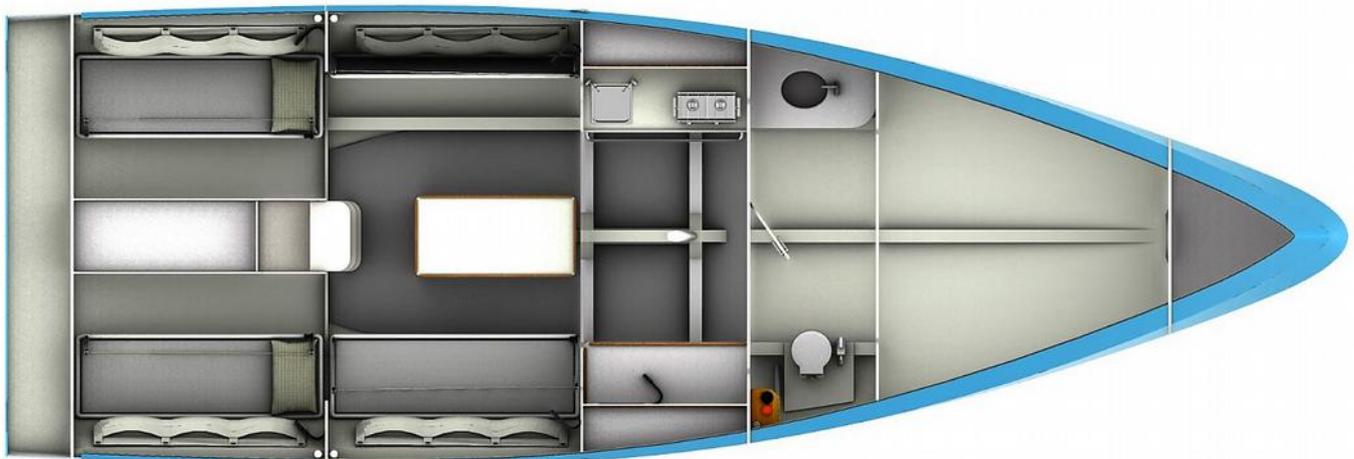
Internal air circulation is ensured by entrance, main cabin, and front hatches, by the two side portholes and the two rear ones . At rest or during navigation the boat is cool and breezy. The aft and the saloon berths benefit from air circulation through the entrance and the cockpit portholes; during navigation the entrance hatch can always be kept open, cause it's protected by the sprayhood, as are the rear bench portholes, which are protected by gutters.

The M35' WRC's optimum crew for long offshore races is four sailors. In club racing a crew of six can offer more RM and faster maneuvers. When sailing single or double handed a good portion of M35'WRC internal layout can be disassembled and disembarked to lighten and quickly inspect every part of the boat.

The huge righting moment is strongly helped by water ballasts, but it's also important to place all internal weights well to windward and to place them on the other side on tacks or jybes. It's also very important to have bunks on the wind side, humans are a big weights on little boat and, during long distance races, they cannot resist sitting on the rail for many days and nights .

For a better righting moment on both sides all three M35'WRC interior layouts are designed with all major fix weights, like engine, tanks batteries and plants, in the center line. Fix weights are also placed near the longitudinal center for a better wave passage.

RACE BASE



The RACE Base internal layout it's the more indicated for a combined racing and cruising use. It can accommodate a crew of four or, disassembling the aft bunks, it can be optimized for double or single handed racing.

The main cabin has two adjustable sofa/bunks in the saloon and other two at cockpit sides, In the center there is a module containing the sweet water tank, the ballast system and two 110ah 12V. Batteries.



The kitchen is equipped with a light tilting two burners alcohol cooker. The sink is served by sweet water by pressure and foot pumps and salt water by foot pump. The discharge is by a manual pump, that serve also as internal bilge pump. The discharge pipe is equipped with a siphon to prevent water return when the yacht heels. Over and under the kitchen top there are capable lockers for gear and food.



The cart table is placed in the right saloon front corner. It has an instrument panel and a cabinet over it and a big shelf underneath. The working plan can be accessed by the front or seating on the right sofa forward end.



Forward of the main bulkhead, in the sail suite, there is a minimal and light separate toilet. The sink on the left is served by a sweet water tap/shower by pressure and foot pumps. The sink outlet pipe has a siphon to prevent water return when heeled port. It's discharged by a manual pump, that serve also as bilge pump for the forward compartment. A shower can be taken in the center and the water discharged by the same bilge pump,. On the right there is a light manual WC with it's wall black water tank, that can be emptied in the water or from the deck.



RACE INTERIOR OPTIONS



M35' WRC RACE interiors can be upgraded for a crew of six with furniture, plants, and light storage containers. All options, except the toilet, can be easily removed for day racing or to compete in short crew.

A dining table, with folding wings, bottle and glass containment in the center, can be fitted over the central saloon module. A tilting two burner and oven propane stove can be fitted in the kitchen.



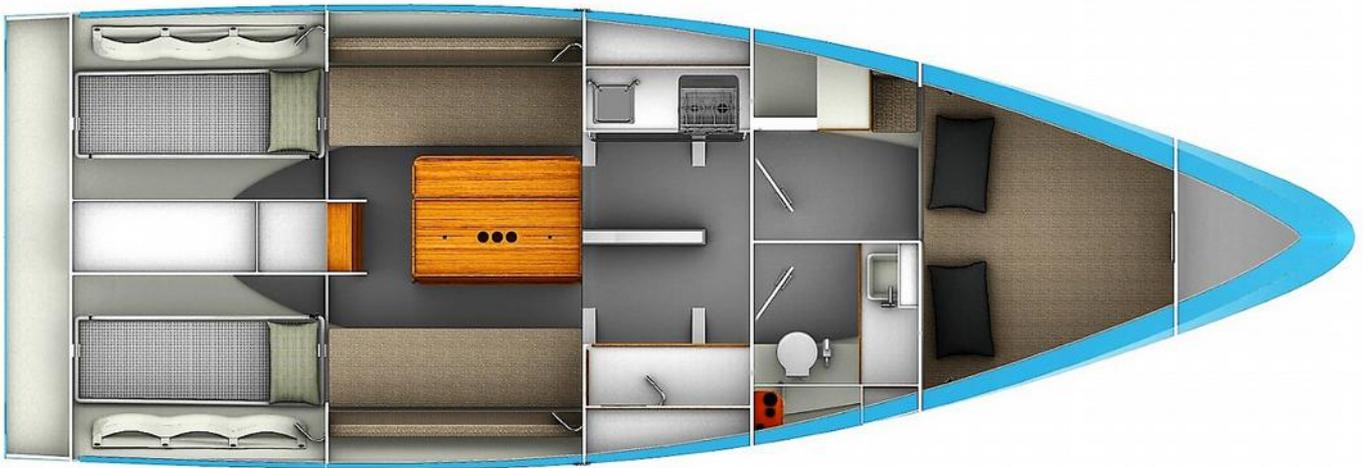
For better light and air circulation two windows with integrated portholes can be fitted aft of the aft bunks.



Two additional adjustable berths can be placed in the front compartment. They are good for crew rest and to store sails and other materials on the wind side, when sailing in light air.



RACE COMFORT



The RACE Comfort interior is for owners wanting more comfort and having a race and cruise use, to those liking fast cruising or to compete in ocean rally as the ARC and then using the yacht for tropical holidays. Saloon and aft compartments are identical to the RACE layout with just some differences:

- Sofas are fix ,with backrest cushions, and have capable lockers underneath.
- There is a main dining table with folding wing over the central module.
- Kitchen has a propane two burner stove with oven.

The saloon is roomy with plenty of air and light. A folding wing dining table is fitted on top of the central case, that contain all major fix weights as: sweet water tanks, water ballast system and batteries. In the main bulkheads there are two doors. The left one give access to a double bed cabin and the right one to the toilet.



Furniture have wood trims and there is a central roof finishing panel with integrated cabin lights. The kitchen is equipped with a propane tilting stove with burners and oven. Over and under the kitchen top there are capable lockers for gear and food. The sink has sweet water by pressure/foot pump and salt water by foot pump. The discharge is by a siphon and manual pump, that serve also as internal bilge pump, to prevent water return when heeled down wind. For better light and air circulation two windows with integrated portholes are fitted aft of the pilot bunks.



The chart table on the right front saloon corner has an instrument panel over it and big shelf with high containment under. The working plan can be accessed by the front or seated on the right sofa forward end.



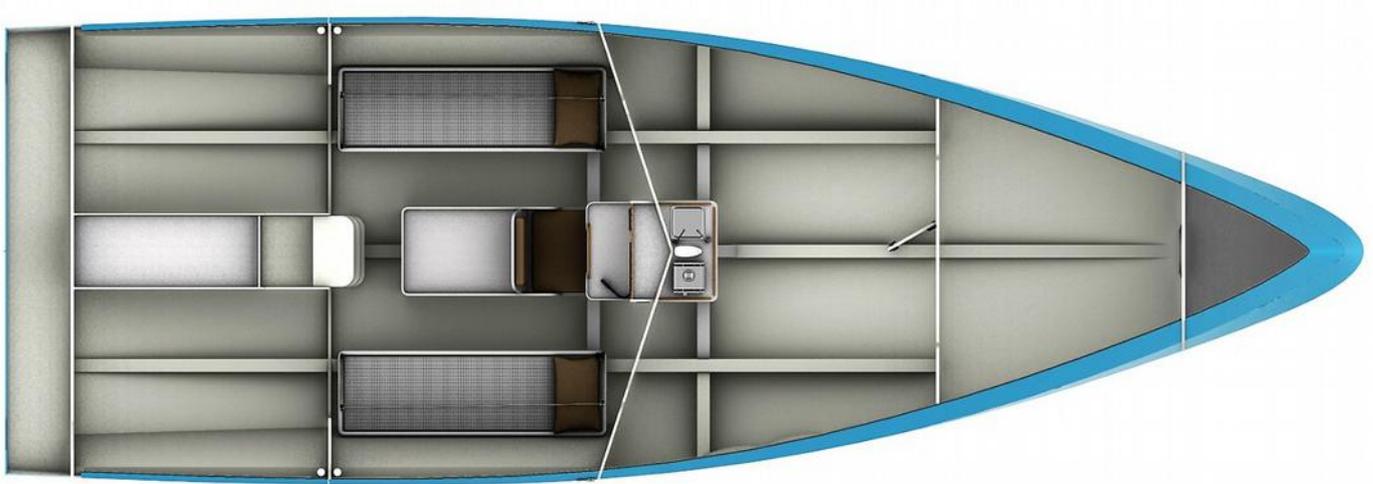
The forward double cabin is extremely roomy, due to M35' modern open style wide bow's waterlines. The cabin has a classic layout with tall cabinet, drawers and a seat on the left and forward double bed. There is ample storage for sails and gear under the bed plan, accessible by the corridor.



The separate toilet is very roomy. The sink is served by sweet water and placed near the center line, not to go underwater when the yacht is heeled starboard. There is plenty of storage for personal items, pharmacy, toilet and cleaning materials. Manual WC has a black water tank that can be emptied in the water or from the deck. A shower tent protect the surrounding furniture, the water is collected and discharged by a manual pump, that serve also as second bilge pump and used also to empty the forward watertight compartment.



EXTREME BASE



EXTREME Base interior it's the right choice to race at top level – It has a very contained furniture fix weight, concentrated in the centerline and in the longitudinal center. This allows larger ballasts, as all central fix weight go to windward when the healing 10° test is performed, resulting in a greater righting moment. Extreme layout spare also a front bulkhead and some panels reducing the furniture overall weight compared to the RACE and RACE FULL layouts.

Complying with main offshore racing rules there are three waterproof bulkheads, dividing the yacht in 4 separate compartments, leaving also the rudder systems divided by the rest of the interiors.



There are only two adjustable berths on either side of the saloon. In the center there is a module consisting in a chart table, with seat, which has a large instrument panel in front, a locker under it. Immediately behind there is a big box with high lateral and back containment around the top.



Placing the seat backrest between the chart table and the seat, the central module is transformed in a pilot berth. When sailing single or double handed the two side bunks can be removed or left to store materials.

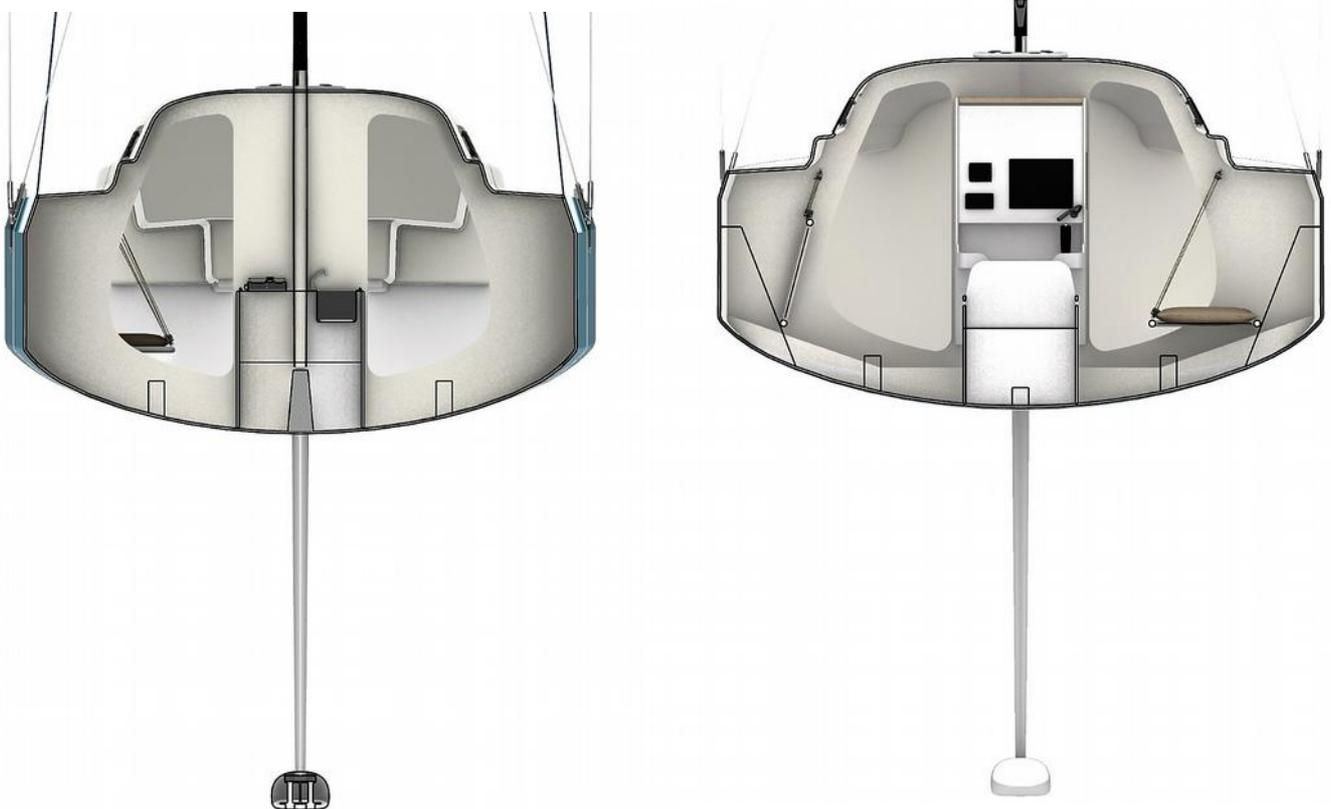


Under the central module are stored: fuel and water tanks, water ballast pump and vanes. The top of the central module can be used to store, sails, ropes and any gear that need to be at hand and that can be placed also on the two side bunks to bring weight on the wind side. Batteries are stored under the chart table, in elevate position from the bottom. This way all the electrical system is concentrate in the yacht center with very short cables.

A very light galley is placed in the front compartment. It's equipped with a sink and an single burner alcohol cooker. Under the galley top there is a front locker for food, the sweet water tank and his foot pump. Salt water for washing and cleaning, coming from the ballast intake by water pump, is also present.

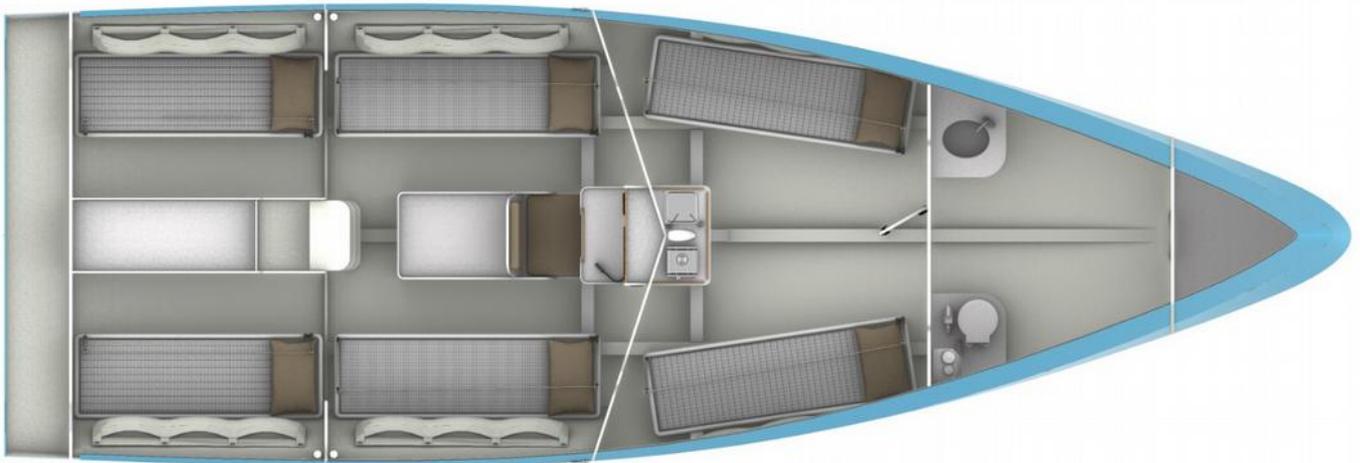


The EXTREME layout has the lighter furniture's weight with all big fix weight concentrated in the centerline and going to windward when the yacht heel. This give more righting moment and permit greater ballast that again augment it.



When sailing all the movable weights as sails, ropes, gear, food and beverages, can be moved up wind in the wall bags, on the bunks, or under them in others cloth bags if there is a crew resting on the wind side

EXTREME INTERIOR OPTIONS



M35' WRC EXTREME interior can be upgraded for a of six with furniture, systems and light storage containers. All options, except the toilet, can be easy removed for day racing or to compete in short crew.

When racing with a four people crew, or needing to store upwind more material for longer navigation, two additional adjustable berths, can be placed at cockpit sides.

For more light and air circulation it is possible to fit two windows with integrated portholes aft of the pilot bunks.



Two additional adjustable can be placed also in the front compartment . They are good for crew rest and to store sails and other sailing gear on the wind side, when sailing in light air.



A separate toilet can be fitted in front watertight compartment, accessible by a watertight door. It's extremely light and simple, but make a great service in many conditions permitting dignified life when with full crew on board at mooring or sailing. The manual light WC is equipped with a black water tank. The composite sink is served by a sweet water tap/pump or by a pressure pump for shower possibility. The sink discharges through a siphon and a manual bilge pump, that serve also as compartment bilge pump.



INTERIOR OPTIONS FOR ALL VERSIONS

All versions can be upgraded to improve crew comfort and the storage capabilities:

- Cloth storage pockets mounted on the wall , above the aft berths, saloon sofas and in the sail bay.
- Cloth door for all cabinets.
- Cloth under bunks storage pockets.
- Composite sandwich additional top cabinets or shelves.
- 12V bilge pump for the saloon and the fwd compartment.
- 12V. sweet water pump and system for the EXTREME interior.
- 16lt or bigger water boiler powered by 110/220v or from the engine cooling system.
- Refrigeration.
- External transom cold or hot/cold shower.
- Electric WC
- 10lt/h 12v Power Survivor watermaker.
- Tilting stove with 2 burners and oven for the RACE layout
- 40l/12/110-220v. top opening fridge
- Extra house batteries.
- 30ah/12V. smart battery charger.
- 12V. > 110V or 220V 500W inverter.
- Heating

DELIVERY OPTIONS

Moana Bluewater Yachts standard versions do not include; sails, ropes, electronics, anchor windlass, anchor, mooring gear or safety gears. Moana's owners are usually expert sailors that are accustomed to their preferred brands and kind of gear and have established relationships with the suppliers in their sailing area. However we offer our experience to help choosing any kind of material and system that, if ordered with the yacht can be bought with Moana Bluewater Yacht's professional shipyard discount, or even be supplied by the client. For material ordered after the yacht order we will add only a 10% on our professional discount. To fit optional on board or create customized works only the standard shipyard hour will be charged. Our service regard also personal gear as marine wear and personal gadgets.

SAILS, ROPES & DECK HARDWARE

We are a OneSails agent and can discount products from the Italian lofts.

Same for Gottifredi & Maffoli ropes, Antal, Harken, Lewmar, Profurl, Karver, and all main brands.

ELECTRONICS

We have professional discount with: Raymarine, Garmin, B&G, Simrad, Furuno, Iridium and other brands.

SYSTEMS

We have discounted prizes from: Indel Webasto Marine, Vetus, Victron, Mastervolt, Quick, Power Survivor.

ANCHOR, MOORING, NAUTICAL AND SAFETY GEAR

We have professional discount with: Lofran's, Lewmar, Lalizas, Osculati, Arimar, Plastimo and other brands.

SAILING WEAR

HH, Henry Loyd, Musto, Gill, Aigle are all our usual suppliers and with which we have pro discount.

VIEWS AND COLORS TEST



