

ENGLISH:

Certification

The boat is delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

Hull and Deck

The GRP hull and deck are laminated in a HR owned factory in Kungshamn, Sweden. Laminate construction of hull: isophthalic gelcoat and isophthalic polyester is used. Hand lay-up method, insulated above water line with Divinycell PVC-foam against heat and cold. Integrated rubbing strake with brass strip. Blue decorative band in gelcoat. Strong under floor reinforcements. Lead keel with reinforcement bolted on with thirteen S/S bolts. The rudder is carefully mounted for sensitive rudder feel. Strong engine foundations of GRP for effective sound insulation. Deck and coachroof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull.

Deck and deck fittings

Deck, toerail, cockpit seats, cockpit floor and side trims in top quality teak laid in silicon rubber. Also teak hand rails full length of superstructure. Strong stem fitting with integrated anchor roller, prepared for Original Delta anchor 44 lbs/20 kg (this anchor is an extra). Stowage beneath for fenders and lines. Two strong cleats forward, aft and midships. Double stainless lifelines. Two scuppers on each side which drain rain water overboard just above waterline to prevent dirt strips on the hull. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoa and mainsheet tracks with blocks. Genoa block adjustable from the cockpit. Selftailing genoa winches from Lewmar, size 50 CST, two mainsheet winches, size 30 CST. Hatches, windows, blocks and winches by Lewmar. Hatches to forecabin, saloon and in aft cabin. 11 aluminium framed port holes, 10 of these are opening. A stainless steel swan neck fitting by the mast for problem free threading of existing and additional mast cables. Pulpit and pushpit have opening for easy access on board. There is a separate gas locker on port with stowage for two 6 kg P6 gas cylinders. Integrated bathing platform in transom.

Cockpit

On port side there is a generous sized, dry stowage locker. The cockpit floor is covered with a teak grating. Wheel steering with single lever engine control. High gloss varnished folding teak cockpit table. Panel for engine instruments in the steering pedestal within easy reach of helmsman. Alcove in the port side cockpit coaming. Strong windscreen with opening centre section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a protective cover. On either side of sliding hatch there are useful teak covered work surfaces, ideal as chart tables, etc. Above the sliding hatch Raymarine ST 60 Speed, ST 60 Depth and ST 60 Wind instruments. Chart tables and washboards in natural teak. Two washboards, the upper one louvered for ventilation. The washboards stores in the cockpit locker. Two large cockpit drains.

Mast and rigging

Double spreader rig by Seldén. Main boom with outhaul and two reefs. Jib furling and reefing system Seldén Furlex. Seldén rodkicker. Three winches; one for reefing, two selftailing for main and jib halyards. Several cleats for various uses. Spinnaker boom track and preparation for spinnaker boom topping lift are supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Hasselfors, aluminium protection tubes from Seldén, blocks and winches from Lewmar. Deck light. Windex wind indicator on mast top.

Sails

Mainsail and working jib made from high quality material in special Offshore quality with leather reinforcements by a leading

sailmaker. Two reefs in main, battens and coded sail bags.

Accommodation details

As standard the boat has two saloon sofas and two separate aft cabin berths. As an option at additional cost, there are two armchairs available in the saloon and, also optional at additional cost, a centre island berth in the aft cabin. You may combine the saloon of your choice with the aft cabin of your choice, so that you in reality have four layouts to choose from. If armchairs or centre island berth is required, this must specifically be ordered and confirmed.

All interior woodwork in light mahogany matt silk finish. Flat locker doors with ventilation above. Floor is varnished teak with inlaid holly strips. Saloon ceiling has panelling with mahogany strips and ceilings in remainder of boat have light lining. Cushions on all berths 12 cm / 5" thick and resting on unvarnished, well ventilated boards to avoid condensation. Handholds are in all the right positions. The boat is carpeted throughout, except directly in front of the galley, press studs avoid movement. All portholes are fitted with curtains. Curtains also under the skylights.

Saloon

The settee offers comfortable seating. On port and sb side a 2.04 m / 6' 8" long sofa, both with backrests with upper hinges. On port side so that the whole width of the berth can be used for sleeping accommodation. The Stb side sofa is L-shaped. Between the settees a strong table with foldable sides. Bar in two sections in the table, both top and side opening. Port to the companionway there is a small wet locker, drained straight to the shower. Headroom in saloon 1.96 m / 6' 5".

Galley

Big working surface in white laminate with strong, all round fiddle rail. Carefully insulated icebox with water cooled electric compressor for chilling. Extra deep, double sink. 2 burner gas cooker with oven, well gimbaled with fiddle rails and locking device for oven door and also for the cooker when in use in the marina. Electric lighting of burners, no matches are necessary. Safety switch on gas pipe. Crockery locker and cutlery drawer. Bread board. Room for saucepans and other kitchen utensils. There are special places for the waste bin and other items.

Heads Compartment

Access to the heads compartment is in the middle of the boat, freely available from any part of the boat without disturbing anybody. Bulkheads and lockers in white laminate. Teak grating. Wash basin and work top in Corian. There is a large mirror. Separate shower with watertight shower stall. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. Stainless holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole. Headroom 1.89 m in the shower, 1.92 in heads compartment.

Forward Cabin

The forward cabin has been arranged in such a way to allow generous free movement for dressing and undressing. Two 2.12 m/6' 11" long berths with ample stowage above and below and in addition a number of lockers. Hanging locker and vanity. Infill between the berths. Opening skylight with curtain under.

Chart Table

A comfortable chart table seat with spacious chart table. Above a shelf and space for mounting instruments like Radar and chart plotter etc. Electric panel to the left of the navigator. There are drawers and stowage slots as well as a pencil holder.

Walkthrough

There is a larger rubber sealed 2-door access to the engine

room off the walkthrough. On starboard there is a hanging locker. Generous walkthrough headroom, maximum 1.85 m / 6' 1" due to using the cockpit coaming for headroom

Aft Cabin

Aft cabin has a hanging locker on starboard and two comfortable berths. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost a Queen Size centre berth with seats on port and starboard is available. Headroom 1.89 m / 6' 2 1/2".

Engine and Engine Room

Engine Volvo Penta D2-55, 41 kW/55 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Fixed 3 bladed propeller. Water-cooled rubber exhaust pipe. Freshwater cooled engine. The hot freshwater circuit is led into a 40 L / 11 US gallon well insulated hot water tank. Due to the good insulation water remains hot for many hours after the engine has been run. The engine is served by a separate 62 Ah 12 V battery. There is a large filter for cooling water. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions. There is space for a Diesel generator.

Diesel

Approximately 400 litres / 106 1/2 US gallons in stainless steel tanks, one appx. 225 litres / 60 US gallons below the floor in saloon with fuel gauge and another one appx. 175 litres / 46 1/2 US gallons under the sofa. The tanks are filled through deck inlets. Between tank and engine there is a further large water and coarse filter in addition to the one on the engine. The cruising range in calm waters is approximately 710 nautical miles.

Water

Water capacity is approximately 370* litres / 98* US gallon in two tanks, the main tank under the floor holding appx 200 litres / 52 US gallons and the extra tank under the settee 170 litres / 46 US gallons. The upper tank is piped to lower tank and controlled by a stop valve. There is a water gauge for the main tank. The water goes to a pump and then on to a 2 litres pressure equalising tank, and from there via a manifold is distributed to a 40 Litres / 11 US gallons hot water calorifier and the cold water system. As soon as a water tap is turned on the water which is under pressure in the pipes starts to flow. As soon as the pressure reduces the electric pump begins to work and will continue until the pressure is built up again after closing tap. There is a reserve foot pump in galley. Filling of water tanks is through deck inlet. Carbon filter to clean the fresh water pumped from the tank. There are two bilge pumps; one manual and one high capacity electric emergency bilge pump that is floodable.

* Additional water tankage available at extra cost

Electricity

Two separate circuits, one with 12 Volt and 62 Ah battery for engine start and one 12 Volt 280 Ah for general use on board, the latter being covered by two batteries. Charging of batteries is by 60 A alternator from engine. Halogen lighting throughout the boat is located in all the important positions. There are attractive adjustable stainless halogen lights above berths and settee. Electric sockets at inner chart table and in the cockpit. Electric panel with circuit breakers at inner chart table. There is a volt, water and diesel meter. International navigation lights and steaming light with switch on the panel for extra safety. The electric panel has provision for additional outlets. A wiring diagram is supplied with each boat.

Heating

Webasto Airtop 3500 Diesel, 3,5 kW, with outlets in saloon, forward cabin, heads compartment and aft cabin. As far as possible double heater hoses are used in each other for insu-

lation purpose. Also the hull is well insulated and therefore heating and consequently electric consumption will be minimal. The heating exhaust flue is led outside through the blue decorative stripe. The heating is installed in the engine room and is easily accessible for servicing. All outlets, except in the saloon, can be regulated separately.

Refrigeration

A water cooled Isotherm SP system with Danfoss compressor unit for refrigeration is fitted for the icebox, extremely economical to run. Operated from a 12 Volt supply and providing batteries are in good condition, refrigeration should last 5-6 days without recharging being necessary.

Ventilation

3 hatches, 11 port holes including 10 opening ones, companionway washboards, 2 Dorade vents in the saloon, 3 automatic electrolux type ventilators on the foredeck and in the aft cabin.

Steering

Wheel steering with leather covered steering wheel. Wire steering with emergency tiller. Illuminated compass and single lever engine control.

Safety and General

All outside skin fittings are speedily and securely sealed by using ball-valves with Delrin-sealer. Double hose clips are used under water. For the toilet special non-diffusing hoses are used. All electric cables are, where possible, laid in special tubes and where this is not possible, cables are safely loomed away from the hull. There are large limber holes so that any water can easily drain to the bilge. The bilge is accessible by a removable floor panel without having to remove the steps. Inspection hatches for easy access to sea cocks and speed transducer. Three fire extinguishers; one fitted to the saloon table, one in the forward cabin and one in the aft cabin.

Type of Finish

The interior is treated with a two component silk finish varnish. The underwater hull has two applications of epoxi primer and two coats of antifouling.

Loose Equipment

- Flagstaff
- Boat hook
- 6 Fenders, 55 cm / 22"
- 4 Mooring lines 10 m / 33', 16 mm
- 15 kg Breeze anchor for transom use
- 30 m / 100' warp for above
- Short chain for above
- Emergency tiller
- Main sail cover (not supplied if in mast furling is ordered)
- 3 winch handles

Alternative Options At No Extra Cost

- Starboard side settee to enable full width of berth to be used for sleeping as on port settee. Straight corner.
- Marble effect formica in galley in stead of white formica

For extra equipment see price list.

Modifications reserved.

Chosen extra equipment may influence this standard specification.

Drawings are for orientation only. Measurements are not to be taken from these. Drawings may show optional equipment.