



CONTINENTAL

Dimensions:

Length over all	10,40m	I	14,45m
Length of waterline	8,50m	J	4,28m
Beam	3,50m	P	12,55m
Draft	1,95m	E	3,80m
Wingkeel version, Option	1,55m	Mainsail	31m ²
Displacement	5.700kg	Genoa max	51m ²
Ballast (lead)	2.350kg	Roller genoa 135%	44m ²
Ballast wingkeel	2.900kg	Spinnaker	115m ²

Designed by: Peter Norlin/Jens Östmann

Built by: Sweden Yachts

P.O. Box 80, S-444 21 STENUNGSUND, Sweden

Tel. +46 303 77 06 40, Fax. +46 303 886 10

GENERAL CONDITIONS

This specification is a supplement to the arrangement drawings. Details may be changed as a result of experience from building and using the yachts. The standard of quality and completion will be maintained. The owner or his representative will have access to the yacht at all reasonable time during the construction period.

Insurance: The builder will maintain insurance on the yacht during the construction until hand-over.

Tests: The yacht is tested in the test pool. The engine is run for four hours and all controls are checked. Fuel, sea water, fresh water and gas systems are tested for proper function. The electrical installations are checked. The water-

tightness of the hull and deck and all fittings are checked.

Trim: The builder reserves the right to add internal ballast for trimming purposes.

Certification: Lloyd's Register Hull Construction Certificate is supplied with each yacht.

Warranty: THE YACHT AND THE EQUIPMENT HAVE A ONE (1) YEAR LIMITED WARRANTY AGAINST POOR WORKMANSHIP AND MATERIAL FAILURE.

CONSTRUCTION

Hull: End grain balsa core sandwich using fibreglass mat and rowing on both sides, gives a light, rigid and well insulated hull. Balsa core is used from toe rail to below water line. Solid laminate is used in high stress areas around keel, mast foot and in the joint between the hull-halves. Bottom reinforcements are longitudinal and transversal solid laminate design.

Deck: End grain balsa core sandwich with moulded fibreglass on both sides. Stress areas where winches and major deck fittings are fixed, are reinforced by replacing the balsa core with plywood, or by using backing plates or large diameter washers.

Hull/deck joining: The hull and deck is bonded together using polyester filler. The toe rail is then bolted through deck and hull flange, using a special sealing material.

Ballast: Ballast keel is lead casting with antimony. Cast-in keel bolts are stainless steel. Lifting lug is fastened to the keelbolts.

Rudder: The balanced spade rudder is moulded in fibreglass, using rowing and mat, for maximum strength. The rudder stock is of stainless steel with three bearings; 2 ball-bearings and one bronze bearing in the heel.

Motor bed: Volvo Penta original glass fibre bed, moulded integrally with the bottom reinforcement and filled with heavy ballast for maximum stability.

Mast step: A stainless steel mast step is bolted to the bottom reinforcements.

Chain plates: Sweden Yachts designed and specially developed steel beam system, allowing heavy loads to be taken by bulkheads, without the need for additional internal reinforcements.

Teak-Deck: Teak deck is laid from 12mm first class teak ribs bonded to the deck with polyurethane, and secured by stainless steel screws. Expansion joints sealed with special silicone. Teak in the cockpit.

Interior joinery: Marine grade water proof core, faced with selected mahogany, is used in all bulkheads and major joinery. Specially selected solid mahogany in frames and doors. Marine grade lauvan in bottoms, shelves etc where not visible. All main bulkheads bonded to hull and deck, using glass fibre and polyester. All main visible hullsides covered by mahogany planking ribs. Ceiling, top-sides and minor visible hull sides with foam backed vinyl. Hull sides, bottom, bilge, etc topcoated throughout the interior. Cabin sole teak with inlaid light wood stripes. All mahogany is varnished in satin finish. Cabin sole teak is oiled.

ACCOMODATION DESCRIPTION

Forward cabin: Double berth with large stowage under. Shelves along hullsides SB and port.

Toilet compartment: Entire moulded compartment fitted between bulkheads. Two lockers with mirrored doors above wash-basin unit. Two recessed mirrors in forward sections. Recess for toilet with fold-away extra seat. Corian shower grating, Shower drained by electric pump. Towel hangers. Door both to forward cabin and salon.

Lockers: Hanging lockers and locker with wire baskets opposite toilet compartment on port side.

Main cabin: Settee on both sides. Table with fixed middle section with storage and folding wings. Stowage behind and under settee on both sides, watertank under settee port side. Cabinets and book shelves above sofas on both sides. Doors to forward cabin and toilet compartment. Floorboards have hatches for easy access to stowage below.

Galley: L-shaped galley with Formica counter top (Corian top is optional extra). 160 l icebox

SPECIFICATION

Sweden Yachts 340

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in GRP with plexiglass dividers, drained to a separate sump. Drawer section, cuttingboard, dry food locker. Gas stove with two burners and oven. Double overhead cupboards. Waste basket and storage below sink. Watersupply, see under "Fresh water system.

Navigation area: Large navigation table with stowage. Moulded, detachable instrumentpanel for electronic equipment on hinges for easy service access. Electrical master panel included. Separate chart stowage space above instrument-panel. Navigation seat.

Aft cabin: Large aft cabin with double berth on SB side, seat to port. Wet locker and locker. Stowage space. Door to main cabin. Shelves along hullsides SB and port.

Exterior: Integrated platform on transom with bathing/rescue ladder. (Teak is optional extra). Stowage space for liferaft prepared between dorade vents on coachroof.

DECK EQUIPMENT

Windows: 2 fixed aluminium framed windows in cabin trunk, 2 openable aluminium framed windows in cockpit.

Hatches: Large hatch to forward cabin, large hatch to main cabin and small hatch to toilet. Plexiglass companionway slidinghatch, and washboard.

Ventilation: 1 Dorade ventilators, 1 extraction ventilator. Engine air inlet from cockpit. The batteries are ventilated directly outboard. Aft cabin ventilated.

Winches:

2 Lewmar no.44ST 2-speed genoa sheet winches

2 Lewmar no. 30ST 2-speed winches with 2cleats for halyards and main sheet

1 Andersen bottom drive S.S. reefing winch on mast

2 10" handles with lock. Lead blocks, cleats etc.

1 Lewmar no. 16ST for main sheet.

General Hardware: Aluminium toe rail bolted to deck/hull. 4 mooring bollards, 8 stansion bases and tapered SS stansions, pulpit,

pushpit and ladder in SS, double lifelines, navigation lights, aluminium genoatracks with 2 roller fairleads each side. Bilge pump. Anchor roller. Main sheet track with slider and tag lines.

Steering: Pedestal steering with 8" radial wheel, brake and stainless chain and wire. 36" stainless steel wheel.

Compass: Suunto/Riviera or equivalent.

General: Bolts, nuts, washers and screws used for fasting deck equipment are of stainless steel. Sealing used between deck and equipment is polyurethane, silicone or specially developed material.

INTERIOR EQUIPMENT

Fresh water system: Water capacity approx 180 liters in stainless steel tank with level metre installed under sofa in salon. Filler line from deck in reinforced polyethylene. Tank ventilated. Hand holes for cleaning. Pressure water, hot and cold for shower and pantry. Foot pumps in pantry for fresh- and sea water, shower arrangement in toilet cabin. Double sinks and wash basin drained through hull with ball valve seacocks. Hot water via engine, 22 litres calorifier.

Gas installation: 15 lbs bottle installed in separate drained compartment in cockpit with space for extra gas bottle. Copper tubing, reduction valve for low pressure system, and shutoff valve. 2.burner gas stove with oven installed with Sweden Yachts own fixed position/gimballed position device.

Electrical installation: Switchboard and control panel in navigators area. 1 general light in main cabin, 2 reading lights in forward cabin, spotlights and light ramps in toilet cabin, 4 spotlights in main cabin, 1 lamp in pantry, 1 navigators light, 2 reading lights in aft cabin, 1 lamp each in forward and aft locker, 1 x 55 amp. alternator on main engine, 1 x75 amp-hours marine battery, 2 circuit breakers. Blocking diodes are used for simultaneous charging of both circuits.

General hardware: All hanging lockers equipped with aluminium tube with hooks. Doors with marine locks. Locker doors have snap locks and are hinged with chromed brass hinges.

Toilet installation: Hand operated marine toilet with sea intake and outlet through ball valves. (Waste holding tank and electrical toilet are optional extras.)

Shower: Shower basin is drained by electric drainage pump operated by manual switch in shower compartment.

Cushions: Cushions in high quality foam with first class upholstery as well as curtains in a choice of colours.

General: Bolts, nuts, washers and screws are of stainless steel as standard. Through bottom fittings and other piping fittings are brass. Double hose clamps on all through hull points. Hoses are of reinforced flexible PVC polyethylene.

ENGINE INSTALLATION

Engine: Volvo Penta MD 2030, 3 cylinder, 29 HP with sail drive and folding propeller. Freshwater cooling.

Controls: Volvo Penta single controller and instrument panel in cockpit.

Fuel: 150 L dieseltank in stainless steel with level meter, filled and ventilated from transom.

Exhaust system: Water cooled exhaust system in reinforced rubber hose through silencer and appropriate fitting.

Alternator: 1 x 55 Amp alternator charging the electrical system. 1 12V, 75 Amphrs battery is separate and for engine start only. Blocking diodes are used for simultaneous charging of all circuits.

Engine housing: Easily removable engine housing with interior joinery finish, well insulated with aluminium foil covered foam insulation to prevent oil spillage to impinge foam.

MAST AND RIGGING

Main mast: Seldén silver anodized aluminium alloy oval section. Double spreaders in aluminium. All halyards are internal. Appropriate blocks and exits for halyards. Sound insulated. Spinnaker pole track.

Main boom: Seldén silver anodized aluminium alloy section. Slab reef system and outhaul internally in boom with stoppers and central winch. Rod kick. Seldén single line reefing system is an option.

Standing rigging: All stays and shrouds in stainless steel wire. The wire rig is linked. All turnbuckles are Lloyds approved Hasselfors forged stainless steel.

Running rigging:

1 main halyard:	wire and terylene
1 jib halyard	wire and terylene
2 running	terylene
1 main sheet:	terylene
2 jib sheets :	terylene
1 kicking strap:	terylene
3 reefing lines	terylene

(Spinnaker equipment is optional extra.)

All sheets etc. with appropriate blocks and shackles.

THE STANDARD EQUIPMENT also includes:

- 4 mooring lines
- 6 fenders
- 1 flag pole
- 1 anchor with chain and rope
- Instruction manual

Delivery: The boat is to be inspected and approved by the owner before shipment from the yard. Bottom painting with antifouling. Rigging and launching at the yard can be arranged if requested.

Changes to the spec.: Sweden Yachts reserves the right to change material, equipment and other specifications without prior notice. Only a signed specification is binding for the yard.