

Nauticat 39 – 1995



Båtagent Sverige

www.batagent.se, Niklas Lindgren

Mail: niklas.lindgren@batagent.se , Tel: 0709-505 989

Specifications

LOA: 11.85 m

LWL: 9.80 m

Beam: 3.50 m

Draft: 1.90 m

Displacement: ca 9000 kg

Keel weight: 2800 kg

Fuel: 400 l

Water: 440 l

Engine: Yanmar 4JH2E, nr 07940

Equipment

Manuals and descriptions

The boat has manuals for (pretty much) all systems and appliances (including the original Nauticat manuals that came with the boat when it was new). The table of contents of the manuals is on the inside of the cabinet door to the aft cabinet on the starboard side of the saloon.

Electrical diagram for the entire electrical system (including the additional systems/devices introduced over the years).

Equipment above deck

Sail:

Mainsail from Syversen with standing battens (new 2021)

Furling genoa with furling/foam compensator from Royal Sails (2003)

Gennaker on a furler (Bamar and Gransegel) (2007)

Anchor sail (Gransegel 2018)

Selden telescopic "spi" boom mounted on a rail on the leading edge of the mast

Gennaker bow sprit, detachable

In addition to regular winches (mainsail winches, mainsail out haul and the halyard winches on the mast) two extra winches are mounted in the cockpit

Two electric anchor winches, in the front (Lofrans, Tigres 1200 W with 50 meters of chain and 15 kg Bruce anchor) and stern respectively (Engbo with 70 meters of leaded line and 15 kg Bruce anchor, remote control and control panel under the helm seat bench hatch)

Davits

Rubber dinghy (2.4 meters?) Suzumar with inflatable floor

2.5 hp Johnsson two-stroke outboard (not used the last two seasons)

Crane for the engine to the dinghy

Deck wash pump with washer nozzles under the fore and aft hatches. The switch for this is under the stern hatch (at the steering position).

Fresh water shower including hot water in cockpit.

Navigation and radio equipment

Four instruments in the cockpit (Autohelm ST50): Wind, Close hauled/VMG, Depth and Speed
Autopilot controller ST7000 at the control desk in the cockpit (see also Control system below)

Two Autohelm instruments at the helm in the salon: Autohelm Multi and Authelm ST6000 for controlling the autopilot (see also Steering system below)

Radar (Raytheon R20XX)

Chart plotter Garmin GPSMap 702 (new 2019) in the cockpit on the steering wheel pedestal.
Including charts for Scandinavia and the North Sea coast down to France.

Chart plotter (Raytheon RC520) in the salon (with TRACK function connected to the autopilot)

VHF Radio (ICOM, IC-M421) (2008).

Handheld VHF (ICOM, IC- M93D) (2021)

AIS (True Heading CTRX, Graphene) (transmitting and receiving)

Broadcast Radio with CD Player (London MP48), (2009). Speakers in salon and cockpit.

TV (LTC, 12 volts)

Other instruments

Battery meter (Odelco). For improved monitoring of the battery bank.

Engine instruments: Speed, Pressure and Temperature

Fuel gauge (for port or starboard tank)

Water gauge (with switch for port or starboard tank)

Charging current (analogue complement to the Battmetern)

Voltmeter (analogue complement to the Battmetern)

Steering system with autopilot

Steering system with optional steering seat in the cockpit or in the salon. Manual (mechanical) steering via linkage system to the rudder quadrant in the cockpit. Hydraulic steering in the salon. The autopilot is powered by a hydraulic pump (Autohelm Type 100/300) located in the engine compartment. Switching between manual (mechanical) and autopilot steering (hydraulic) is done with a small lever on the steering pedestal in the cockpit.

Propulsion system

Engine: 50 hp Yanmar 4JH2E (operating time approx. 3500 hours)

Two diesel fuel tanks (total volume approx. 350 litres) provide a range of more than 500 nautical miles. (The changeover lever for which tank is used is under the stairs between the salon and the aft cabin.)

Maxprop feathering propeller.

Bowthruster (Sidepower 7 HP Twin, Sleipner)

Throttle controls in the salon or at the steering position in the cockpit.

Freshwater system

Two fresh water tanks (total volume 500 litres).

(The changeover lever for which tank was used is under the stairs between the galley and the saloon.)

Four (six) faucets: galley, aft toilet, forward toilet and cockpit shower. The faucet in the toilets can be changed to the shower hoses. The shower water flows into the bilge and is pumped out from there with the boat's automatic/manual bilge pump.

(The lines to the shower in the cockpit can be drained separately in winter. This is done under the sink in the aft toilet)

(In addition, there is an additional faucet (Seagull) in the galley under which a carbon filter for better drinking water can be fitted. This is currently disconnected.)

Galley

Longitudinal galley to starboard. Lockers and stowage spaces on both starboard and port sides.

Two-burner gas stove with oven. Remote shut-off valve for the LPG.

Gas alarm below the oven.

Cabins

Aft cabin with wide berth designed for two people. Reading lights and ceiling lighting. Wardrobe with interior lighting. Two drawers. Shelf along the starboard side of the berth. Folding doors to close to the saloon.

Midship cabin to port with wide berth intended for one person. Reading lamp. Wardrobe with interior lighting. Small cupboard under this. Folding doors to close to the kitchenette.

Forepeak with two berths. Reading lights and ceiling lighting. Wardrobe with interior lighting. Longitudinal shelves. Two drawers. Folding doors to close to the kitchenette.

Miscellaneous

Fire alarm in engine room and galley.

Fire extinguisher (carbon dioxide) .

Fire extinguisher (powder) in salon.

2 flexible solar panels (2*32 Watt) (conveniently connected to the 12-volt outlet in the adjacent toilet).

Appendix 1.

Repair conducted in the current ownership (1998-2023):

New compressor (Isotemp) for the fridge (2001)
New upper rudder shaft bearing fitted (2005)
Grounding damage to keel repaired (2005)
Upper mast bearing for mainsail furling mechanism replaced (2008)
New forestay (2008)

New inner forestay/baby stay (2008). (When sailing in high seas, the back stays should be used to avoid the mast "pumping")

The railing strip on the starboard side just before the "gate" was knocked off when the boat was in port during a tornado (2008). I then repaired it first provisionally. Later completed the repair with a solid piece of teak (2018)

New Rod kicker (2011)
The gasket for the hull feedthrough to the bow thruster replaced (2012)
New gas stove (2013)
New windshield wiper motors and wiper blades (2017)
New toilet seat in the aft toilet (2019)

Change Autohelm control computer (2020)
New bearings for the mechanical steering mounted in the steering console (2020)
New diesel heater (Eberspächer, Airtronic D4+) (2020)
Replaced Autohelm ST7000 autopilot panel (2021)
New toilet seat in the front toilet (2021)

New water heater (Isotemp, 40 liters) (2021)
New Freshwater Pump (2021/2022)
New battery bank (460 Ah) on supply side installed (2022)
New windex (2023)

Appendix 2

Improvements made to the boat by the current owner

Two extra winches mounted in the cockpit in addition to the regular winches. One to get to furling the mainsail from the helmsman's place. The other to be able to unfurl and furl the mainsail without leaving the cockpit (approx. 2001).

Electric Septic Tank Pump (Whale) installed (2001).

Detachable window panes in acrylic glass manufactured (approx. 2003). These extra window panes are a very good protection against internal condensation in cold and damp weather conditions and also provide better thermal insulation in the boat.

Note: Otherwise, all openable valves in the boat (except for two) have specially adapted mosquito net attachments, which during cold seasons are wrapped in transparent plastic/"gladpack" and in this way you can easily get light-letting insulation in almost the entire boat.

These solutions are of decisive importance for the ability to drive the boat from inside the saloon and - above all - to live in the boat all year round even in cold/dark climates!

Electric stern anchor with 70 meters of leaded line installed (Engbo) (2004).

Deck wash pump (salt water) fitted (approx 2005). Nozzles in the anchor box in the bow and the stowage space under the aft bulkhead. Mainly used to rinse the fore and aft anchor after use.

The grease gun for the propeller shaft moved from the engine compartment to the space where the propeller shaft packing box is located (approx. 2005).

Modification of the rudder suspension according to Nauticat's own modification solution to the problem introduced (2005).

Gas alarm below the stove (c:a 2005).

Shut-off valve mounted on the toilet hose from the adjacent toilet to the septic tank mounted (approx. 2005)

Improved the engine bed with the help of self-made, wedge-shaped pads under the engine feet (2006).

Spi boom on rail on leading edge of mast mounted (2007).

Furling gennaker (Bamar/Gransegel) with removable spri, and mount for the sprit (2007).

80% solar reflective film (from Biltema) mounted on the glass panes in the salon. Provides good heat rejection in warm latitudes and prevents visibility from the outside (2007).

Smoke alarms in engine room and galley (2007).

Solenoid valve/Remote shut-off valve (Truma) that shuts off the LPG directly after the bottle in the anchor box (2008). The switch is located in the central galley compartment (behind the wall and at the top right) just behind the stove.

Note: For the solenoid valve to work, the switch for the bilge pump must also be in the "Auto" position.

Installed more powerful Inverter/Battery charger (Victron Energy 2500 Watt) (2009).

Batt-meter (for better monitoring of the battery bank) installed (2011).

Odor filter for the septic tank installed (2012).

Anchor sail procured (Gransegel) (2012).

Transmitting AIS (instead of receiving only) installed (True Heading) (2013).

Lifting crane for (heavy) outboard for dinghy mounted on the transom (2013).

New chart plotter (Garmin GPS map 702) installed (2019).

New mainsail (Syversen) with standing battens acquired (2020).

Installed new diesel heater (Eberspächer, Airtronic D4+), (2020).

New battery bank on the consumption side (2022). A total of 460 Ah.

Appendix 3

Observed issues and defects discovered in the current ownership:

1 The boat had, in the seller's opinion, the following defects from the time it left the yard as new:

- The fit of the woodwork is poor between the navigation table and the adjacent wall. This has not been possible to get fixed.
- According to the seller, the engine bed was not good from the beginning. (This is improved in accordance with Appendix 2).
- The toilet hose between the adjacent toilet and the septic tank is long, introducing a slight bend with a low point, which cannot be easily be changed/re-routed. This caused a bad smell from the hose and the seller has therefore mounted a shut-off valve on the hose which is always kept closed (see appendix 2). The shut-off tap is inside the space aft of the dinette, across from the water heater.
- The mounting of the rudder was not perfect (which led to an unpleasant noise when steering in seas) and after a few years of ownership a modification gadget from Nauticat was fitted which rectified the problem (see appendix 2).

2 When the current owner bought the boat from its first owner in 1998, the boat had two minor damages:

- The metal tube (25mm diameter) that holds the chartplotter in its mount on the steering pedestal "rocks" a bit (probably after someone loads it with their full weight). Attempts have been made to remedy this, but without success.
- The boat had some GRP damage on the port side, which is still there (incompletely repaired).

Errors and shortcomings at the moment

Errors and deficiencies known to the seller are currently the following:

- Grounding damage in the lower/leading edge of the keel
- Following a slight grounding (probably 2005) has made a crack in one of the stringers underneath the floorboards in the galley
- The filler caps (on deck) for water and fuel are no longer attached to their safety chains
- The speakers/Volume buttons (for the radio) in the fore and aft cabins do not work
- The log instrument's seawater temperature sensor does not work
- The water tank gauge for the port water tank does not work
- The solar-powered ventilation fan in the forepeak does not work

Uppgifterna på utrustningslistan är lämnade av båtens ägare. Båtagent har inte haft möjlighet att gå igenom utrustningen detalj för detalj, uppgifterna förväntas vara korrekta men kan inte garanteras av Båtagent.