

Forgus 37 Nordic Lux- 1999

SE-FRS37222L899



Free trial applies, which means that the seller has the right to choose who will acquire the boat regardless of the bids received.

Sold through Boat Agent Sweden.

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Specification

Length: 11.20 m

LWL: 9.60 m

Beam 3.48 m

Draft: ca 1,60 m

Displacement: 8000 kg

Keel weight: 3300 kg

Engine: Volvo Penta MD-22 BT, ca 2600 hrs, engine no 5100701743

Bow thruster

Fuel: 210 l

Water: 300 l

List of equipment

General information

Built at Forgas Yacht AB, delivered August 1999 to the "Open Yard" boatshow in Ellös that year.

Acquired by the current owner on 6th June 2000 from the former owners of the Forgas yard.

Mileage at the time, 34 nm. Returned to the yard September 2000 for installation of various equipment, see below.

Major updates:

2001:

Inner fore stay installed

Bow thruster installed, QL BP 800 including another 80 Ah battery

Bow windlass, 55 m anchor chain, anchor upgraded to stainless steel, 20 kg (Bruce copy)

Autopilot Raymarine ST 6001 installed on the rudder quadrant

Aft windlass, 15 kg stainless steel anchor with 40 m chain, special arrangement for the aft anchor

Raymarine plotter (RC 70) and radar installed.

Special mast for radar dome

GPS antenna and spare VHF antenna

Solar panel on aft superstructure (currently not working)

2005:

Overhead lockers built in in forward cabin starboard and an extra bookshelf mounted above the chart table. Shelf for toothbrush glasses in the head. Locker port aft in the main cabin fitted with glass holders

2006-07:

Main winches (Andersen ST 52) replaced by electrical ones with engines above deck, integrated in the winch base

Two additional batteries (115 Ah each) under the bunk in the aft cabin, now serving both main winches and aft anchor winch, new 2025

An extra 60W generator installed

Swimming ladder extended with a fourth step. Teak on steps

“Gates” mounted midships in the lifelines

The hull insulation behind ceilings in forward cabin replaced.

Windshield frame (aluminum) replaced by a frame in stainless steel

2011:

Bow thruster replaced by a new one, Engbo XF90, equivalent to the original QL BP 800

Approx. 2012: Upholstery in main cabin fitted with new textile

2019:

All teak (main deck, superstructure and cockpit) replaced by new 9 mm teak ribbons, glued

2021: New battery (115 Ah) serving the bow thruster and forward anchor winch installed under aft end of starboard bunk in forward cabin. This battery works together with the start battery, while remaining four 80 Ah batteries are for general consumption only. A separate 10A charger installed for these batteries

The boat is fitted with the following equipment

Rig and sails

Seldén masthead mast with two spreaders plus inner fore stay

RCB-travellers

Two Andersen ST 25 winches

Combined antenna for VHF, radio etc

Windex

Hella Trilight

Radar reflector mounted on bb upper shroud

Two jib halyards (wire/rope)

Spinnaker halyard and main halyard (wire/rope)

Topping lift, spinnaker boom lift

Main boom with one singlereef line

Rodkick

Spinnaker boom hoisted at front of the mast

Jockey pole

Forestay and inner fore stay fitted with Furlex 300 and 200

Genua, 2014, Albatross FLX Pentex 42,4 m²

Selftacking jib, 2015, Albatross dacron UVI 22,5 sqm

Mainsail, 2012, Albatross Pentex full battens 35,6 Sqm. Single reef

Gennaker, 2002, 80 m² with sheets

Lazy-bag, displaying "FORGUS 37 SWE 222" with lazy jacks

Anchor sail (triangular) to be attached to the backstay in order to prevent the boat from "sailing" while at anchor

Main halyard, main reef line, rod kick line and topping lift are all led to the cockpit to easy-lock jammers and a ST 28 winch at SB side of the cabin roof

Deck and fittings.

Teak 9 mm, glued (no screws)

Windlass 1000 W with up-and-down buttons on foredeck and a remote control switch in the cockpit under the instrument panel

Selftacking equipment (Rutgersson) for the jib

Sheet for the jib runs from the rail to a turning block under the Furlex 200 and then through lead blocks, mounted on the port stanchions to the port ST 28 spinnaker winch

Furling lines from both Furlex furlers run through lead blocks, mounted on the starboard stanchions to easy-lock jammers. The genoa furling line can be used by both genoa winches for furling the sail

New windshield in stainless steel 2006

New sprayhood 2012

Deck evacuation of the septic tank

Genoa sheet tracks with floating travelers

Steering wheel with elk leather, leather replaced in 2017

Cockpit cover to be attached to aft part of sprayhood

Pulpit, pushpit, lifeline, stanchions 60 cm and gates midships

Hull, keel and rudder

GRP hull in sandwich construction

Bumper rail with brass strip.

Wing keel (lead) app. 1.60

Rudder attached to skeg and rudder post

Steering wires attached to rudder quadrant

Grease cup under rear bunks

Emergency tiller below

Rudder blade shortened appr. 15 cm in order to prevent damage when grounding due to reduced draught with wing keel

Propeller shaft with Aqua Drive

Brunton Varifold propeller installed in 2014

Water.

110 liter stainless tank under forward bunks.

190 liter tank under port bunk in main cabin.

Pump with pressure tank under sink

Salt water pump over starboard sink (currently not working).

Singlehand tap in pantry

Double-tap in head with shower should be replaced)

Shower aft on bathing platform

Outlet for hose in "glove compartment" in cockpit

Toilet replaced in 2022

Extra "soft close" seat to the toilet available

Septic tank 70 l

High pressure rinse pump (salt water) in anchor locker to clean anchor and anchor chain

Water heater under bunks in aft cabin, replaced in 2023.

Bilge pump in engine room operated by electronic switch in the bilge

Manual pump in cockpit, handle in the locker

Electricity

115 Ah + 75 Ah batteries for bow thruster, forward anchor and start of engine

Four standard 80 Ah (wet) batteries for consumption

Two 115 Ah batteries for genoa winches and aft anchor

Two 220 V chargers (25A) for each battery bank

Another charger (10A) serving the bow thruster batteries.

Two 60A generators on engine, serving each battery bank. The battery banks can be connected in case of emergency

Odelco charge instrument for forward batteries, volt-meter for rear batteries.

Shore power connection in the glove compartment in cockpit with fuses in starboard locker. Outlets in main cabin, under chart table and in aft cabin

12 V outlets in forward cabin, instrument panel, behind companionway ladder and in cockpit glove compartment

Navigational aids.

Compass in binnacle

Plotter/radar Raymarine RC 70 (GPS antenna back-up battery fail)

Raymarine St 6000 instruments for depth, speed, wind, multi and auto-pilot

VHF Shipmate RS 8300 with extra loudspeakers in cockpit. DCS operated connected to plotter

Raymarine auto-pilot, see above. Remote control at binnacle

Running and steaming lights

Trilux combined with anchor light at top of mast

Deck light on mast

Most bulbs have been replaced by LED

Fore- and aft anchors can be operated by switches under the instrument panel in cockpit

Engine

Volvo Penta MD 22L BT 48 hp with two 60A generators

The engine instrument panel replaced, 2025

Forward engine supports replaced, 2025

Main repairs:

Replacement of sea water pump 2006

Exchange of timing belt 2012

Annual service of engine done by Marinteknik Torslanda since 2013

Emergency valves in starboard locker for both engine and heater

Heater Eberspächer with outlets in forward, main and aft cabins plus head

Galley

Two sinks. Singlehand tap replaced 2023

ENO gas stove, one burner, some pipes and hoses replaced

Two gas containers in ventilated locker port aft, 5 kg och 2 kg respectively

Fridge 100 l top opening, sea water cooled compressor

Original chinaware from Rörstrand, not complete

Safety equipment

Gas alarm

Fire alarm (auto) above chart table

VHF, see above

Handheld VHF 3W at navigation table

Handheld searchlight 12V

Wooden plugs for seacocks (located under pilot's berth in aft cabin)

Emergency tiller under said berth

Extra power cable (50 m) under same berth

Fire extinguishers in cockpit locker and port of companionway ladder, replaced 2025

Fire blanket

Baltic lifebuoy with lifeline on starboard quarter

Avon Modula liferaft (4 persons) on starboard pushpit, latest service 2016

Minor davit to be mounted on radar mast for lift of heavy things like outboard engine

Safety harnesses (3)

Mooring equipment

4 fenders with soft textile covers

1 step-fender to be used below the lifeline gates for easier boarding

1 special ladder to be attached to the pulpit

Several mooring lines, incl 2 8m with Forsheda rubber shock absorbers, another 6m with shock absorber, and a snubber line to be used when at anchor

Additional mooring lines could be included if desired

General information about safety equipment

All safety equipment, e.g. life raft, EPIRB, fire extinguisher, emergency flares etc. is to be considered personal equipment and the skipper's responsibility to keep up to date. Safety equipment included in the equipment, as listed above or left on board as agreed, may need service and/or updating or completion to meet the needs and wishes of the new owner.

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.