

SWEDISH MATCH 40 (FLEET OF 6) — MAXI YACHTS



Судостроитель: MAXI YACHTS

Год постройки: 2004

Модель: Гоночная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Portugal

Длина общая: 39' 5" (12.01m)

Ширина: 7' 7" (2.31m)

Мин. осадка: 6' 11" (2.11m)

Купить **SWEDISH MATCH 40 (FLEET OF 6) — MAXI YACHTS** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **SWEDISH MATCH 40 (FLEET OF 6) — MAXI YACHTS** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

Unique opportunity to purchase an **ENTIRE FLEET** of Swedish Match Race yachts to add to an existing fleet or just to start up a new venture. Call for full details.

Основная информация

Тип судна: Гоночная яхта

Модельный год: 2004

Год постройки: 2004

Страна: Portugal

Размеры

Длина общая: 39' 5" (12.01m)

Длина по ватерлинии: 31' 6" (9.60m)

Ширина: 7' 7" (2.31m)

Мин. осадка: 6' 11" (2.11m)

Скорость, вместимость и масса

Водоизмещение: 8289.3810512 Pounds

Корпус и палуба

Материал корпуса: GRP

Материал палубы: GRP

Комплектация корпуса: Centerboard

Дизайнер корпуса: Pelle Peterson

Информация о двигателе

Производитель: None

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

This is an opportunity to purchase a fleet of 6 identically matched Swedish Match 40 yachts. A chance to set up a match race center or add to an existing fleet.

Construction

Hull Construction:

- The hull is laminated by hand in a female mould.
- White, high-temperature Reichhold NGA gelcoat is sprayed up in the moulds.
- The hull is partially laminated in vinylester, partially in DCPD-Ortho polyester.
- A sandwich laminate made of 15mm PVC core is used on the topsides above the turn of the bilges.
- Bi-axial and Triaxial E-Glass is used as reinforcement.
- The direction of the axial reinforcement is dictated by the major loadpaths of the structure.
- Hull laminate reinforcements are added at the centreline joint, in the keelbox area, at the rudder bearing and around the mastbase. Hull is topcoated in white in areas where crew is working.
- The hull internals are hand laminated into the hull.
- All hull internals are made of PVC foam cored multiaxial glassfiber reinforced polyester.
- One pair of primary longitudinal stringers makes up a backbone from the stern to the forward ring frame.
- Two secondary stringers stiffen the hull panels at the turn of the bilge.
- Six ringframes and bulkheads are sparsely spaced through the hull.
- A longitudinal mastbase girder extends from the front of the keelbox under the mast bulkhead to a transverse stiffener

Finish of Hull Centreline Joint & Keel:

- Polished hull joint above the waterline.
- Sanded hull joint below the waterline.
- The keel is primed with epoxy paint.

Deck Construction:

- The deck is laminated by hand in a female mould with integrated antislip surfaces.
- White, high-temperature Reichhold NGA gelcoat is sprayed up in the moulds.
- The deck is laminated in DCPD-Ortho polyester.
- A sandwich laminate made of 15mm PVC core is used in all horizontal surfaces.
- Biaxial and Triaxial E-Glass is used as reinforcement.
- Chopped Strand Mat is used in around recesses for hatches.
- The direction of the axial reinforcement is dictated by the major loadpaths of the structure.
- All fittings are fixed in either single laminates or a sandwich with a high-density PVC core.
- The deck is glued to the hull using polyester putty, and subsequently laminated on the inside along the sheerline.
- The deck includes grooves and platforms for hatches and lids.
- The deck has a recess for two self-bailers.
- The steering pedestal is integrated with the deck laminate.
- The deck internals are hand laminated into the hull.
- All deck internals are made of PVC foam cored multiaxial glassfibre reinforced polyester.
- One pair of primary longitudinal stringers makes up a backbone from stern to the first webframe.
- Local single laminates are used where fittings are attached.
- The main sheeting point is attached on top of a bulkhead.
- Structural members are positioned in close proximity to the winches.

Keel & Rudder:

- The keel box is hand laminated with glassfibre reinforced polyester.
- The assembly is then hand laminated into the hull and deck.
- The bottom edge of the keelbox is wedge-shaped.
- Two transverse bulkheads are hand laminated either side of the keelbox extending to the primary stringers.
- Composite keel with a cast iron keel fin attached by bolts to a lead bulb.
- The fin and bulb is painted with a base primer.
- The assembly is then epoxy filled and faired.
- The keel fin-bulb joint is joined with filler and molten lead.
- The keel fin is housed in the keel box, which is integrated with the deck.
- In the raised position the hull rests close to the bulb in the cradle, hence the whole yacht and cradle fits into a 40' container. In the lowered position, a wedge shape in the keel ensures zero play.
- In the event of running aground the energy is absorbed by a polyurethane impact moulding aft in the keel box.
- Hand laminated rudder blade using Biaxial and Unidirectional E-Glass reinforcement in a polyester resin.
- Double tapered aluminium rudderstock with three wings welded to the stock.
- The wings of the stock are laminated to one half of the rudder before assembly.
- The blade halves are laminated and glued together.
- Keels modified to be easily fixed down.

Machinery

Propulsion & Steering:

- Lewmar draglink steering system.
- The steering wheel is attached to the bevel head gear, which in turn rotate a torque tube attached to a reduction gearbox. The reduction gearbox actuates the draglink which connect to a cast aluminium tiller arm.

- The steering pedestal is integrated into the deck moulding.
- The aluminium alloy rudder stock is mounted in self-adjusting needle bearings in the hull and a needle bearing in the deck.
- 5-spoke wheel with cover.

Plumbing Systems

Bilge Pumps:

- The yacht has double manual membrane 1 ½" (38mm) bilge pumps fitted in the sides of the cockpit.
- The strainers have integral non-return valves and are fitted in the bilges close to the keelbox.
- Bilge pumps modified with 2 x inlets in bow and stern.

Accommodation

Crew Area in Front of Mast:

- 21mm plywood floor.
- Painted white using topcoat.
- Non-slip finish on walking surface.
- Finger hole.
- Floor reinforced with fiberglass to support bowman jumping in.

Deck Equipment

Rig:

- I: 43' / 13.1m.
- J: 13'2" / 4m.
- P: 44'4" / 13.5m.
- E: 13'9" / 4.2m.

- Mast is fractionally rigged with a keel stepped mast base.
- Seldén C5L 193x102mm mast section made of anodised aluminium which is tapered above the hounds.
- Headbox with sheaves for main halyard, clevis pin for backstay, crane length 750 mm.
- Windex, crane length 750mm.
- At the hounds there is a nose fitting for the headstay, spinnaker leadblock.
- Plate for shroud T-Terminal attachment.
- One sheavebox for topping lift.
- 2 sets of anodised aluminium airfoil sectioned spreaders. Sweep angle 19°.
- Diagonals fitted in seats in spreader bases.
- Mast section can be split below lower spreader pair.
- 2 x Spinpole eyes.
- Cast aluminium alloy gooseneck with reef hooks.
- Aluminium alloy maststep.
- Cast aluminium alloy vang attachment.
- Cast aluminium alloy mastring with attachments for tierods, mast blocks, halyards and a seal.
- Tie rods.
- Anodised aluminium alloy boom section 230x65mm custom designed for the SM40.
- Cast aluminium alloy outboard end with 3 sheaves for outhaul and 2 reef lines.
- Cast aluminium alloy inboard end.
- Vang fitting.
- Webbing for mainsheet attachment. Webbing for the clew comes with sails.

Standing Rigging:

- Discontinuous stainless steel 1 x 19 strands wire rigging.

- Stud-toggle bronze rigging screws.
- Forestay, 7mm, fork terminal – fork terminal.
- Backstay, 5mm, eye terminal – fork terminal.
- 2 x V1, 10mm, t-terminal – stud toggle bronze rigging screws.
- 2 x V2 & D3, 8mm, t-terminal – eye terminal.
- D1, 8mm, stemball – stud toggle bronze rigging screws.
- D2, 6mm, stemball – stud toggle bronze rigging screws.

Winches (Andersen):

- 2 x 44 Aluminium standard.
- 2 x 40 Aluminium standard.

Sails:

- Mainsail: 43.8m² / 471ft².
- Genoa: 32m² / 344ft².
- Spin: 85m² / 915ft².
- All yachts in fleet have 1 set of sails.

General:

- Storage of large articles through hatch in cockpit floor.
- Foot rails incorporated in aforementioned hatch.
- There is a GRP moulded foredeck hatch guided by tracks.
- The vertical sides on the cockpit contain GRP mouldings that can be used for storage of loose equipment.
- A hatch is provided in the deck above the rudderstock and bearings for service and inspection.

- A loosely fitted lid is placed on top of the keelbox recess in the deck.
- For sliding foredeck hatch.

Stainless Steel Fittings:

- 2 x 25mm pipe bends are fitted in the bow either side of the headstay attachment.
- 2 x 25mm foot rail is fitted along the sheerline of the foredeck.
- 2 x 25mm handles for spinnaker pole storage.
- 1 x 30mm umpire cage which include mooring points is fastened aft of the helmsman.
- 2 x Deck protruding chain plates with holes for 2x fork turnbuckles. Fitted to the main ring frame.
- 1 x Deck protruding bow chainplate. Holes for 1x headstay fork terminal and 1x sail attachment.
- 2 x Backstay attachments.
- 3 x Latches for hatches in cockpit.
- 12 x Studs to ensure both cockpit hatches are secured in a fixed position.
- Forward and aft M20 keel securing bolt in the top of keelbox.
- M20 bolts for joining the bulb and keel fin.

Anchoring & Mooring Equipment:

- 4 x 12mm 6m long mooring ropes.
- 4 x Fenders.

Covers, Canvas & Cushions:

- Canvas mainsail cover.

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

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ФОТОГРАФИИ





КОНТАКТЫ

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрето**

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