

## OESTARA — SWEDEN YACHTS



**Судостроитель:** [SWEDEN YACHTS](#)

**Год постройки:** 2004

**Модель:** Крейсерская яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** United Kingdom

**Длина общая:** 43' 6" (13.26m)

**Ширина:** 12' 10" (3.91m)

**Мин. осадка:** 6' 11" (2.11m)

Купить **OESTARA — SWEDEN 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 **OESTARA — SWEDEN 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

2004 (commissioned 2005) Sweden Yachts 42. In her original ownership she has been cherished from new. Raymarine/Tactick instruments, sat phone and power winches she sports a fulsome inventory. Currently afloat and in commission she is ready to go.

## Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2004

Год постройки: 2004

Страна: United Kingdom

## Размеры

Длина общая: 43' 6" (13.26m)

Длина по ватерлинии: 36' 10" (11.23m)

Ширина: 12' 10" (3.91m)

Мин. осадка: 6' 11" (2.11m)

## Скорость, вместимость и масса

Водоизмещение: 22046.2262 Pounds

Вместимость воды: 112.2731221 Gallons

Объем топливного бака: 73.96817456  
Gallons

## Размещение

Всего кают: 3

Всего коек: 6

Всего ком. состава: 2

## Корпус и палуба

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**Материал корпуса:** GRP

**Материал палубы:** Teak

**Отделка корпуса:** Stainless Steel

**Дизайнер корпуса:** Norlin/Ostmann

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Volvo Penta

**Модель:** D2-55

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Broker's Comments

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The perfect combination of a real sailor's yacht and a superbly comfortable cruising yacht. We have long been fans of Sweden yachts and the 42 in particular. The cockpit configuration with the powered winches really lends itself to effortless shorthanded sailing. A cherished example Oestara comes well-presented and well equipped.

## Owner's Comments

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We bought Oestara in May 2005 and took delivery in Stengunsund. Since then we have cruised Scotland twice, Ireland twice, France, Atlantic Spain twice, Portugal, Azores, Faroes, Orkney, Norway, Sweden and Denmark.

She has been constantly reliable and comfortable and has been our home on the water. She is easily sailed two-handed or fully crewed.

## Designer's Comments

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The 42 being the latest design in our new line of yachts is aimed for the experienced yachtsmen with the taste for a fine yacht. The further development of building methods makes it possible for us to offer a yacht of exceptional quality of build at a very competitive price. Those familiar with how we have designed and built yachts over the years will quickly find a number of very interesting developments. Woodwork is at an even higher level of finish and refinement. Deck design is as far away from the "gorilla lay-out" of the past that one can imagine. Self-tacking jib and large mainsail sheeted on the coachroof, all controls at easy reach close to the helmsman, and a free uncluttered cockpit takes all the efforts out of sailing and making all family members at ease.

Yet the 42 has a racing pedigree! Large sail area, high ballast ratio, and hydrodynamic like few other boats makes her a winner in any weekend outward or homeward 'race' among friends. Maneuverability and engine thrust makes any harbour visit a temptation to 'show off', but of course you never do such a thing...

*Jens Ostmann, Designer.*

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To comment the design of Sweden Yachts 42, I will start with the three most important characteristics that I want to characterize the yacht.

Sweden Yachts 42 is designed to be a high performance easy-handled yacht, look beautiful and smart, and be perfectly balanced.

The sheer line (important as this line is the first line you see) is drawn, regarding bow height, stern height and horizontal curve to give a good balance between the fore ship (bow) and the stern of the yacht, both when lying at the dock and when sailing. The section above the waterline is chosen to create performance and style.

The steep bow together with the fine entry bow lines give low wave resistance. This and the fore ship under the waterline, are shaped regarding the prismatic coefficient and sections, to give soft sailing when tacking to windward in normal and heavy sea.

The lines of the aft ship combines good hydrodynamics, with an impression that the yacht is coming out of the water, to make it look light and nice in the water.

A lot of effort, calculations and experience has gone into the balance (weather helm) of the yacht, where shape of hull, in combination with centre of effort from sail plan and lateral plan is taken into consideration.

The keel is shaped to have low centre of gravity to give good stability. The plan form and sections are chosen to give high side force.

The rudder size, plan form and sections are chosen to create great angle of incidence (before stalling), high side force and low resistance when zero lift. The rudder shall also give a nice (balanced) feedback to the helmsman.

Sweden Yachts 42 has a high aspect fractional sail plan, with a self-tacking jib for easy handling. The size of the sail plan in combination with the stability of the boat allows for a wide wind range of sailing. With a 115% jib the boat has an excellent performance in moderate to medium wind

conditions.

It's a great pleasure to design yachts for Sweden Yachts, as they build yachts to the highest quality.

*Peter Norlin, Naval Architect.*

## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean”*

### *Hull Construction:*

- End grain balsa core sandwich using fibreglass mat and roving 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.
- The hull and deck is bonded together using polyester filler.
- Hull epoxy treated to 200my from new.
- The toe rail is then bolted through deck and hull flange, using a special sealing material.
- Sweden Yachts designed and specially developed steel beam chain plate system, allowing heavy loads to be taken by bulkheads, without the need for additional internal reinforcements.

### *Deck Construction:*

- 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 depending on type of fitting.



- 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.

#### *Keel & Rudder:*

- Ballast keel is lead casting with antimony.
- Cast-in keel bolts are stainless steel.
- Lifting lug is fastened to the keel bolts.
- The balanced spade rudder is moulded in fibreglass, using roving and mat, for maximum strength.
- The rudder stock is of stainless steel with two Jefa roller bearings.

## **Machinery**

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#### *Engine & Gearboxes:*

- Volvo Penta D2-55, 4 cylinder, 55 HP, with Saildrive
- Freshwater cooling.
- Volvo Penta original glass fibre bed, moulded integrally with the bottom reinforcement and filled with heavy ballast for maximum stability.
- Engine housing lifts on gas struts, with interior joinery finish, well insulated with pvc covered foam insulation to prevent oil spillage to impinge foam.

#### *Maintenance & Performance:*

- The main engine has been maintained in accordance with the manufacturers' recommendations.

#### *Propulsion & Steering:*

- Pedestal steering with wheel, brake and stainless steel link arm.

- 54" stainless steel wheel with elkhide.
- Volvo Penta single controller and instrument panel in cockpit.
- Water-cooled exhaust system in reinforced rubber hose through silencer and appropriate fitting.
- Volvo 3-bladed folding propeller.
- Rope cutter.
- Bow thruster MAX Power.

## Electrical Systems

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### *Voltage Systems:*

- 24volt system with switchboard and control panel in navigator's area.
- Circuit breakers with automatic fuses and indicator lamps for all individual circuits.

### *Battery Banks:*

- Batteries 4\*12v-135Amph giving 270Ah at 24v plus 12V- 85 Amp for engine start.
- The batteries are of sealed type.
- 2 main circuit breakers.
- Mastervolt 24v – 50A battery charger.
- Inverter.

### *Alternators:*

- One 60Amp/12V alternator charging the starting battery and 95 Amp/24 V charging the house batteries.

### *Shore Power:*

- Mastervolt mains isolation transformer
- 220v ring main

- Shore supply cable

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## Plumbing Systems

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### *General:*

- Bolts, nuts, washer 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.

### *Fresh Water & Water Heating System:*

- Pressure water, hot and cold. 2 hand basins, double stainless steel sinks with foot pumps for fresh and sea-water in galley, separate shower in forward head compartment, shower in aft heads and on stern platform.
- All drains through hull with ball valve seacocks.
- Hot water from 40 litres (10.6 US-Gallon) calorifier heated by engine cooling water, and electric immersion heater.

### *Bilge Pumps:*

- One manual bilge pump operated from the cockpit and one electrical with automatic and manual switch.

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## Tankage

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### *Fuel:*

- 280 L (74 US-Gallon) diesel tank in stainless steel with level meter and handhole, filled and ventilated from transom.

### *Fresh water:*

- Water capacity 425 litres (112,3 US-Gallon) in 2 stainless steel tanks installed under

dinette sofa saloon the berth in forward cabin and berth in starboard aft cabin.

- Additional water tank (280litres) under starboard aft bunk.
- Meters for all water tanks at nav station.
- Filler lines from deck.
- Tanks ventilated.
- Hand holes for cleaning.
- Filling and distribution hoses in reinforced polyethylene.

#### *Gas:*

- Separate drained compartment in cockpit with two gas bottles.
- Copper tubing, reduction valve for low pressure system, and shut-off valve.
- 3-burner gas stove with oven installed with Sweden Yachts own fixed position/gimballed position device.

## **Navigation Equipment**

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- Compass.

#### *At Nav. Station:*

- Raymarine RL80C plotter and radar.
- McMurdo Navtex 6.
- VHF.
- Mastervolt battery monitor.
- Burglar alarm.
- Sailor SC4140 Iridium Satphone.
- Emergency VHF aerial.

*At Companionway:*

- Raymarine/Tacktick Speed/Depth etc.
- Raymarine/Tacktick Wind.

*At Helm:*

- Autopilot control.
- Anchor windlass control
- Bowthruster control
- Raymarine VHF

*Plus:*

- VHF cockpit speaker

## Domestic Equipment

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*Galley:*

- 160L (42.3 US Gallon) fridge/freezer (water-cooled) in GRP with Plexiglas dividers, drained to a separate sump.
- Drawer section.
- Cutting board.
- Gas stove with three burners and oven. Storage cupboard under
- Double overhead and below cupboards, fitted.
- Waste basket and storage below sink.
- Small Isotherm fridge above drawer section

*Heads/Showers:*

- 2 x hand operated marine toilets with sea intake and outlet through ball valves. Waste holding tanks in stainless steel, one for each head, 62L and 73L.

- Shower trays are drained by electric drainage pumps operated by switches in shower compartments.

#### *Heating & Ventilation:*

- 5 Dorade ventilators,
- Engine air outlet into cockpit.
- Eberspacher airtronic diesel heater with insulated high capacity ducting, air outlets in all cabins including both heads and the wetlocker.

#### *Entertainment:*

- Radio and CD with saloon and cockpit speakers.
- Flatscreen foldout TV in drawer

#### *Lighting:*

- Navigation lights.
- Masthead anchor and tri-colour lights.
- Deck flood lights on mast.
- Ceiling spotlights to all cabins, 6 bedreading lights, 4 locker lights, 3 slim light, 2 screened saloon lights, 2 aft locker lamps. White/Red lighting at nav station.

## **Accommodation**

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#### *Summary of Accommodation:*

- Marine grade waterproof core, faced with selected mahogany, is used in all bulkheads and major joinery.
- Specially selected solid cherrywood 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.

- Ceiling, topsides and minor visible hull sides with foam backed vinyl.
- Hull sides, bottom, bilge, etc top-coated throughout the interior.
- Cabin sole teak with inlaid light wood stripes.
- All cherrywood is varnished with oil varnish in satin finish. Cabin sole teak is varnished.
- All hanging lockers equipped with aluminium tube with hooks and lights.
- Locker doors have snap locks and are hinged with chromed brass hinges.
- Cushions in high quality foam with first class upholstery.
- Blinds in white.
- Bespoke fabrics throughout.
- Master cabin: full set of drawers, cabinets and shelf above and two hanging lockers.
- Master cabin: sprung mattress and mattress topper with small shelf on port side.
- Aft cabins with mattress toppers on all berths.
- Navigation area: Alcantara-upholstered seat in style of SWY45 with storage under.
- Bar under saloon table, plate fittings to cupboards.
- Belt in galley.

#### *Windows:*

- 4 fixed, 2 open-able aluminium framed windows in cockpit, 1 open-able in aft heads and 1 in galley. Total of 10 windows.

#### *Hatches:*

- Large hatch to forward cabin, main cabin, and forward heads.
- Plexiglass companionway sliding hatch, and plexiglass washboard stored flat on sliding hatch.

#### *Description of layout from forwards:*

*Forward Heads Compartment:*

- Moulded bottom section drained by electric pump and moulded upper section.
- Separate shower stall with curtain.
- Teak shower grating.
- Stainless steel wash basin.
- Toilet with waste tank.
- Lockers above toilet and wash basin.

*Forward Cabin:*

- Queen size double berth to port side with cabinets along hull side and small night shelf.
- Large drawer under berth.
- Full set of drawers with cabinets above on starboard side between hanging lockers forward and aft.

*Main Cabin:*

- Dinette arrangement with table on port side. Bottle storage under table.
- Starboard side has cupboards above and below, with half size chart drawer, drawers and navigation station.

*Galley:*

- U-shaped galley.
- Corian counter top.

*Aft Heads Compartment:*

- Moulded compartment fitted between bulkheads.



- Two lockers with mirrored doors above wash basin unit.
- Fitted mirror in forward sections.
- Recess for toilet.
- Corian shower grating.
- Shower drained by electric pump.
- Door to main cabin.

#### *Navigation Area:*

- Large navigation table with stowage.
- Wooden, open-able instrument panel for electronic equipment on hinges for easy service access.
- Separate chart stowage in table.
- Navigation seat.
- Sliding door storage by side of seat and cupboard below.
- Additional safety handrail over nav station and cupboard.

#### *SB and Port Aft Cabins:*

- Two single berths, aft of hanging locker with seat.
- Cabinet above bed along hull side.
- Door to main saloon from starboard and port guest cabins.

## **Deck Equipment**

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#### *Rig:*

- I: 54'6" / 16.60m.
- 16'7" / 5.05m.
- 52'10" / 16.10m.

- 17'9" / 5.40m.
- Seldén silver anodized aluminium alloy oval section mast, keel-stepped, fractional rig with 2 sets of swept back spreaders.
- Stainless steel mast step is bolted to the bottom reinforcements.
- Aluminium genoa tracks.
- Main sheet mid-boom attachment fitting on coach roof.
- All halyards are internal to mast.
- Appropriate blocks and exits for halyards.
- Windex.
- 2 reefs with single line slab reefing system plus 3<sup>rd</sup> reef and outhaul internally in boom.
- Lines lead to cockpit winches.
- Rod kicker

#### *Standing Rigging:*

- Forestay and backstay in 8 mm wire, backstay split in 2 stays 7 mm each with mechanical backstay tensioner. Topshrouds 7-8 mm, lower shrouds in 8 mm wire.
- Intermediate in 6 mm wire and linked to topshrouds.
- Checkstays in 6 mm wire.
- All turnbuckles are Lloyds-approved Hasselfors forged stainless steel. 5 off 5/8" and 3 off 1/2".
- Burgee halyard to pole fitting at top of mast.

#### *Running Rigging:*

- 1 main halyard: 10 mm spectra.
- 1 jib halyard: 10 mm spectra
- Spinnaker halyard: 12mm terylene
- Topping lift in wire.

- 2 running backstays in wire/rope
- 1 main sheet: 12 mm terylene with appropriate blocks.
- 1 kicking strap: 10 mm terylene with appropriate blocks.
- 3 reefing lines +1 main outhaul: 10 mm terylene.
- Gennaker equipment.
- All sheets etc. with appropriate blocks and shackles.
- Furlex.
- Lazy jacks and stack-pack.

#### *Winches:*

- 2 x Andersen stainless steel 46ST two-speed (electric) winches.
- 2 x Andersen stainless steel 40ST 2-speed manual winches with 2x6 rope clutches plus Spinlock jammers for halyards and trim functions.
- 2 x Winch handles with locks. Lead blocks, cleats, etc.

#### *Sails:*

- Fully battened North Sails mainsail (SR Norlam) with 5 full length batten pockets and 3 reefs
- New Winter 2013 North Sails Selftacking Furling Jib 3DL Marathon 600
- North Norlon G2 Gennaker and sock.

#### *General:*

- Aluminium toe rail bolted to deck/hull.
- Open pulpit (Scandinavian type) and walk-through pushpit in stainless steel.
- Stern ladder in stainless steel.
- Outboard bracket.

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

#### *Anchoring & Mooring Equipment:*

- 4 + 2 midship mooring cleats.
- Single anchor roller integrated in bow platform.
- 4 x mooring lines + extras.
- 10 x fenders of various sizes.
- Lewmar electric windlass.
- Delta 22kg anchor and 60m of 10mm chain.
- Ensign staff
- Barge board

#### *Covers, Canvas & Cushions:*

- Large sprayhood with stainless steel tubes and elkhide handrail.
- Spare sprayhood.
- Pushpit back cushions.
- Cockpit cushions.
- Cockpit table.
- Cockpit tent.
- Cockpit bimini/sun shade, sprayhood extension.
- Three piece heavy duty winter cover.

#### *Safety Equipment:*

- 8 stanchion bases and tapered stainless steel stanchions.

- Double lifelines.
- Two lifeline gates.
- EPIRB.
- 6 person BFA liferaft.
- Jackstays.
- Danbuoy.
- 2 Horseshoe buoys and lights.
- Rescue sling.
- 3 clip-on points in cockpit.
- Full set of wooden bungs.

*Fire-fighting equipment:*

- 3 fire extinguishers
- Access hole in engine cover
- Fire blanket.

## **Исключения**

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При продаже яхты исключаются личные вещи владельца.

## **Отказ от ответственности**

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Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

# ФОТОГРАФИИ















# КОНТАКТЫ

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Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

## Контактная информация

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Email: [andrey@shestakovyachtsales.com](mailto:andrey@shestakovyachtsales.com)

Web: [shestakovyachtsales.com](http://shestakovyachtsales.com)

## Телефоны

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Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

## Время работы

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

Воскресенье: **Закрито**

## Адрес

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Harbour Towne Marina, 850 NE 3rd St,  
STE 213, Dania, FL 33004