



SWEDEN YACHTS 45

SPECIFICATIONS

Length overall	14.15m / 46' 5"
Length waterline	11.90m / 39'
Beam	4.18m / 13' 7"
Draft	2.30m / 7' 6"
Optional keel	1.98m / 6' 6"
Displacement	12,400kg / 27,400lbs
Ballast (lead)	5,200kg / 11,500lbs
I	18,20 m / 59' 7"
J	5,30 m / 17' 5"
P	17,75 m / 58' 3"
E	6,00 m / 19' 7"

Designed by: Norlin /Sweden Yachts

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 engine is run for 8-10 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: The yacht is built to CE Boat Category "A Ocean".

Warranty: the yacht and the equipment have a two (2) year limited warranty against poor workmanship and material failure.

CONSTRUCTION

Hull: PVC foam 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: PVC foam 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.

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 keel bolts.

Rudder: The balanced spade rudder is moulded in fibreglass, using rowing and mat, for maximum strength. The rudder stock is of stainless steel with two roller bearings.

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 9mm 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 waterproof core, faced with selected mahogany or American white oak, is used in all bulkheads and major joinery. Specially selected solid mahogany/white oak in frames and doors. Marine grade luan in bottoms, shelves, etc, where not visible. All main bulkheads bonded to hull and deck, using glass fibre and polyester. All main visible hull sides covered by mahogany

planking ribs. Ceiling, top-sides and minor visible hull sides

covered with foam backed vinyl. Hull

sides, bottom, bilge, etc, top coated throughout the interior. Cabin sole teak with inlaid light wood stripes. All mahogany is varnished in satin finish. Cabin sole teak is varnished.

ACCOMMODATION DESCRIPTION

Forward heads compartment: Moulded bottom section drained by electric pump and moulded upper section. Separate shower stall with curtain. stainless steel wash basin. Toilet with waste tank. Lockers above toilet and wash basin. Teak gratings.

Forward cabin: Queen size double berth to port side with cabinets along hull side. Drawer and cabinet under berth. Seat with cabinets along hull side on SB side between hanging lockers forward and aft. Specially made internally sprung mattress.

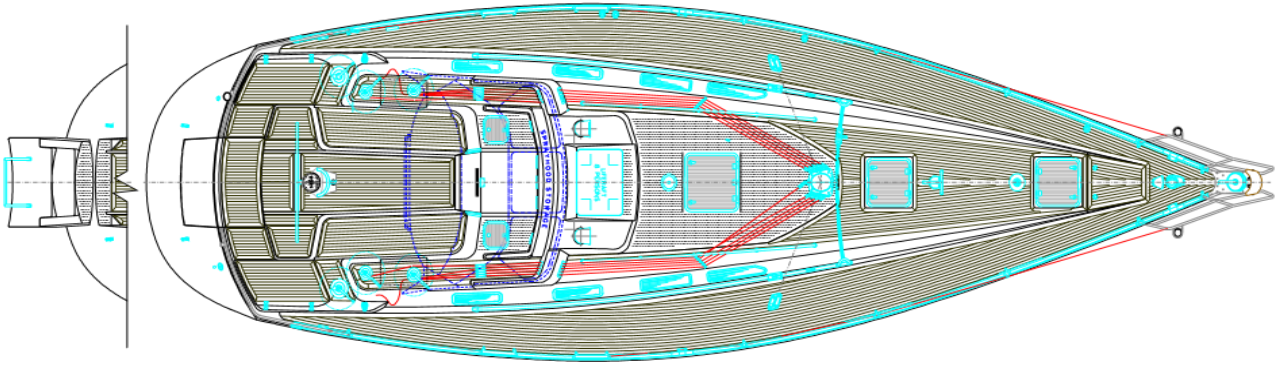
Main cabin: Dinette arrangement with table on port side with two loose director's chairs. SB side has table between main bulkhead and nav station with bookshelf, TV- and stereo space above.

Galley: U-shaped galley with Corian counter top, 160 litre (42.3 US-Gallon) icebox in GRP with Plexiglas dividers between fridge and freeze area, drained to a separate sump and 80 litre (21.1 US-gallon) fridge cabinet both 24V water cooled. Drawer section, cutting board, dry food locker. Gas stove with three burners and oven. Double overhead cupboards. Waste basket and storage below sink. Water supply, see under "Fresh water system."

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 with fold-away extra seat. Teak shower grating, Shower drained by electric pump. Towel hangers. Door both to main cabin and port aft cabin.

Navigation area: Large navigation table with stowage. Wooden, openable instrument panel for electronic equipment on hinges for easy service access. Electrical master panel included. Separate chart stowage in table. Navigation seat with electric connection boxes.

SB and Port aft cabins: Large double bed, aft of hanging locker with seat. Cabinet above bed along hull side. Door to main cabin for SB cabin and doors to head and main cabin for port cabin.



DECK EQUIPMENT

Windows: 4 fixed + 4 openable aluminium framed windows in cabin trunk, 2 openable aluminium framed windows in cockpit. Total of 10 windows.

Hatches: Large hatch to forward cabin, main cabin, and forward toilet. Small hatches to aft cabins. Plexiglas companionway sliding hatch and washboard.

Ventilation: 3 Dorade ventilators, 1 extraction ventilator. Engine air outlet into cockpit. The batteries are of sealed type.

Winches: 2 Andersen stainless steel no: 52ST 2-speed Genoa sheet and runner winches 2 Andersen stainless steel no: 46ST 2-speed winches with 2 x 4 rope clutches for halyards and trim functions 2 Andersen stainless steel no: 46ST main sheet winches 3 10" handles with lock. Lead blocks, cleats, etc. **Anchoring:** Electrical Windlass 24V 1000W with control in cockpit and on foredeck. CQR with 8mm 60 m chain on bow plus 1 spare anchor with rope.

General Hardware: Aluminium toe rail bolted to deck/hull. 4 + 2 midship mooring bollards, 10 stanchion bases and tapered SS stanchions, open pulpit (Scandinavian type) and walkthrough pushpit in SS. Double lifelines, navigation lights, aluminium Genoa tracks. Bilge pump. Double anchor roller. Mainsheet attachment fitting near steering pedestal. Self-tacking track etc. for self-tacking jib. Cockpit table.

Sprayhood: Large sprayhood with stainless steel tubes stored in recess in front of companionway.

Steering: Pedestal steering with wheel, brake and stainless-steel link arm. 48" stainless steel wheel with elk hide.

Compass: Plastimo or equivalent.

General: 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.

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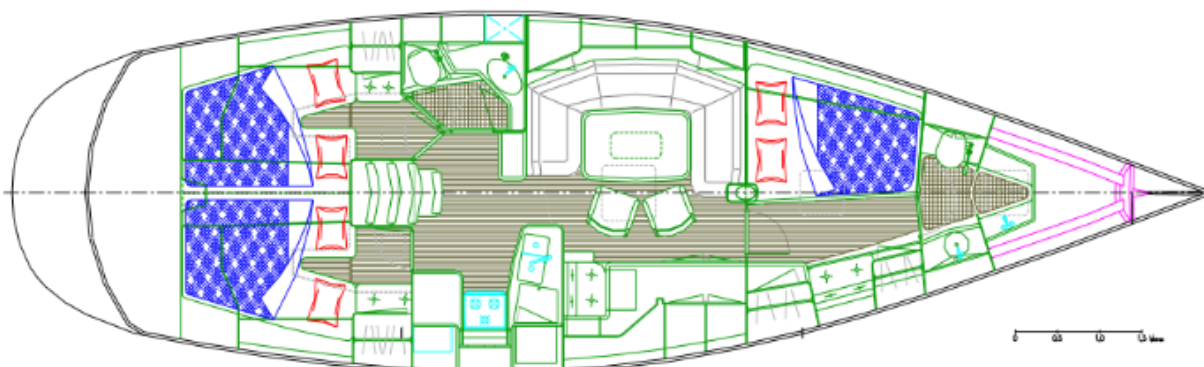
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INTERIOR EQUIPMENT

Fresh water system: Water capacity 435 litres (115 US Gallon) in 2 stainless steel tanks with level meters installed under dinette sofa salon. Filler lines from deck. Tanks ventilated. Hand holes for cleaning. Pressure water, hot and cold for fwd shower, 2 hand basins and pantry. Foot pump in pantry, separate shower in forward head compartment. Filling and distribution hoses in reinforced polyethylene. Double sinks and wash basin drained through hull with ball valve seacock. Hot water from 40 litres (10,6 US-Gallon) calorifier heated by engine cooling water and 220 V.

Gas installation: 2x6 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. 3-burner gas stove with oven installed with Sweden Yachts own fixed position/gimballed position device.

Electrical installation: Main system is 24 V. Switchboard and control panel in navigator's area. 1 x 50 Amp battery charger, 2 main circuit breakers. Circuit breakers with automatic fuses and indicator lamps for all individual circuits. 12 ceiling spotlights, 5 bed reading lights, 4 locker lights, 3 slim light, 2 aft locker lamps. 230 V shore power via isolation transformer. 230 V AC via 1500W inverter. 12 V via converter. 420 Ah/24V (equal to 840 Ah in 12V systems) of AGM batteries.



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: 2 x hand operated marine toilets with sea intake and outlet through ball valves. Waste holding tanks are standard.

Showers: Shower basins are drained by electric drainage pump operated by manual switch in shower compartments.

Soft Furnishings: Cushions in high quality foam with first class upholstery. Special curtains and blinds in white.

Cabin Heater: Eberspächer diesel heater 5 kW with air outlets in all cabins including both heads and the wet locker.

Bilge pumps: One manual bilge pump operated from the cockpit and one electrical with automatic and manual switch.

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.

Engine INSTALLATION

Engine: Volvo Penta D2-75, 4 cylinder, 75 Hp, saildrive 150S with 4-bladed folding propeller. Freshwater cooling.

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

Fuel: 250 litre (66.1 US-Gallon) diesel tank in stainless steel with level meter and handhold, filled and ventilated from transom.

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

Alternator: One 125Amp/12V alternator charging the starting battery and 60 Amp/24 V with charging regulator for the house batteries.

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

MAST AND RIGGING

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

Main boom: Seldén silver anodized aluminium alloy section. Single line reefing system and outhaul internally in boom. Lines lead to cockpit winches. Racing kick / kicking strap. Mainsail cover.

Furling: The headsail is furling with Seldén Furlex.

Standing rigging: Forestay and backstay in 10 mm wire, backstay split in 2 stays 8 mm each with mechanical backstay tensioners. Top shrouds 8-10 mm, lower shrouds in 8 mm wire. Intermediate in 7 mm wire and linked to top shrouds. Check stays in 6 mm wire. All turnbuckles are Lloyds approved Hasselfors forged stainless steel. 5 off 5/8" and 3 off 1/2".

Running rigging:

1 main halyard: 12 mm spectra.

1 jib halyard: 12 mm spectra.

Self-tacker sheet in 12 mm spectra.

2 running backstays in wire/rope.

1 main sheet: 12 mm terylene with appropriate blocks.

1 kicking strap: 10 mm terylene with appropriate blocks.

2 reefing lines+1 main outhaul: 10 mm terylene.

(Spinnaker equipment is optional.)

All sheets, etc, with appropriate blocks and shackles.

SAILS

Mainsail and self-tacking jib in Pentex is standard.

Main 61 m²

Self-tacking jib 44 m²

Furling Main 55 m²

Furling Genoa 64 m²

Genoa 150 % 73 m²

Storm jib 15 m²

Cutter jib storm 14 m²

Gennaker 140 m²

THE STANDARD EQUIPMENT also includes

4 mooring lines.

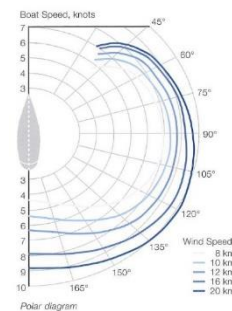
6 fenders.

1 flag pole (no flag).

1 anchor with chain and rope.

Instruction manual.

POLAR DIAGRAM



DELIVERY

The boat is to be inspected and approved by the owner before shipment from the yard. Bottom painting with 200-micron epoxy and antifouling. Rigged and launched at the yard.

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.

SPECIFICATIONS | Sweden Yachts 45 | August 2024