



SWEDEN YACHTS 54

SPECIFICATIONS

Length overall	16.88 m / 55' 5"
Length waterline	14.51 m / 47' 7"
Beam	4.53 m / 14' 10"
Draught	2.60 m / 8' 6"
Wing keel (optional)	2.35 m / 7' 8"
Displacement	18,000 kg / 39,683 lbs
Ballast	7,000 kg / 15,432 lbs
Mainsail	86 m ² / 926 ft ²
Self-tacking jib	64 m ² / 689 ft ²
Gennaker	250 m ² / 2691 ft ²
Spinnaker	210 m ² / 2260 ft ²

Designed by Peter 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 times 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, 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: Divinycell (PVC foam) sandwich using fibreglass mat and rowing on both sides, gives a light, rigid and well insulated hull. Divinycell core is used from toe rail to below the waterline. Solid laminate is used in high stress areas around the keel, mast foot and in the joint between the hull-halves. Bottom reinforcements are longitudinal and transversal solid laminate design.

Deck: Divinycell (PVC foam) core sandwich with moulded fibreglass on both sides. Stress areas where winches and major deck fittings are fixed, are reinforced by replacing the PVC 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 through deck and hull flange using a special sealing material. This construction method gives a light, strong and well insulated hull. Vinylester gives the boat a very good protection against osmosis compared to traditional polyester.

Optional: As an option you can have the hull and deck in Carbon fibre. Carbon Composite. The structural fibre fabric in hull and deck will be replaced with Carbon fibre and all major structural parts will be made in Carbon fibre reinforced composite. The impact zone from the bow to mid ship is reinforced with Kevlar fibre. This design gives a very light and rigid yacht.

Ballast: Ballast keel is lead casting with antimony. Casting keel bolts are stainless steel.

Rudder: The balanced spade rudder is moulded in fibreglass for maximum strength. The rudder stock is in aluminium with two roller-bearings. Optional carbon rudder.

Motor bed: Volvo Penta compatible 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.

Teak-Deck: Teak deck is laid from 12 mm first class teak ribs bonded to the deck with polyurethane. Expansion joints sealed with special silicone. Teak in cockpit.

Interior joinery: Main bulkhead in composite. Marine grade waterproof core, faced with selected mahogany or American white oak is used in all bulkheads and major joinery. Specially selected solid mahogany or white oak 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 Vinylester. All main visible hull sides are covered by white wooden panels. Ceiling, top-sides 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 mahogany or white oak 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 door. Composite wash basin. Towel hangers. Toilet with waste tank. Lockers above toilet, as well as above and below washbasin. (Teak gratings in toilet)

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

Main cabin: Dinette arrangement with table on PS with a small movable bench. SB side has sofa between main bulkhead and nav station with bookshelf, TV- and stereo space above. Chart storage drawer in SB sofa.

Galley: U- shaped galley with composite counter top, 110 litre (29.1 US- Gallon) top loaded fridge in GRP. Drained to a separate sump and 80 litre (21.1 US-gallon) fridge cabinet and 60 litre (15.8 US-gallon) freezer, all 24V water cooled. Drawer section, chopping board in beech, dry food locker. Gas stove with four 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. Mirror door above wash-basin unit. Separate shower drained by electric pump. Composite wash basin. Towel hangers. Door both to main cabin and starboard aft cabin. Wet locker with cabin heater outlet.

Navigation area: Large navigation table with stowage. Wooden, openable instrument panel for electronic equipment on hinges for easy service access. Electrical master panel included.

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 port cabin and doors to head and main cabin for starboard cabin.



DECK EQUIPMENT

As an option you can have a Retractable Carbon bowsprit, length 1.4 m in front of the bow.

Windows: 4 fixed + 6 openable aluminium framed windows in cabin trunk, 2 openable aluminium framed windows in cockpit. Total of 12 windows. 1 double fixed skylight.

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

Ventilation: 2 Dorade ventilators, 2 extraction ventilators. Engine air outlet into cockpit.

Winches:

2 Andersen stainless steel no: 58ST 2-speed jib sheet and runner winches.

2 Andersen stainless steel no: 52ST 2-speed winches with 2 x 7 rope clutches for halyards and trim functions.

2 Andersen stainless steel no: 52ST self-tacking jib/main sheet winches.

3 x 10" handles with lock. Lead blocks, cleats, etc.

Anchoring: Electrical Windlass 24V 2000W with control

in cockpit and on foredeck. Delta (60lbs) anchor with 10mm 80m chain on bow plus 1 spare anchor with rope and chain.

General Hardware: Toe rail in teak bolted to deck/hull. 4 + 2 midship mooring bollards in S/S, 14 stanchion bases and tapered SS stanchions, open pulpit and walkthrough pushpit in SS, guard rails, navigation lights, aluminium Genoa tracks. Bilge pump. Anchor roller. Main sheet track on coach roof. Self-tacking track, etc, for self-tacking jib. Cockpit table.

Sprayhood: Large sprayhood with stainless steel tubes covered with elk hide, stored in recess in front of companion way.

Steering: Twin pedestal steering with wheel, brake and stainless-steel link arm. 38" carbon wheels.

Compass: 125 mm on each pedestal.

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.



INTERIOR EQUIPMENT

Fresh water system: Water capacity 600 litres (157 US gallons) in 2 stainless steel tanks with level meters installed under dinette SB sofa salon and in OC. Filler lines from deck. Tanks ventilated. Hand holes for cleaning. Pressure water, hot and cold, foot pump in pantry, separate shower in both head compartments. Filling and distribution hoses in reinforced polyethylene. Double sink and wash basin drained through hull with ball valve sea cocks. Hot water from 50 litres (13 US gallons) Calorifier heated by engine cooling water and 220 V.

Gas installation: 2 x 3 kg bottles installed in separate drained compartment in cockpit with space for the two gas bottles. Copper tubing, reduction valve for low-

pressure system and shut off valve. 4-burner gas stove with oven.

Electrical installation: Main system is 24 V. Switchboard and control panel in navigator's area.

Charging: 1 x 60 Amp battery chargers (shore power) and two alternators on the engine. 2 main circuit breakers.

Circuit breakers with automatic fuses and indicator lamps for all individual circuits. 16 ceiling spotlights, 6 bed reading lights, 5 locker lights, 3 slim lights, 2 screened salon lights, 2 aft locker lamps. 230 V shore power via isolation transformer. 230 V AC via 3500 W inverter. 12 V via converter. 400 Ah/24V (equal to 1260 Ah AGM in 12V systems) of Li-Ion batteries. The batteries are of the sealed type.

General hardware: All hanging lockers are equipped with aluminium tubing with hooks. Doors with marine locks. Locker doors have snap locks. (*Hinged with chromed brass hinges.*)

Toilet installation: Two electrical marine toilets with freshwater supply 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: 2 x 4 kW Eberspächer diesel heater 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 are in bronze and other piping fittings are in brass. Double hose clamps on all through hull points. Hoses are of reinforced flexible PVC polyethylene.

ENGINE INSTALLATION

Engine: Volvo Penta D2-75, 4 cylinders, 75 Hp, sail drive 150S with 4-bladed folding propeller. Freshwater cooling. Sea water strainer.

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

Fuel: 350 litre (92.4 US gallons) diesel tank in stainless steel with level meter and hand hole, filled and ventilated from transom.

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

Alternator: One 115Amp 12V alternator charging the starting battery and 95 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. Triple 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. Hydraulic vang with gas strut. Mainsail cover. The head sail is furling with Seldén Furlex.

Standing rigging: Forestay 9.5 mm and backstay in 8.4 mm rod, backstay split in 2 stays each with hydraulic backstay tensioners. Top shrouds 11.1 mm, lower shrouds in 11.1 mm rod. Intermediate in 6.4 and 8.4 mm rod and linked to top shrouds. Check stays in 7 mm wire. All turnbuckles are Lloyds approved.

Running rigging:

1 main halyard: 12 mm spectra.

1 jib halyard: 12 mm spectra.

Self-tacking sheet in 12 mm spectra.

1 running backstays in wire/rope.

1 main sheet: 12 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.

Miscellaneous: Deck floodlight with switch on instrument panel.

SAILS

Mainsail in Soft Norlam and self-tacking jib in TX Spectra is standard. All sails from Lundh Sails.

Main standard	86 m ²	926 ft ²
Main Carbon mast	92 m ²	990 ft ²
Self-tacking jib	64 m ²	689 ft ²
Self-tacking jib Carbon mast	67 m ²	721 ft ²
Gennaker	250 m ²	2691 ft ²
Gennaker Carbon mast	265 m ²	2854 ft ²
Spinnaker	210 m ²	2260 ft ²
Spinnaker Carbon mast	220 m ²	2368 ft ²

THE STANDARD EQUIPMENT also includes

4 mooring lines.

8 fenders.

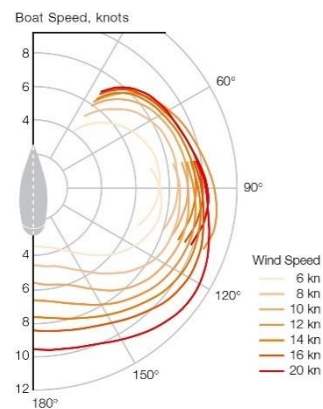
1 flag pole (no flag).

1 anchor with chain and rope.

Instruction manual.

Toolbox.

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.

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