

Index

GENERAL CONDITIONS	3
INSURANCE	3
TESTS	3
TRIM	3
GENERAL INFORMATION	4
SWEDEN YACHTS	4
SWEDEN YACHTS 80 CUSTOM PERFORMANCE CRUISER	4
SPECIFICATION SWEDEN YACHTS 80 PERFORMANCE CRUISER	5
DIMENSIONS	5
HULL AND DECK	5
KEEL	5
RUDDER	6
SAILS	6
MAST AND RIGGING	6
Mast	6
Boom	6
Standing rigging	7
Running rigging	7
Rig hydraulics	7
DECK EQUIPMENT	7
Windows	7
Hatches	7
Ventilation	8
Winches	8
Steering	8
General hardware	8
INTERIOR	9
Interior woodwork	9
Accommodation description	9
Interior drawing	10
INTERIOR EQUIPMENT	11
Fresh water system	11
Heating	11
Air-conditioning	11
LPG installation	11
Electrical installation	11
Power supply	11
Instruments	12
Amusement system	12
Heads	12
Showers	13
Cushions	13
Engine	13
Bowthruster	13
Tankage	13
EXTRA EQUIPMENT	13

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.

Insurance

- The builder will maintain insurance on the yacht during the construction period until hand-over.

Tests

- All yachts is tested in the water. The engine is run for several hours and all controls are checked. Fuel, seawater, fresh water and LPG systems are tested for proper function. The electrical installations are checked. The water tightness of the hull and deck and all the fittings are checked.

Trim

- The builder reserves the right to add internal ballast for trimming purposes.

General information

Sweden Yachts

- Sweden Yachts started its business 1975. We started by building the Swedish Americas cup challenger "Sverige". Since then we have developed more than 14 different yachts and produced more than 900 yachts from 34 feet up to this latest high tech 80 feet performance cruiser.
- Today we are ranked among the best yards in the world.
- The yachts are built to the very highest standard that is possible to achieve.
- Our R&D team has a long experience, the yachts are designed in advanced CAD systems. To achieve high performance i.e. light and strong yachts, they simulate and calculate every detail in the yacht.

SWEDEN YACHTS 80 CUSTOM PERFORMANCE CRUISER

The Sweden Yachts 80, is a real high tech performance cruiser, designed by German Frers. German Frers has a long experience of designing large top performance cruisers. With its light weight, large sail area and the latest design, this yacht will probably outperform the most yachts in same size sailing today. Jens Östmann in charge of our R&D and also in charge of the development of the SY 80, has together with the team done an remarkable job with the design of the interior and the building of this yacht.

The yacht is, with its easy to handle rig and decklayout, very clean and functional on deck. The interior is designed in a modern Italian style.

This yacht is something

SPECIFICATION SWEDEN YACHTS 80 PERFORMANCE CRUISER

Dimensions

Loa	24,45 m
Beam	5,65 m
Lwl	21,00 m
Displacement (dry ¹)	28 500 kg
Displacement (half load ²)	33 900 kg
Ballast	11 000 kg
Draft	3,60 m
Mainsail	app. 141,5 m ²
Jib	app. 142 m ²
Gennaker ³	app. 520 m ²
Engine	230 hp

Design: German Frers

Hull and Deck

- Hull and deck is built in a sandwich construction using E-glass, Carbon fibre and Kevlar as specified by G.Frers. We suggest using Epoxy resin and as core material either divynycell or balsa. The building process would be vacuum bagging on a male mould for the hull and same process in a female mould for the deck. The weight of the entire fibre construction and all stiffness, bulkheads etc is 6100-6300 kg depending on core material.
- Teak deck is made of 9 mm first class teak totally glued to the deck.
- Outside painting of hull and deck is done in Awlgrip.
- The hull has a an hydraulic opening door in the transom for access to dinghy stowage.

Keel

- The keel foil is a welded steel design on which the lead bulb is bolted. The upper fixing plate bolted to the hull is made from stainless steel. The bulb is made by lead with 2% antimony. Lifting lug is fastened to the keelbolts.

¹ Empty boat i.e. no fuel, water, crew etc

² All tanks half filled, crew, sailing gears etc, ready to sailaway

³ Finally to be calculated by sailmaker

Rudder

- The balanced spade rudder is made from carbonfibre on a rudderstock of carbonfibre with selfaligning roller bearings inside the hull and no lower support below waterline. Rudder and bearings are JP3/Isotop manufacture.

Sails

- There are no sails included.

Mast and rigging

Mast

- The mast is an all-carbon construction incl. 4 spreaders, swept 22°. I = 31 meters
- Mast profile dimensioned to sail in normal conditions without any inner forestay and without runners. To be produced from "medium" grade prepreg carbon.
- Masthead and spreaders to be produced in carbon.
- No arrangements for spinnaker pole.
- Main sail track for Harken sail travellers
- 1 main halyard, 2 genoa halyards, 1 gennaker halyard
- Electricity: 2 decklights in spreaders, foredecklights, steaminglight, anchorlight, windex with light.
- Painted in white with Awlgrip polyurethane paint.

Boom

- The boom is also a carbon construction of "Park Avenue" design. E = 9,5 meters.
- Boom and boom vang fixations in Carbon.
- Main outhaul prepared to be operated by a Navtec hydraulic cylinder in the boom.
- Main sheeting to be in a purchase of 2:1 from the boom end via the the gooseneck to two winches.
- Boom to be prepared for two single line reefing arrangements.
- Boom to have built in cockpit halogen lights.
- Boom to have fixation for hydraulic boom kicker
- Painted in white Awlgrip polyurethane paint.

- The standing rigging is rod from Navtec.
- Hydraulic furling headsail from Reckman.
- Rod rigging consisting of complete side rig, forestay and split backstay from Navtec.

- Running rigging of suitable dimensions and type for proper operation of the sails.
- Running rigging consisting of one Main halyard, two genoa halyard, one gennaker halyard all in spectra or similar material.
- Cutterstay is optional equipment, rig mast and deck layout is prepared for cutterstay.
- Spinnaker equipment is optional, rig mast and deck layout is prepared for spinnaker equipment.

- All hydraulics from Navtec.
- 2 * A250-LE-022 Backstay cylinders
- 1 * A250-LE-022 Boom kick
- 1 * A250-SE-022 Outhaul cylinders (on top of the boom)

- Mast Jack system of Sweden Yachts design with it's own hydraulic pump.

- All windows from Lewmar with aluminium frames.

Salon:	3 openable + 4 fixed (frameless type)
Aftcabin:	3 openable
Aft heads compartment:	2 openable

- All hatches from Lewmar with aluminium frames.
Salon: 2 openable size 500*500

Aftcabin:	2 openable size 500*500
Guestcabin 1:	1 openable size 500*500
Heads compartment:	1 openable size 400*250
Guestcabin 2:	1 openable size 500*500
Heads compartment:	1 openable size 400*250
CrewCabin:	1 openable size 850*850
Heads compartment:	1 openable size 500*500

Ventilation

Salon:	2 dorade ventilators with guard-rails
Aftcabin:	2 dorade ventilators with guard-rails

Winches

- 2 Lewmar no. 77/3 SHST halyard winches
- 2 Lewmar no. 88/3 SHST primary winches
- 2 Lewmar no. 77/3 SHST secondary winches
- 1 Lewmar no. 66/2 SHST halyard winch

Steering

- Vectran steering cables to an aluminium quadrant via turning wheels on ball bearings. Twin steering pedestal and stainless steering wheel with double spokes and hide cover on the wheel.

General hardware

- All custom made deck fittings of polished Stainless Steel SIS 2343 or grade 316 U.S.Standard.
- Blocks, tracks and cars of Lewmars Racing range.
- Pushpit, pulpits and stanchions in 30 mm diameter S.S., 70 cm high.
- Two gates in lifelines midship.
- Lifelines in rod.
- 6 mooringcleats, pop-up type.
- Wearing plates in S.S. at bollards location.
- S.S. removable single roller stemhead fitting.
- Lewmar 3000 hydraulic windlass for rope and chain. Control on forelock and in cockpit.
- 105 lbs. CAR anchor, 12 mm chain with a length of 100m.
- Gangway in carbonfibre with teak walkway.
- Sprayhood at centre cockpit. S.S. tubes and recess for packing when not in use.
- Bimini in Centre cockpit

- Shower on aftdeck
- Cockpit table in centre cockpit
- Gaslocker on aftdeck
- Winchhandle pocket
- Footrests in teak on foredeck and in aft cockpit.
- Deck cushions incl. Backrests in both cockpits.

Interior

Interior woodwork

- All visible wood inside is in khaya mahogany and varnished in satin finish with oil varnish. The oil varnish is a very flexible varnish that will keep the finish in long terms. The structural bulkheads is made with a core of divinycell and is covered by a thin mahogany plywood, this will save weight as much as 40%.
- Formica or similar material will be used as wall surface material in heads compartment and in crew cabin.
- Floors to be produced from balsa cored plywood and fixed to the floor beams by wellcro veneered in teak or equal to have a light intarsia strip around the furniture.
- Visible hull inside is to be covered by white painted strips of light wood.
- Inner roofs and under deck etc. will be covered by "light" plywood 6 mm with foam and vinyl.

Accommodation description

Crew cabin

- Ladder from deck. S.S. grabrails and drained floorboard. 2 berths with drawers below.

Crew shower

- Moulded bottom section drained by electric pump.

Crew heads

- S.S. wash basin. Manual toilet with separate waste tank.

SB guest cabin

- 2 single bunk berths. Hanging locker to SB forward of beds.

SB Heads compartment

- Moulded bottom section drained by electric pump.
- S.S. washbasin with mirror on doors to cabinet above washbasin.

- Vacuum toilet.

Port guest cabin

- 1 double berth. Hanging locker to port forward of beds.

Port heads compartment

- Moulded bottom section drained by electric pump.
- S.S. washbasin with mirror on doors to cabinet above washbasin.
- Vacuum toilet.

Main salon

- Dining arrangement with table on Port side with TV and stereo. Bar at aft end of straight sofa and coffee table on SB side.

Galley

- U-shaped galley on port side with 150 litre icebox, 2 * 150 litre fridge with door individually cooled by 24 V water cooled compressor units, double sink, 4-burner gasstove with oven, fan ventilation above stove, "Corian" work top area, microwave oven and a lot of stowage space.

Navigation area

- Large navigation table on SB side with room for navigation utensils and drawer section below. Separate chart stowage above electrical panel. Custom built electric master panel and panels for electric and electronic instruments. Bookshelf and seat.

Owners cabin (aft)

- Queen size double berth to port side with cabinets along hullside. Specially made "Dux" internally sprung mattress. Drawers under berth. Make-up table and seat in centreline forward. Hanging locker on port side forward of bed. Sofa for two persons on starboard side with cabinets and bookshelf's on hullside.

Owners heads & shower

- Shower in separate section from heads and washbasin with moulded bottom section drained by electric pump.
- Porcelain washbasin with mirror on doors to cabinet above washbasin.
- Vacuum toilet.

Interior drawing

For further details of the interior plan, see attached drawing.

Interior equipment

Fresh water system

- Water capacity appr. 2000 litres in 2 integral epoxy tanks with individual level metres. Filler lines from deck. Tanks are ventilated. Pressure watersystem hot & cold.
- Hot water boiler, Isotherm of 40 litres. Heated by 220V and engine cooling water.
- Watermaker, MT Freshwater MT4500. 4500Litres/day

Heating

- Inside heating by circulating hot water and radiators. The heater unit is a diesel heater Eberspächer D9W with 9kW capacity to be well sound insulated

Air-conditioning

- Inside air-conditioning in all cabins except crew.
- 6* climma fan coil units. Central water circulation pump.
- Individual temp control in all cabins.
- Capacity 40 000 BTU

LPG installation

- Fully customised to owners country standard. 2 gas bottles P6, installed in separate drained compartment aft. Copper tubing, reduction valve for low pressure system and shutoff valve close to each consumer. 4 burner stainless steel gas stove with oven and grill installed by Sweden Yachts developed fixed/gimballed position device.

Electrical installation

- Switchboard and control panel for DC24V and AC220V behind plexiglas door on engine room bulkhead seen from navigation area. AC 220V inlet to switchboard from aft ship. Reading light for each berth. Lights in all wardrobes and lockers. Ceiling lamps in all cabins. Recess lights in appropriate areas. Red night light in navigation area. Light in cockpit mounted in boom.

Power supply

- The electrical power is supplied by a DC 24V, 1000 Ah battery bank, all gel battery's. There is an inverter giving 220V AC/2,5 kW. The

batterybank is charged either via the alternator on the main engine, or via battery charger fed by the Panda 20 kW generator or shorepower.

- Charger 24V/2 * 100A.

Instruments

Due to the fast progress in the electronics, this specification is a recommendation with the products that are in the market today.

Raytheon ST80 complete instrument pack.

- 3 * Maxiview above the entrance to salon from centre cockpit
- Radar display RL 70, 2 * multiwiew, wind, remote keypad all in front of aft cockpit to port of entrance to owners cabin
- Remote control autopilot, masterwiew, multiwiew on each side in front of the wheel.
- Engine controlpanel and VHF is placed on S.B side in aftcockpit.
- 1 * multiwiew is placed on port side close to the Navtec hydraulicpanel.
- Radar display CRT CP50, masterwiew, 2 * multiwiew, autopilot remotecontrol, remote keypad and VHF in the navigation area.
- One multi in crew cabin
- Radar antenna is a 4kW radom from Raytheon.
- VHF, is a shipmate RS8300 Dual.
- Antenna for VHF, TV, Radio and GSM is placed in top of mast

Amusement system

- Combined 14" TV/Video in crewcabin and owners cabin.
- 4 CD/radio systems with 2 speakers in each cabin incl. crew cabin.
- CD/radio with CD changer with 4 loudspeaker in salon.
- CD/radio with CD changer with 4⁴ loudspeaker in cockpit.
- Combined 20" TV/Video in salon

Heads

- Alba central waterjet system operated marine heads with sea intake and outlet through ball valves in all heads except from the crew heads. 2 Waste holding tanks supports the system, and one supports the manual crew heads.

⁴ 2 speakers in centre cockpit and 2 in aft cockpit

Showers

- Shower basins are drained by electric drainage pumps connected to grey watertanks operated by manual switch in each shower compartment.

Cushions

- Cushions in high quality foam with first class upholstery in a choice of colours, curtains. Carpets are optional extras.

Engine

- The engine is a 230 HP Yanmar 4LH with normal reduction gearbox and engine mounts with straight shaft installation including 3-blade folding Gori-propeller. The straight shaft is supported by P-bracket with deep-sea seal on the through hull fitting.
- One 24V – 175 Amp alternator charging the house battery's and the start batteries.
- The engine room is well sound insulated with fire resistant protection plates, dip tray under engine and sound insulation on hull above propeller to reduce the noise from propeller.
- Air inlet with water trap, outlet with blower. Entrance from navigation area
- Thermostat controlled fresh water cooling with heat exchanger.
- Sea water intake with strainer and filter.
- Water cooled exhaust system in reinforced rubber hose through silencer and appropriate fittings.

Bowthruster

- Retractable electrical bowthruster, 10 hp from Lewmar.

Tankage

- All tanks in S.S. with level metres and ventilation
- Diesel tank 965 litres in S.S. Shut off valves for each tank on both feeding and return lines. Fuel filter/water separator with water alarm on feeding line to engine.
- Water tank 2000 litres in epoxy.
- Grey watertank 175 litres in epoxy.
- Black watertank 175 litres in epoxy.
- Crew black watertank 85 litres in S.S.

Extra equipment

You can certainly choose between a lot of different extras to a yacht like this, we will offer that on request.