



Dimensions:

Length over all	15,86 m	Ballast (lead)	6.000 kg
Length of water	12,60 m	I	20,80 m
Beam	4,35 m	J	6,00 m
Draft standard keel	2,60 m	P	18,70 m
Draft wing keel (option)	1,98 m	E	6,10 m
Displacement	15.350 kg		

Designed by: Peter Norlin/Jens Östmann

Built by: Sweden Yachts
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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 period until hand over.

Tests: The yacht is tested in water. The engine is run for four 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: Lloyd's Register Hull Construction Certificate is supplied with each yacht.

PRELIMINARY/ SPECIFICATION

Sweden Yachts 52 Classic

November 1996

WARRANTY: THE YACHT AND THE EQUIPMENT HAVE ONE (1) YEAR LIMITED WARRANTY AGAINST POOR WORKMANSHIP AND MATERIAL FAILURE.

CONSTRUCTION

Hull: End grain balsa core sandwich using fiberglass 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: End grain balsa core sandwich with moulded fiberglass on both sides. Stress areas where winches, sheet tracks etc. are fixed are reinforced by replacing the balsa core with marine plywood or by using s.s. backing plates and/or maxi washers.

Hull/Deck joining: The hull is laminated to the deck using glass and polyester. Cap rail in teak 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 of stainless steel. Lifting lug is fastened to the keel bolts.

Rudder: The balanced spade rudder is moulded in fiberglass using rowing and mat for maximum strength. The rudder stock is of stainless steel with three bearings, two ball bearings and one bronze bearing at the skeg.

Motor bed: Integrated part of bottom reinforcement system and filled with heavy ballast for maximum stability.

Mast step: S.S. mast step bolted to 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 is laid from 12 mm first class teak ribs bonded to the deck with polyurethane. No screws are used. Expansion joints sealed by special silicone. Teak in cockpit and on bridge deck.

Interior: Marine grade water proof plywood with pine and birch core faced with selected mahogany is used in all bulkheads and major joinery. Specially selected solid mahogany in frames and doors. Marine grade lauan in bottoms, shelves etc. where not visible. All main bulkheads bonded to hull and deck using glass mat and polyester. All main visible hull sides covered by white painted mahogany planking ribs. Ceiling, top-sides and minor visible hull sides padded with foam backed vinyl. Hullsides, bottom, bilge, etc. topcoated throughout the interior. Cabin sole is teak and holly. All mahogany as well as cabin sole is varnished with **oil varnish** in satin finish.

ACCOMODATION DESCRIPTION

Sail stowage: Ladder from deck. S.S. grab rails and drained floorboard.

Forward head: Moulded bottom section drained by electric pump. Separate shower stall with curtain. Corian wash basin. Toilet with waste tank. Lockers behind toilet and wash basin.

Owner's stateroom: Queen size double berth to port side with cabinets along hullside. Drawers under berth. Make-up table and seat with cabinets along hullside on SB side. Hanging locker SB side forward and aft. Specially made internally sprung mattress.

Main saloon: Dinette arrangement with table port side. In centerline combined engine cover/extra seats over engine compartment. SB side has 2 chairs with table between, or one sofa, and cabinet with bookshelf, TV- and stereo space above.

Galley: U-shaped galley with 125 L icebox, double sink, drawer section and cutting board, stove, with 3 gas burners and 1 for 220V, and oven. Dry food lockers. Corian top working area, 2 fridges with doors, fan ventilation above stove, and overhead cupboards above the working level.

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Navigation area: Large navigation table with room for navigation utensils and drawer section. Custom built electrical master panel and panels for electrical and electronic instruments. Swiveling navigation chair.

SB and Port aft stateroom: Large double berth. Hanging lockers and cabinets in front. Across aft section is a large cabinet and forward along the side is a bookshelf. Door to second head.

Second head: Moulded bottom section drained by electric pump. Corian wash basin. Toilet and shower. Mirror on doors to cabinet above wash basin. Cabinet below wash basin.

DECK EQUIPMENT

Windows: 8 fixed aluminium framed windows in cabin trunk and 3 openable aluminium framed windows in cockpit.

Hatches: 2 large hatches to forward shower and salon, 2 medium size hatches to owner's cabin and 2 small hatches to aft cabins. Plexiglass companionway sliding hatch.

Ventilation: 4 Dorade ventilators, 4 Electrolux ventilators. Engine air inlet from mast. Engine compartment ventilated.

Winches:

- 2 Lewmar no 66 S/T 2-speed genoa winches
- 2 Lewmar no 54 S/T 2-speed main sheet and runner winches.
- 2 Lewmar no 48 S/T 2-speed halyard winches
- 1 Lewmar no 40 S/T 2-speed reefing winch
- Lead blocks, cleats, jammers etc.
- 2 10" handles with lock
- 2 10" 2-grip handles with lock

General hardware: Teak cap rail bolted to deck-hull. 6 mooring bollards. 14 stanchion bases and tapered SS stanchions, pulpit, pushpit and ladder in SS, double lifelines, navigation lights, aluminium genoa tracks with 4 roller fairleads. 2 bilge pumps. Double anchor roller. Main sheet track with slider and tag lines.

Steering: Custom made pedestal steering with 12" radial wheel, brake and stainless steel wheel.

Compass: Suunto or equivalent.

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

INTERIOR EQUIPMENT

Fresh water: Water capacity 700 L in 2 separate tanks with individual level meters. Filler lines from deck. Tanks ventilated. Pressure water system hot & cold. Foot pumps in pantry, shower arrangement in both heads. Filling and distribution hoses in reinforced polyethylene. Hand holes for cleaning all compartments of water tanks. Double sinks and wash basins drained through hull with ball valve seacocks.

Gas installation: Gas bottle installed in separate drained compartment on deck. Copper tubing reduction valve for low pressure system, and shutoff valve close to each consumer. Stove with 3 gasburners and oven, installed with Sweden Yachts developed fixed position - gimballed position device.

Electrical: Switchboard and control panel for DC24V and AC220V behind plexiglass door on aft head bulkhead in navigators area. AC220V inlet to switchboard from aft ship as extra equipment. Reading light for each berth. Lights in all wardrobes and aft lockers. Ceiling lamps in all cabins. Recess lights in appropriate areas. Red night light in navigation area.

General hardware: All hanging lockers equipped with aluminum tube with hooks and wire baskets. Doors have marine locks. Locker doors have finger snap locks and are hinged with brass hinges.

Toilet installation: Hand operated marine toilet with sea intake and outlet through ball valves in both heads. Waste holding tanks are standard.

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

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Cushions etc: Cushions in high quality foam with first class upholstery in a choice of colours, curtains integrated in cabin trunk. Carpets are optional extra.

General: Bolts, nuts, washers and screws are generally stainless steel. Hose clamps are all stainless steel. Through bottom fittings and other pipe fittings are brass. Hoses are reinforced flexible PVC or polyethylene.

Miscellan: 1 Bilge pump operated from cockpit and one operated from below decks.

ENGINE INSTALLATION

Engine: Volvo Penta TMD 31 4 cylinder 100 HP marine diesel with straight shaft and folding bronze propeller. Fresh water cooled.

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

Fuel: 700 L ventilated diesel tank in stainless steel, with level meter.

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

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

Alternators & batteries: 14V 60Amp. alternator charging the 12V electric system used for engine start. One 12V 135Amp.hrs. gel battery is separate and for engine start only. 28V 150Amp. alternator charging the house system with 4 gel batteries giving 400Amp.hrs. at 24V.

MAST AND RIGGING

Main mast: Seldén silver anodized alloy oval section (274x185 mm). Double swept spreaders in aluminum. All halyards are internal. Spinnaker pole track and mast fully prepared for spinnaker equipment. Appropriate blocks and exits for halyards. Sound insulated.

Main boom: Seldén silver anodized alloy oval section (206x139 mm). Slab reef system and outhaul

internally in boom with stoppers and central winch. Seldén tubular racing kick/kicking strap.

Standing rigging: Wire rigging: Forestay 12 mm, upper intermedia 10 mm, lower shrouds 14 mm, backstay 12 mm, babystay 8 mm and running backstay 8 mm. All turnbuckles are Lloyd's approved Hasselfors forged stainless steel or bronze.

Running rigging:

1 Main halyard 7mm-133SS wire and 14 mm terylene
1 Jib halyard 8mm-133SS wire and 14 mm terylene
1 Topping lift 5mm-133SS wire and 12 mm terylene
2 Running backstay tackles 14 mm kevlar
1 Main sheet 14 mm terylene with appropriate blocks
2 Jibb sheets 20 mm terylene
1 Kicking strap 14mm terylene with approp. blocks
3 reefing lines 14 mm terylene

All sheets with appropriate blocks and shackles.

Spinnaker equipment: Optional equipment. Rigg, spars, rigging and deck lay-out prepared for full spinnaker equipment.

Cutter stay: Optional equipment. Rigg, spar and deck-layout prepared to take cutter stay.

Miscellan: Spreader light with switch on instrument panel.

THE STANDARD EQUIPMENT also includes:

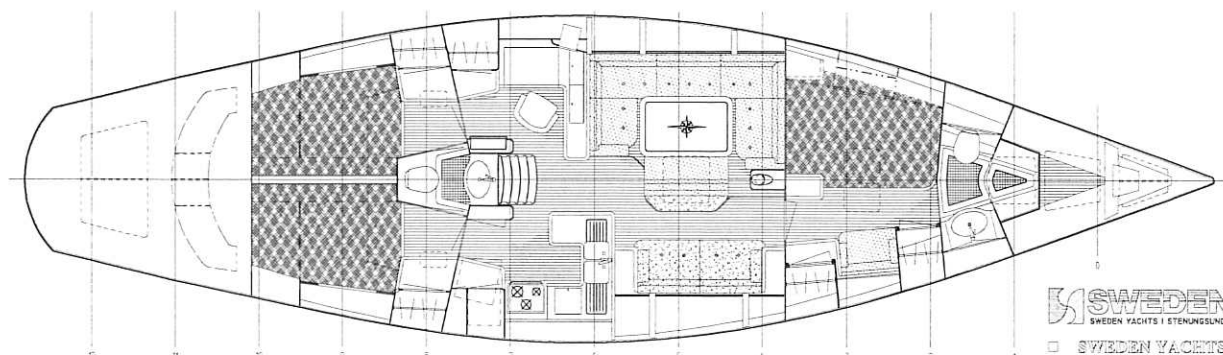
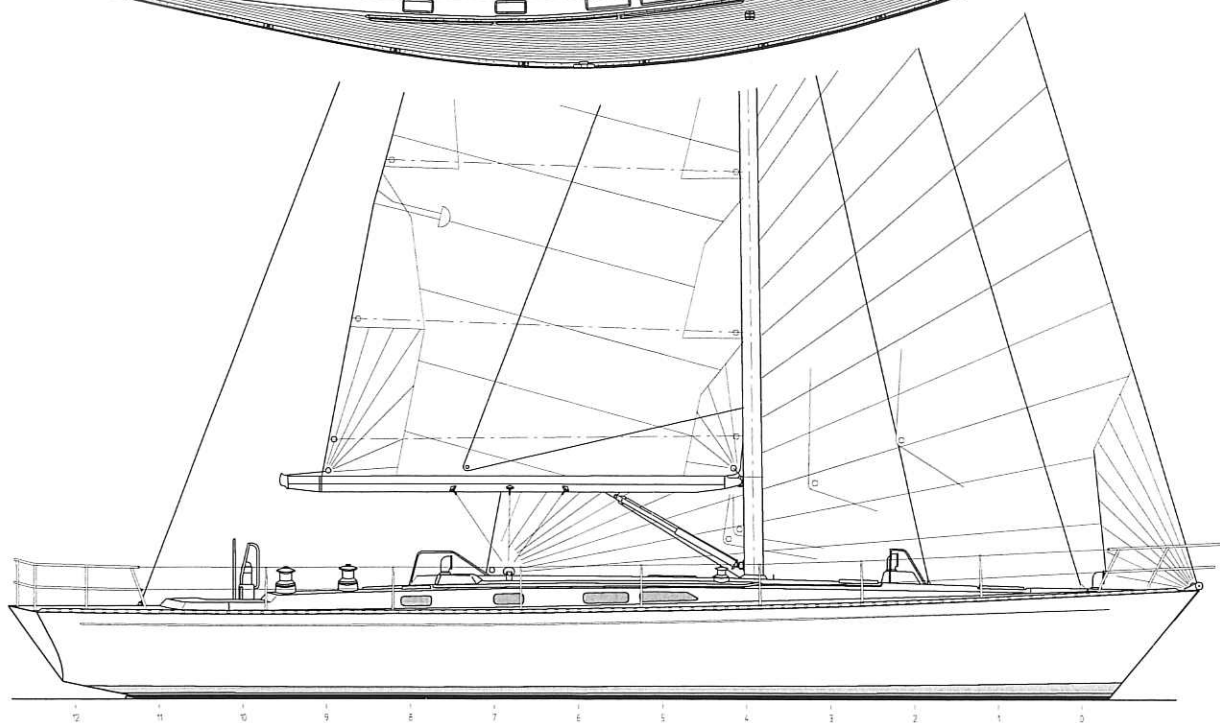
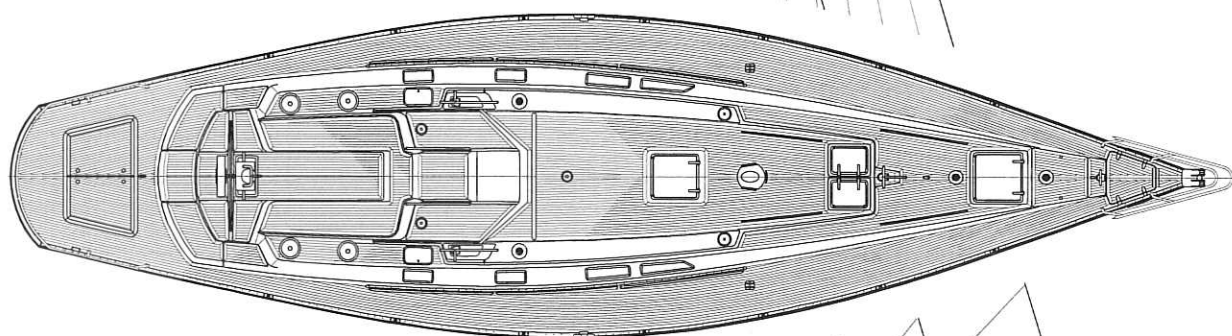
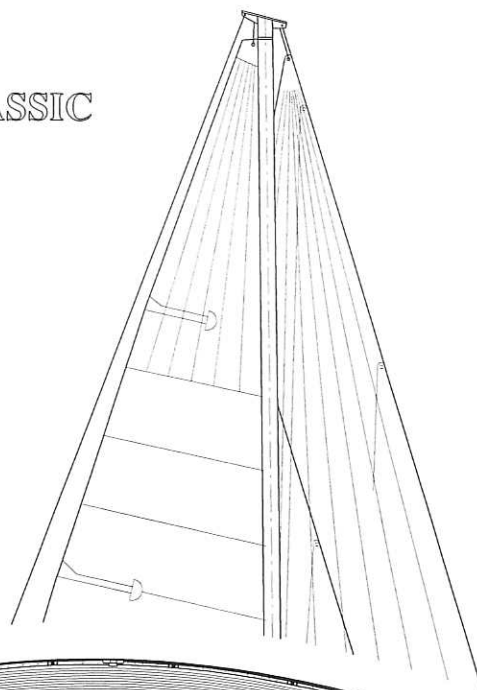
Sprayhood
4 mooring lines
6 fenders
1 flag pole with flag
1 anchor with chain and rope

Delivery: The boat is to be inspected and approved by the owner before shipment from the yard. Bottom painting with 4 coats of epoxy paint to prevent water impingement of underwater gelcoat. Antifouling, rigging and launching at the yard can be arranged if requested.

Changes to the spec: Sweden Yachts reserves the right to change the material, equipment and other specifications without prior notice. Only a signed specification is binding for the yard.

SWEDEN YACHTS 52 CLASSIC

Length over all	15,86 m (52')
Length of waterline	12,60 m (41' 4")
Beam	4,35 m (14' 3")
Draft	2,60 m (8' 6")
Wingkeel version (option)	2,08 m (6' 10")
Displacement	14.500 kg
Ballast	6000 kg
I	20,00 m
J	6,00 m
P	17,90 m
E	5,60 m



SWEDEN YACHTS
SWEDEN YACHTS / STENUNGSUND AB, BOX 50, 444 21 STENUNGSUND

- ☐ SWEDEN YACHTS 52 CLASSIC
- ☐ SINGLE COCKPIT
- ☐ WING KEEL / SLOOP