

Original



Dimensions:	Length overall	21.25 m	(70')
	Length of waterline	16.00 m	(52.5')
	Beam	5.18 m	(17')
	Draft standard keel	3.20 m	(10.5')
	Draft wing keel (option)	2.60 m	(8.5')
	Displacement	31.000 kg	(68.600 lbs)
	Ballast (lead)	11.000 kg	(24.300 lbs)
	I	25.00 m	(82')
	J	7.50 m	(24.6')
	P	24.75 m	(81.1')
	E	8.00 m	(26.2')
	Main sail	110 sqm	(1180 sqft)
	Genoa 150%	150 sqm	(1610 sqft)

All dimensions are approximate.
Wing keel available as option at add price.

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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 the water. The engine is run for several hours and all controls are checked. Fuel, seawater, 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.
Certificates	Lloyd's Register Hull Construction Certificate or The American Bureau of Shipping Plan Approval is supplied with each yacht.

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

CONSTRUCTION

Hull	The hull is a sandwich construction using end grain balsa as core material and multiaxial glassfibre combined with CSM/polyester laminate on both sides. This gives a light, rigid and well insulated hull. Solid laminate is used in high stress areas around keel, mast step and bow/foreship. Stiffener stringers and bottom reinforcements are unidirectional glass fibre constructions over foam cores.
Deck	The deck is a sandwich construction using end grain balsa as core material and multiaxial glassfibre combined with CSM/polyester laminate on both sides. This gives a light and stiff deck on which the teak deck is glued. The coach roof and cockpits are sandwich designs using foam as core with glass-fibre/polyester laminate on both sides. Teak is glued to coachroof and cockpit seats and flooring.

Winches	2 Lewmar no 77 S/T 3-speed primary winches 2 Lewmar no 66 S/T 2-speed secondary 1 Lewmar no 54 S/T 2-speed main sheet winches 2 Lewmar no 58 S/T 2-speed halyard winches 1 Lewmar no 58 S/T 2-speed reefing winch 2 Lewmar no 44 S/T main sheet car control Lead blocks, cleats, jammers, etc. 2 10" handles with lock. 2 10" 2-grip handles with lock.
General hardware	Teak toe rail bolted to deck-hull. 6 mooring bollards, 14 stanchion bases and 750 mm tapered SS stanchions, pulpit and ladder in SS, double lifelines, navigation lights, aluminum genoa tracks with 4 roller fairleads. 2 manual bilge pumps. Double anchor roller. Main sheet track with slider and tag lines.
Steering	Custom made pedestal steering with 16" quadrant, brake and stainless steel chain and wires. 64" 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 are polyurethane, silicone or specially developed material.
INTERIOR EQUIPMENT	
Fresh water	Water capacity ca 1500 litres in 2 integral tanks with individual level meters. Filler lines from deck. Tanks ventilated. Pressure water system hot & cold. Foot pumps in pentry, permanent shower installations in both shower compartments. 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	2 gas bottles, 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 with Sweden Yachts developed fixed/gimballed position device.
Electric system	Switchboard and control panel for DC24V and AC220V behind plexiglass door on engine room bulkhead seen from navigation area. AC220V inlet to switchboard from aft ship. Reading light for each berth. Lights in all wardrobes and aft cockpit lockers. Ceiling lamps in all cabins. Recess lights in appropriate areas. Red night light in navigation area. Light in cockpit.

MAST AND RIGGING

Main mast	Seldén silver anodized alloy oval section 365x194 with top section tapered. Triple 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 300x143 mm. Slab reef system and outhaul internally in boom with stoppers and central winch.		
Hydraulic system	Lewmar Navtec. For backstay adjustment one hydraulic cylinder with failsafe turnbuckle. Hydraulic boom vang with high pressure return, babystay cylinder. One 3-function one-gauge System V control panel in aft cockpit.		
Standing rigging	Wire rigging: Forestay 14 mm, top shrouds 16 mm, upper intermedia 10 mm, lower intermedia 12 mm, lower shrouds 18 mm, backstay 12 mm, babystay 10 mm and running backstay 10/7 mm. All turnbuckles are Lloyd's approved Hasselfors forged stainless steel or bronze.		
Running rigging	1 Main halyard	One low-stretch	18 mm
	Genoa halyard	One low-stretch	22 mm
	Topping lift	One low-stretch	12 mm
	Tackle for running backstays	Two low-stretch	18 mm
	Main sheet with blocks	One braid	16 mm
	Main sheet car control	Two braid	12 mm
	Mainsail outhaul	One wire	8 mm
	Reefing lines	Three low-stretch	16 mm
	Preventer	One braid	16 mm
All sheets and halyards with appropriate blocks, shackles and snap-shackles.			
Spinnaker equipment	Optional equipment. Rig, spars, rigging and deck layout prepared for full spinnaker equipment.		
Cutter stay	Optional equipment. Rig, spars and deck layout prepared to take cutter stay.		
Miscell.	Spreader light with switch on instrument panel.		

STANDARD EQUIPMENT also includes

Mooring lines, 4
Fenders, 6
Flag pole with flag
Anchor with chain and rope

Delivery The boat is to be inspected and approved by the owner before shipment from the yard. Bottom paint 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 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.