



SWEDEN YACHTS

A YACHT FOR ALL WEATHERS



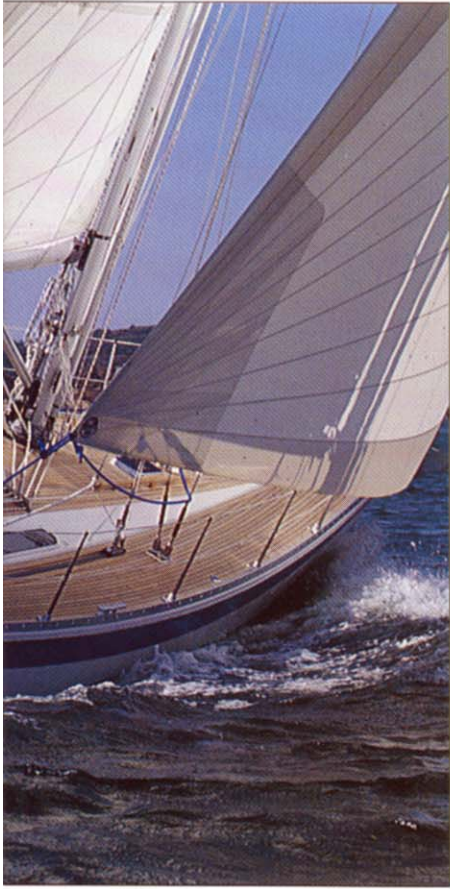
he knowhow and skill of a boatyard first become truly apparent at sea. When we select materials and when we develop and improve our boats, we bring to bear all our experience of sailing and living aboard. And we listen constantly and carefully to the wishes and suggestions of our customers. Many of whom are as experienced as we are.

Our yard is located on the shores of Bohus county, north of Göteborg on the west coast of Sweden. We have been building boats for generations.

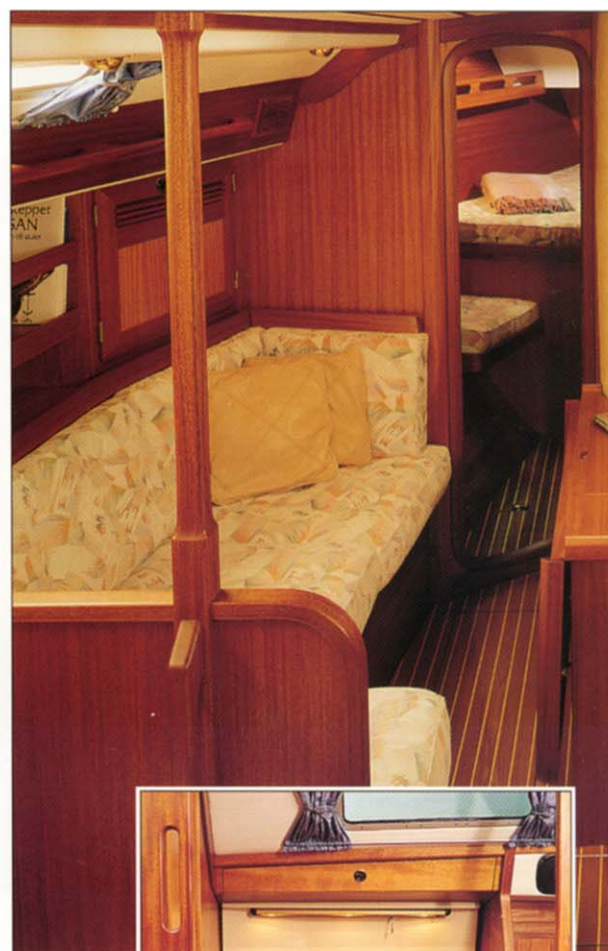
The yard has always built fast, safe craft with excellent sailing performance and for several decades, in response to the demand of more modern sailors, we have been incorporating the properties of extreme comfort, ease of handling and minimum maintenance.

This is the Sweden Yachts 390 designed by Peter Norlin and Jens Östmann.

Welcome aboard!

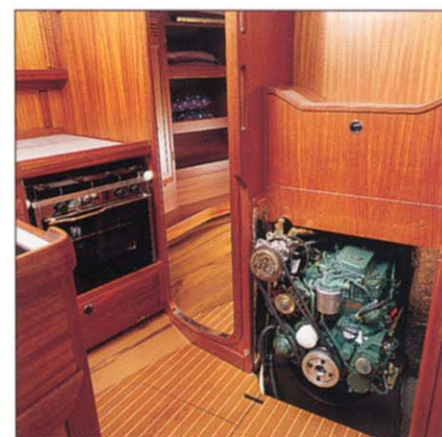


THE FINEST WORKMANSHIP, PRACTICAL DESIGN AND INGENUOUS SOLUTIONS



elow decks, the 390 is comfortable, light and roomy, fitted-out with well designed equipment and full of ingenious solutions. The double aft cabins, together with the forecabin, provide three separate sleeping cabins and leave the elegant salon free for socializing and other activities.

The interior of your 390 will mature beautifully with each passing year thanks to the traditional craftsmanship of our skilled boat-builders. Each piece of wood is selected with the greatest care. And all joinery is made, treated and finished out-side the boat to obtain the finest possible quality workmanship and oil varnished until fully fibre-fed, with resultant silk-smooth surfaces. Expensive and labour consuming work, but the only kind to provide an attractively enhanced patina in the wood with the passage of time.



Easy access to the Volvo Penta engine located just below the entrance steps.



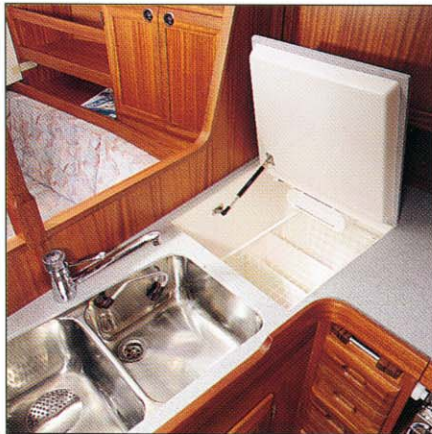




The navigation area features our moulded, detachable instrument panel for electronic equipment on hinges for easy service access and winter storage. Always highly appreciated by our customers. The navigation chair slides back and forth and adjusts to the angle of heel. Large separate chart compartment above instrument panel.



The light and airy head with mirrored walls is built as an easy-to-clean, single unit. It can be entered from either the salon or the forecabin. Fittings include a built-in cupboard and a separate shower which can be pulled up through the hatch onto the deck if required.



The galley is an efficient work place with generous stowage space and many practical details like the 160 liter fridge. Fully equipped a first class galley should be.

WE NEVER COMPROMISE ON SAFETY AT SEA



Deck and hull of end-grain balsa core sandwiched between hand-laid fibreglass roving and mat, providing an extremely strong, rigid yet light construction.

The 12-mm teak decking is specially selected and hand laid, bonded to the deck with urethane and secured with stainless steel screws.

Below the waterline the integrated bottom reinforcement system absorbs and distributes stress forces from the mast step, rigging and keel.

The hull and deck are bonded with polyester

filler and the toe rail is bolted through the deck and hull flange and sealed.

Winch and major deck fitting positions are reinforced with plywood core or large backing plates and washers.

A specially developed steel beam system allows heavy rig loads to be distributed to the bulkheads without the need for additional internal reinforcements.

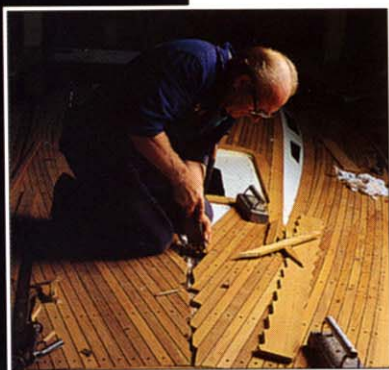
Lead-antimony fin keel, or wing keel for ease of handling, secured with nine heavy cast-in



Self-stowing anchor and roomy, well-ventilated chain locker with shelf for fenders.



A cockpit with long, comfortable bench seats with high backs. Large, ergonomically positioned winches for easy sheet and halyard handling from the cleverly designed helmsmans position.



stainless bolts and double welded washers. Hoisting lug fastened to the keel bolts for simpler lifting.

The rudder, with stainless steel rudder stock construction, is supported by two upper roller bearings and one bronze bearing in the heel, and built for maximum safety and fingertip steering.

Tempered glass ports with double aluminium frames. Wiring runs through conduits above the water line; hoses through channels below the floor-boards.

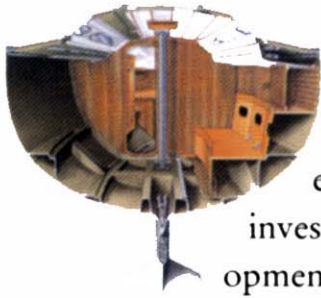


Each boat is extensively tested before delivery



All for best sailing performance paired with a feeling of absolute security.

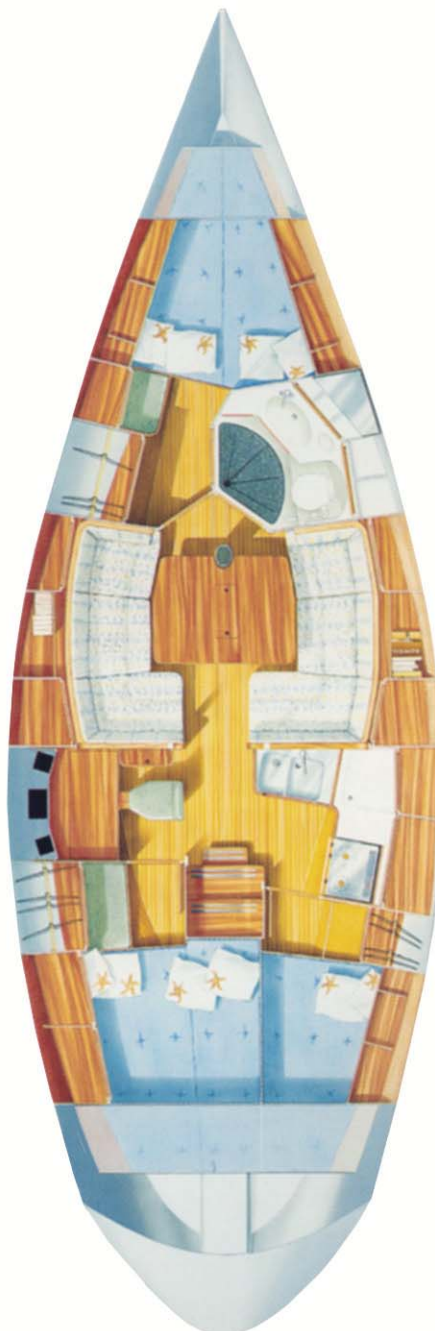
OUR CONCEPT IS BASED ON EVOLUTION



Sweden Yachts 390 is the result of a long period of evolution. Of ambitious investment and effort in development and design. The clean lines and functionality of deck and superstructure, the interior layout and

the many ingenious solutions aboard, are proof of the yard's generations of boat building experience.

The hull design and the sailing performance of the boat are attributable to the talents and expertise of Peter Norlin.



Interior dimensions

Max headroom	190 cm
Headroom, galley	187 cm
Worktop height	90 cm
Berths, aft cabin	205 x 158/94 cm
Berths, forecabin	205 x 190/55 cm
Sofas, saloon	193 x 56/60 cm

SPECIFICATIONS

Sweden Yachts 390:

LOA	11.88 m
LWL	9.60 m
Beam	3.87 m
Draft	2.25/1.75 m

Displacement	7,600 kg
Ballast (lead)	3,150 kg
Mast height above w. l.	18.10 m
Mainsail	35 sq.m.
Furling genoa	52 sq.m.
Jib	43 sq.m.
Spinnaker	137 sq.m.
Water tank capacity	380 litres
Fuel tank capacity	150 litres
Engine with saildrive (Volvo Penta MD 2040)	40 hp
Mast	Seldén
Winches and deck gear	Lewmar

More detailed technical specifications are available on request.



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Some of the boats photographed in this brochure are fitted with extra equipment. Sweden Yachts reserves the right to change construction, design or equipment without prior notice.