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Open 40 - Ready for OSTAR

SOLD

Reference ID: 51	**L.O.A. (mtr)**: 12.19
Builder: Open	**Beam (mtr)**: 4.00
Designer: van der Stadt Design	**Draft (mtr)**: 3.40
Yacht type: Racing Yacht	**Displacement (Kg)**:
Year: 1999	**Material**: Carbon
Location: Norway	**Engine**: Yanmar with saildrive and 2-blade folding prop, also serves as generator.

Description

General

Designed by ‘van der Stadt Design’.

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Built 1999/2000 by Rhebergen Composites, Amsterdam (deck and hull) and Vels Jachtbouw, Medemblik (fitting-out etc.).
Re-fitted 2009, including complete new rigging, sails, deck hardware and paint job.

Comments owner:

The boat is in good shape, Engine was overhauled two years ago. All sails are good (she is sold with some older training sails in addition to full sail set). The boat got a brand new servo driver for the autopilot, and a RayMarine map/radar plotter.
The rotating keel is working fine.

A model of this one-of-a-kind boat built by Van De Stadt can be seen at the maritime museum in Amsterdam. This was the first sailboat in its class to cross the Atlantic Ocean computer assisted. Pieter Adriaans and the university of Amsterdam used this boat for its experiments from early 2000. After the project was done in 2008, the boat was sold to Tuned Rigs & Ropes. In 2009 the boat was rebuilds and repainted, using only the best equipment available, mainly carbon and titanium. Tuned used the boat as a show/demo boat until 2013.

This is a full carbon regatta boat in the Open 40 class, it is 12m long and 4m wide, needing 3.5m of water to sail, especially designed for OSTAR upwind cross Atlantic race. Open 40 is similar to Class 40, but with no restrictions to cost, solutions and materials. There are no other Open 40 boats in Norway, but hopefully "SOLO" and other Class 40 boats will let it compete. In short regattas the Open 40 will not be able to beat the Class 40 boats, but in long and open Ocean regattas the Open 40 got some advantages... Its speed record is 27.5 knots set by Pieter Adriaans. But since then boat has been fitted with a new custom made carbon mast almost 2 meters longer, and with a mast top genaker of 170sq/m… And the main sail increased to 100sq/m square top, and both carbon sails. The canting mast is removed as of new regulations, but the new rig is better than ever. Rather than using rod-rig, the boat now got Powerlight-PBO rigging. The rotating keel is still there fully functioning.

Specifications

Dimensions

Length (m.): 12.190
Beam: 4.000
Depth: 3.400
Displacement: 4.500
Ballast: 1.750
Overall length incl. bowsprit 13.700
Bulb weight 900 kgs
Total mast height 21.700 mm
Mainsail area 100 m2
Jib area 45 m2
Gennaker A3 area 170 m2

Construction

- Hull: Carbon sandwich with red cedar core. Re-painted in 2009.
- Deck: Carbon sandwich with Nomex core. Re-painted in 2009.
- Bulkheads etc: Carbon sandwich with foam core.
- Hydraulic rotating keel fin & bulb to provide up to +/- 4 degrees extra lift (new Holmatro hydraulics in 2009).
- Dismountable alu-bronze keel shaft with lead T-bulb.
- Two carbon rudders with carbon rudder shafts. Extendable central tiller.

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- Water ballast: 1.000 litres each side, divided in 3 tanks for longitudal trim.
- Single central scoop.

Rigging

- Mast custom designed carbon keel stepped Seldén mast, featuring 2 sets of swept-back spreaders and a 0 degree jumper for lateral stability. Double backstays are there for extra stability, but the mast is rigid enough to sail without them in light to moderate winds. The mast has an internal hydraulic mast jack, Lopolight carbon 3-colour/anchorlight, custom B&G masthead transducer, VHF antenna, custom swivelling radar bracket etc. A Holmatro mast winch and Spinlock ZR jammers are fitted for all foresails.
- Ronstan mainsail track for boltrope and sail cars.
- Boom is a custom built carbon boom, very light because it doesn't have a vang (the curved track acts as vang).
- Standing rigging is all Powerlite PBO rigging with custom integrated turnbuckles.
  Rod forestay has a customized Furlex through-deck furler.
- Cutterstay fitting and all other deck fittings are custom light-weight TUNED pad-eyes.
- A dismountable carbon A-frame bowsprit is fitted.
- Masttop backstays are dyneema and have Karver KBTi carbon-titanium blocks.
- Checkstays are added for stability when sailing with staysail.
- Running rigging is Gleistein.
- All cores are Dyna-One HS SK75, covers are polyester/Kevlar.

Sails

Sails
A full North Sails inventory:

Mainsail: 2009 North Sails 100m2
- panelled carbon
- double sided Taffeta
- full battened
- square top
- 2009 North Sails sail cover

Jib: 2009 North Sails 45m2
- panelled carbon
- double sided Taffeta
- horizontal CT furling battens
- 2009 North Sails sail cover

Downwind sails:
- masthead A3 gennaker 2011 North Sails 170m2, black
- fractional A2 gennaker North Sails (appr. 2002) with snuffer
- light genoa / code-1 North Sails (appr. 2002)
- Code-0 North Sails (appr. 2002)

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- jib 4 North Sails (appr. 2002)
- staysail North Sails (appr. 2002)
- storm jib North Sails (appr. 2002)

Accommodations

- two pipe cots
- simple kitchen sink
- toilet prepared (taken out)
- very spacious nav. station
- large sails storage!

Deck and Cockpit

All renewed in 2009

- curved mainsail track (open 60’ style)
- 5 Holmatro winches in the cockpit and Spinlock jammers to provide maximum multi-purpose usage.
- The tiller extends out of the back of the cockpit to provide space for the 5th winch, saving weight. The tiller is telescopic: when on auto-pilot it takes only ½ the space in the cockpit.
- All blocks on deck are Karver blocks: the highest possible strength-to-weight ratio!
- All tracks are Ronstan ball bearing High-load.
- There are no genoa tracks: a downhaul and inhaul provide 3-dimensional trimming. These lines are lead below deck to new Holmatro hydraulic rams that can be operated on both sides of the cockpit (carbon panels)

Electrics

- bilge pumps (1 electric, 2 manual)
- ballast pumps (1 electric, 1 manual)
- battery charger
- 220V transducer
- load cells on V1 and D1 shrouds (not connected at the moment but fully operational)

Electronics and Navigational Gear

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B&G equipment incl. - speed, - depth, wind, - autopilot

- Furuno radar and gps
- active radar reflector
- 2 x VHF
- 2 x built-in PC’s
- Compass

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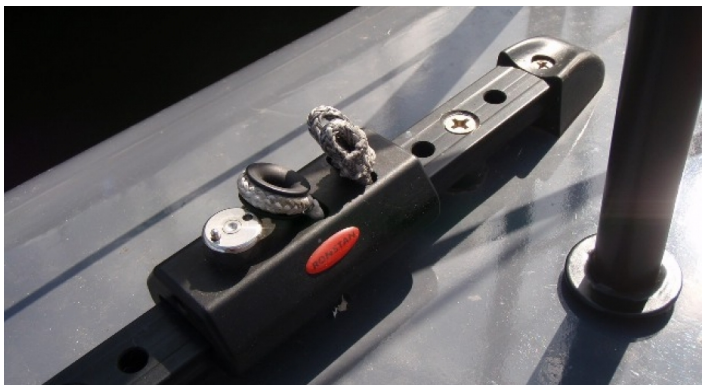


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