



OPEN 40

€75,000 VAT included

Reference ID: 703

Displacement (Kg): 3600

Builder / Designer: Open

Beam (mtr): 4.08

Model: 40

Draft (mtr): 4

Designer: Phil Morrison

Displacement (Kg): 3600

Year: 1999

Material: Composite

Location: Belgium

Engine: Ruggerini

Disclaimer

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Description

Open 40 with design of Phil Morrison and built by the Belgian Shipyard Shippsupport under controll of Ronny Nollet.

She is constantly maintained by the owner on high standard and is ready to race for a new owner to enjoy!

REFIT 2021-2022

To prepare her for the Global Ocean Challenge and TWOSTAR an extensive refit was planned. Among others, the following parts of the boat were renewed or overhauled.

- The hull and appendages have been sanded, damage in the gel coat repaired and locally repainted.
- A new anti-slip layer has been applied to the deck.
- The hull has been polished.
- The underwater hull is equipped with a fast anti-fouling. Just before launch the rudders and keel are painted bright orange.
- A new chair is installed (Sparco) that is adjustable in all directions and also rotates on its axis so that a comfortable seat can always be found when inclined.
- In the central navstation a new Furuno GPS (GP39) is installed with the newest antenna on the antenna pole aft. A new JRC radar (JMA-1032) dome and screen are installed. A new Icom M330GE DSC VHF. All instruments receive relevant nav data via seataalk/nmea multiplexer.
- A new double stove is installed in the galley. All gas hoses replaced.

PALMARES

2023 AZAB, 1st in Class, set new record on return leg 5d9h31m

2022 TWOSTAR Winner in 18d 0h 21m!

2015 AZAB, abandoned due to broken boom

2014 RORC, Round Britain & Ireland non-stop

2011 AZAB, 1st in outward leg, 1st in return leg

2009 OSTAR Winner in 17d 17h 40m! (40 ft record!)

2008 Record attempt Singlehanded, non-stop round British Isles

2007 AZAB, 1st in outward leg, 1st in return leg

2006 Route du Rhum, St Malo (F) - Guadeloupe. Dismasted.

2006 Round Britain & Ireland, 2nd in class, 4th overall

2005 OSTAR, abandoned

2004 Petit Bateau 2nd, 2nd, 1st in three leg race (UK, E, F)

2003 AZAB, 2nd outward leg, 1st return leg

2002 Round Britain & Ireland, abandoned due to torn mainsail

2001 refit boat, new keel (4m!), rudders in carbon

2000 OSTAR, 1st in class

1999 AZAB 1st outward leg, 1st return leg, new record 40 ft

1999 record Oostende-Helgoland (21 hrs)

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General

Hull and deck construction

- core of 25mm balsa wood with 2mm mahogany on either side, wrapped with fiberglass with Kevlar in it and Sicomin SR 8500 epoxy, outside and inside.
- The deck has a core of 15mm Airex foam with 2x400 grams of Carbon on both sides.

Keel construction

The boat and all structures were designed and calculated by Phil Morrison. This also applies to the construction for the keel.

- full carbon keel fin that is inserted into a pocket in the lead bulb and fixed with three bolts (transverse). The pocket is then filled with epoxy and sealed.
- the keel fin is completely laminated, forward, aft and to both sides.

Rigging

- Carbon mast with 2 sets of spreaders, length mast 16 meter
- New forestay; 15mm AT Aramid: Anti Torsion Aramid (Aramid braided covers, impregnated with resin).
- New cutter stay (trinquette) is mounted; 7,5mm SC PBO: Soft Covered (black braided cover)
- New standing rigging ROD by Hall Spars 2022

Furlers

- Facnor genoa furler is overhauled and all (ball)bearings are replaced.
- The Code Zero and the Code Five are flown from a new installed Karver Furler on one of two tacklines (middle/front) on the bowsprit.
- The LARGE RACING KFR3.0 is a furler that can withstand a workload of 3 T. It is intended for sailboats to 45 feet. The LARGE KFR3.0 is a Karver furler of 3rd generation. It is fitted as standard with a carbon / Kevlar® continuous line wheel, a carbon housing, a 3: 1 friction sheave fitted with a captive fast pin, the drum remote locking system and a swivel. Sailing singlehanded one must be able to rely on the proper functioning of furling headsails in the heaviest conditions.

Running rigging

All running rigging (ropes & sheets) is renewed.

- sheets Genoa (red): S-cup 10mm
- sheets Staysail/stormjib (green): S-cup 10mm
- sheets Code0/5/Spinnaker (yellow): S-cup 10mm

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- halyard main: S-cup 10mm
- halyard spinnaker(s):
- halyard staysail/stormjib (blue): runners red): TN-racing 12mm
- tack lines (blue/orange): TN-racing 12mm

Sails

A new set of sails is made and delivered April 2022 by Wittevrongel sails in Blankenberge (B).

Mainsail: 74 m2 (April, 2022)

- Membrane Black Twaron - Dyneema
- 3 reefs
- 7 battens
- Including sail bag, leechline overhead along the luff, webbing on batten pockets as protection, sail number, trim stripes, tell-tales, reefs,.....

Genoa: 38 m2 (April, 2022)

- Membrane Black Twaron – Dyneema
- Includes sail bag, trim stripes, tell-tales, leech and bottom line, tell-tales, window, three vertical battens on leech

Staysail (innersail): m2 (April, 2022)

- Membrane Black Twaron – Dyneema
- Includes sail bag, trim stripes, tell-tales, leech and bottom line, tell-tales

Stormjib: m2 (April, 2022)

- Dacron heavy
- Includes sail bag, tell-tales, leech and bottom line

Code Zero: 116m2 (April, 2022)

- Triradiaal Stormlite 210
- anti torsion cable
- Includes sail bag, tell-tales, leech and bottom line,....

Code Five: 80m2 (2023) used twice

- Membrane Black Aramide laminate
- anti torsion cable
- Includes sail bag, tell-tales, leech and bottom line,....

Assymetrical Spi: 144m2 (2014) good condition

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- Stormlite 180, Orange
- ATN spinnaker sleeve (hard ring)

Accommodations

- Comfortable bunks with mattress on starboard and port side. Each bunk has its own storage bag with 8 compartments. In each bunk a Raymarine SmartPilot S3G AST Course Computer is installed; one active and one spare. In the port bunk is also the Iridium GO installed and connected to an external Iridium antenna at the antenna pole. Below each bunk is space for storage.
- The floor with Painted antisleep
- The area before the mast Repainted 2022
- Infront of the mast are two pipe cots which are used for stowing sails and spare ropes and sheets.

Plumbing/Waterballast

- Waterpump with a flow rate of 200 liters per minute. Fills one ballast tank in 3 minutes.

Deck and Cockpit

Deckhardware

- Spinlock XTS stoppers, mostly renewed 2021-2023

Winches

Andersen winches.

All winches are serviced and parts replaced where necessary. Spare Andersen service packages per winch type are on board.

Electrics

- Entire battery system was changed in 2022 with Mastervolt Li-Ion. All equipment operates on 12 volts except for the water pump which operates on 24 volts.
- Shore power to charge all batteries 12 and 24 volts
- 3 solar panels to charge the 12 voltsbatteries
- 150 Ampere Mastervolt alternator to charge batteries in case the Watt & Sea hydrogen is not sufficient charging due to a lack of boat speed (wind). Owner: *It will take 20 to 40 minutes to charge the batteries.*
- Watt&Sea hydro generator. Owner: *At a boat speed of 7 knots the generates enough amperes to keep up with power consumption of the autopilot and the laptop, being the heaviest users, and all other equipment.* The hydrogen is mounted on a rail and can be slid from starboard to port and vice versa. Carbon racing version with hydraulic adjustment of the propeller

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blades pitch. If batteries are full or to manage the load in amperes at high boat speeds, the pitch of the propeller blades is adjusted hydraulically

- Batteries: Two 12 Volt Lithium batteries, One 12 Volt start battery, One 24 Volt Lithium battery (all batteries are from spring 2022)

Engine

The Ruggerini M150 (14hp) is completely overhauled. New piston rings, cylinder liners honed, new valve seats, new valves, new connecting rod bearings, new main bearings, head flattened, new injectors, fuel pump overhauled and adjusted.

- 80 liter fixed gasoline tank. Owner: *For the TWOSTAR we carried only 30 litres of gasoline and used the engine only four times for half an hour to charge batteries.*
- Two blade foldable propeller Gori

Owner: *The engine runs like a charm, consumes no oil and has its full power back.*

Safety

- Liferaft, Plastimo type Offshore 4 person, serialno. 23228E0008, serviced 09-09-2021
- EPIRB, 2022
- Horseshoe lifebuoy with light
- Lifelines

Electronics and Navigational Gear

- Two identical Raymarine S3G autopilots are installed. These are mounted in a dry and easily accessible place in the sb and bb bunk. Each autopilot is connected to its own Lecomble & Schmitt hydraulic linear drive with mechanical steering
- At the chart table: ST60 depth, ST60 wind, ST60 speed and ST60 autopilot.
- At the Chart table New 2022: Icom VHF, Furuno GP39GPS, JRC Radar, Mastervolt control panel
- At the chart Table: Furuno Weather fax, Icom Hendeheld Vhf, Barograph, Ais, JVC CD Radio, ICOM VHF. SeaMe
- Panasonic toughbook
- Outside in the cockpit: ST60 speed, ST60 wins, ST60 multi and a ST600R remote autopilot.
- All antennas for equipment are mounted on an antenna pole at the stern of the boat. Top of the mast has a VHF/SSB antenna mounted
- GPS (Furuno)
- GPS (Watchmate AIS)
- VHF AIS

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- SeaMe radar target enhancer
- Iridium GO

Additional

Option: Cradle renewed 2022 mounted on boatwagon

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During these guided tours, together with one of our brokers there is the opportunity to ask our brokers all questions you have as when you make a real-life visit.

Together with our specifications, this package will give you a realistic impression of the volume, layout and condition of the yacht and equipment.

After an online guided tour together with the package of information at hand, you can decide if you like to see the yacht, or wish to send a surveyor to check the yacht. We hope to see you soon online or in real life for a visit on the yacht of your dreams.

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