

CRUISER RACER

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Soto 40 #27

SOLD



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GENERAL

Name	Soto 40 #27
Model	Soto 40
Type	RACER
Year	September 2011
Hull Material	GRP
Flag	spanish
Lying	Spain
Price	PRICE UNDER REQUEST
Vat	NOT PAID
Slogan	One desing class AUDI MEDCUP
General Notes	One desing class AUDI MEDCUP.

DIMENSIONS

Loa	12.00 m
Beam	3.75 m
Draft	2.6 m
Displacement	4200 kg kg

INSTRUMENTS

Electronics	Complete system Bravo 3.
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INSTRUMENTS

Notes	<p>Vane 1050 mm B & G. Gyro compass (heading, heel, trim) Bravo 3. Processor Bravo 3. N-PDA Bravo 3. Wireless router Bravo 3. Lead line Nmea B & G. Log B & G. 5 x 1010 HV displays B & G. 2 x FFD displays in deck B & G. Handheld VHF ICM35. Load cell pin. Load cell pin amplifier. GPS antenna DGPS 10 Hz.</p>
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SPARS & RIGGING

Sails	<ul style="list-style-type: none"> - Main sail Quantum carbon. - Jib light-medium Quantum carbon. - Jib medium-heavy Quantum carbon. - Jib 3.5 kevlar. - A1 Quantum. - A2 Quantum - A4 North Sails.
Mast	King Composites' mast carbon high modulus.
Boom	Aluminium boom.
Notes	<p>Holmatro mast jack equipment. Mast base adjustable.</p> <p>Rig: The carbon rig includes two swept-back spreaders and masthead asymmetrics assembled to the fixed bowsprit. Sailing upwind, the S40 has about 100sq m. of sail area with their non-overlapping jibs and its square-top main (similar to an America's Cup), brings greater efficiency to the sailplan without making the rig too tall. The twin backstays provide tension for the forestay, when it comes for windy and wavy condition.</p>

DECK

Winches	winches and hardware Lewmar.
Notes	High load jammers by Spinlock. Tiller: The tiller option the mainsail trimmer is positioned aft of the skipper. The mainsheet system runs forward to the gooseneck and travels back underdeck to a recessed self-tailing winch.

SAFETY

Notes	Safety equipment complete.
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CONSTRUCTION

CONSTRUCTION	
Notes	<p>Hull and deck: The structure is constructed in a female matrix. Vacuum E-glass and Core-cell with epoxy resin are used throughout. The hull is prepared to receive all the internal structure, parts and equipment and be ready to admit the deck.</p> <p>The boat is easy to build, without neglecting the serial production, reduced costs, and measurement and weighting easiness.</p> <p>Lines: The lines of the S40 OD are the result of an extensive study into the pursuit of speed and balance, the almost immersed transom and the geometry of the buttocks (vertical sections) provide control and power at high speeds. The distinctive “winglets” on the topsides reduce the harmful effect of flare on leeward heeled waterlines.</p> <p>Internal Structure: The internal structure is built in a female mould with E-glass bi-axials and carbon fibre uni-directionals cappings. The internal structure consists of central longitudinals and keel floors, side bunks, also “L” shape stringers and bulkheads.</p> <p>Appendages: The keel and rudder are high aspect ratio foils. The rudder comes from a matrix and the keel is drilled, which ensures the equality of the whole appendages of the class. The last one, is a hollowed strut that helps to lower the VCG and allows to add weight to the lead bulb. The deep carbon/epoxy rudder is almost square at the tip. This is an area that works much when reaching and also at large heel angles. For this reason, it has been chosen to increase the induced resistance in this crucial area in spite of diminishing a better lift when necessary.</p>

ACCOMODATIONS	
Bath Shower	Yes

EXTRA NOTES	
Extra Notes	<p>Boom covers. Fenders. Mooring lines.</p>

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