

# **C R U I S E R R A C E R**

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**-606-**

**OPEN 40**

**SOLD**



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GENERAL	
<b>Name</b>	OPEN 40
<b>Model</b>	OPEN 40
<b>Type</b>	CRUISER
<b>Year</b>	1999
<b>Hull Material</b>	GRP
<b>Flag</b>	dUTCH
<b>Lying</b>	HOLLAND
<b>Price</b>	PRICE UNDER REQUEST
<b>Vat</b>	NOT PAID
<b>Slogan</b>	WELL MAINTAINED AND CONSTANTLY UPDATED RACER
<b>Final Notes</b>	Disclaimer 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.

DIMENSIONS	
<b>Loa</b>	12.00 m
<b>Beam</b>	4 m
<b>Draft</b>	3.4 m
<b>Ballast</b>	1750 kg
<b>Displacement</b>	4500 kg
<b>Notes</b>	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

## ENGINES

<b>Engines</b>	Yanmar 18ps with saildrive and 2-blade folding prop, also acts as generator
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## INSTRUMENTS

<b>Notes</b>	B&G equipment incl. - speed, - depth, wind, - autopilot Furuno radar and gps active radar reflector 2 x VHF 2 x built-in PCâ€™s battery charger 220V transducer load cells on V1 and D1 shrouds (not connected at the moment but fully operational)
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## ELECTRICAL

<b>Notes</b>	bilge pumps (1 electric, 2 manual) ballast pumps (1 electric, 1 manual)
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## SPARS & RIGGING

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<b>Sails</b>	<p>A full North Sails inventory:</p> <p><b>Mainsail: 2009 North Sails 100m2</b></p> <ul style="list-style-type: none"> <li>- panelled carbon</li> <li>- double sided Taffeta</li> <li>- full battened</li> <li>- square top</li> <li>- 2009 North Sails sail cover</li> </ul> <p><b>Jib: 2009 North Sails 45m2</b></p> <ul style="list-style-type: none"> <li>- panelled carbon</li> <li>- double sided Taffeta</li> <li>- horizontal CT furling battens</li> <li>- 2009 North Sails sail cover</li> </ul> <p><b>Downwind sails:</b></p> <ul style="list-style-type: none"> <li>- masthead A3 gennaker 2011 North Sails 170m2, black</li> <li>- fractional A2 gennaker North Sails (appr. 2002) with snuffer</li> <li>- light genoa / code-1 North Sails (appr. 2002)</li> <li>- Code-0 North Sails (appr. 2002)</li> <li>- jib 4 North Sails (appr. 2002)</li> <li>- staysail North Sails (appr. 2002)</li> <li>- storm jib North Sails (appr. 2002)</li> </ul>
<b>Mast</b>	Mast new custom designed carbon keel stepped Seldén mast, featuring 2 sets of swept-back spreaders
<b>Boom</b>	Boom is a custom built carbon boom, very light because it doesn't have a vang (the curved track ac
<b>Running Rigging</b>	Running rigging is Gleistein.
<b>Notes</b>	<p>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&amp;G masthead transducer, VHF antenna, custom swivelling radar bracket etc. A Holmatro mast winch and Spinlock ZR jammers are fitted for all foresails.</p> <p>Ronstan mainsail track for boltrope and sail cars.</p> <p>Standing rigging is all Powerlite PBO rigging with custom integrated turnbuckles. Rod forestay has a customized Furlex through-deck furler.</p> <p>cutterstay fitting and all other deck fittings are custom light-weight TUNED pad-eyes.</p> <p>A dismountable carbon A-frame bowsprit is fitted.</p> <p>Masttop backstays are dyneema and have Karver KBTi carbon-titanium blocks.</p> <p>Checkstays are added for stability when sailing with staysail.</p> <p>All cores are Dyna-One HS SK75, covers are polyester/Kevlar.</p>

DECK	
<b>Winches</b>	5 new Holmatro winches in the cockpit and Spinlock jammers to provide maximum multi-purpose usage.
<b>Notes</b>	<p>All renewed in 2009</p> <p>curved mainsail track (open 60° style)</p> <p>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.</p> <p>All blocks on deck are Karver blocks: the highest possible strength-to-weight ratio!</p> <p>All tracks are Ronstan ball bearing High-load.</p> <p>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 of course!!)</p>

CONSTRUCTION	
<b>Notes</b>	<p>Hull: Carbon sandwich with red cedar core. Re-painted in 2009.</p> <p>Deck: Carbon sandwich with Nomex core. Re-painted in 2009.</p> <p>Bulkheads etc: Carbon sandwich with foam core.</p> <p>Hydraulic rotating keel fin &amp; bulb to provide up to +/- 4 degrees extra lift (new Holmatro hydraulics in 2009). Dismountable alu-bronze keel shaft with lead T-bulb.</p> <p>Two carbon rudders with carbon rudder shafts. Extendable central tiller.</p> <p>Water ballast: 1.000 litres each side, divided in 3 tanks for longitudinal trim. Single central scoop.</p>

ACCOMODATIONS	
<b>Bath Shower</b>	Yes
<b>Notes</b>	<p>two pipe cods</p> <p>simple kitchen sink</p> <p>toilet prepared (taken out)</p> <p>very spacious nav. station</p> <p>lots of sail storage!</p>

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