

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

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**-970-**

**LANDMARK 43**

**SOLD**



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| GENERAL              |   |
|----------------------|---|
| <b>Name</b>          | LANDMARK 43   |
| <b>Model</b>         | Landmark 43   |
| <b>Type</b>          | RACER-CRUISER   |
| <b>Year</b>          | 2008  |
| <b>Hull Material</b> | GRP   |
| <b>Flag</b>          | BRAZIL  |
| <b>Sail Number</b>   | BRA 3737  |
| <b>Color</b>         | White   |
| <b>Lying</b>         | BRAZIL  |
| <b>Price</b>         | 310000  |
| <b>Vat</b>           | NOT PAID  |
| <b>Slogan</b>        | ORC & IRC winner boat   |
| <b>General Notes</b> | This Mark Mills designed Landmark 43 has been making waves since its launch in 2009, debuting with a second place in the 2009 IRC Championships and a win in the 2010 Champs and a 2nd place finish in the 2011 IRC Champs. She has been professionally maintained and is constantly race ready. She is fitted with a Carbon Rig, B&G Instruments, Lewmar Winches and an extensive North Sails Racing wardrobe including 2 full suits for either Club or Regatta racing. The regatta suit features all top GP products with 3Di Main and headsails. |

| DESIGN          |                                |
|-----------------|--------------------------------|
| <b>Builder</b>  | Premier Composite Technologies |
| <b>Designer</b> | Mark Mills                     |

| DIMENSIONS     |          |
|----------------|----------|
| <b>Loa</b>     | 13.10 m  |
| <b>Lwl</b>     | 11.26 m  |
| <b>Beam</b>    | 3.83 m   |
| <b>Draft</b>   | 2.8 m    |
| <b>Ballast</b> | 4.110 kg |

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### DIMENSIONS

|                     |  |
|---------------------|--|
| <b>Displacement</b> | 8.050 kg   |
| <b>Notes</b>        | .- L : 17.35 m<br>.- ISP : 19.00 m<br>.- J : 4.80 m<br>.- P : 17.35 m<br>.- E : 6.15 m |

### ENGINES

|                  |  |
|------------------|--|
| <b>Engines</b>   | Volvo Penta 40 Hp  |
| <b>Propeller</b> | 420 x 340 Two Blade Folding Propeller  |
| <b>Notes</b>     | Volvo Penta<br>Model: D2 40B<br>Power: 40hp<br>year: 2008<br>Type engine: Saildrive<br>Propeller: Folding 2 blades |

### TANKAGE

|                |  |
|----------------|--|
| <b>Fuel</b>    | 200 l  |
| <b>Water</b>   | 200 l  |
| <b>Holding</b> | 61 l   |
| <b>Notes</b>   | Water tank: 2x 100L inflatable<br>Fuel tank: 200L (vetus)<br>1 Holding Tank: 61L (vetus)<br>Boiler: 20L. |

### GALLEY

|              |   |
|--------------|---|
| <b>Notes</b> | The galley is equipped with a double S/S sink, two burner gimballled stove with oven, fridge and dry goods storage lockers. |
|--------------|---|

### INSTRUMENTS

|                        |   |
|------------------------|---|
| <b>Electronics</b>     | B&G CPU H3000   |
| <b>Gps</b>             | YES   |
| <b>Vhf</b>             | SIMRAD  |
| <b>Automatic Pilot</b> | Garmin  |
| <b>Plotter</b>         | Vulcan 9'   |
| <b>Notes</b>           | B&G CPU H3000<br>1 vulcan 9<br>3 CPD multi control<br>6 repeaters 20x20 (mast carbon tower)<br>1 simrad vhf radio<br>1 Ais receiver<br>2 garmin autopilot displays<br>1 Drive Auto Pilot Jeffa<br>1 Hydraulic Back Stay |

### ELECTRICAL

|                         |  |
|-------------------------|--|
| <b>Batteries Number</b> | 4  |
| <b>Battery Charger</b>  | Yes  |
| <b>Notes</b>            | 4 Heliar 100amp batteries.<br>Batteries consist of one 60A/hr Engine Battery and 2 x 120A/hr deep cycle AGM house batteries. There is a custom DC panel with circuit breakers at the Nav Station.<br><br>Both interior and Navigation lights are in LED.<br><br>There is a 220V shore power plug in and a battery charger. |

### SPARS & RIGGING

**SPARS & RIGGING**

|                        |   |
|------------------------|---|
| <b>Sails</b>           | <p><b>1.- MAIN</b><br/> 1.1 Main Quantum Fusion 2022 New<br/> 1.2 Main North Sails 3Di 2018<br/> 1.3 Main North Sails Pannel Carbon 2019 very good condition<br/> 1.4 Main North Sails 3Di 2016</p> <p><b>2.- JIB</b><br/> 2.1 Light medium Quantum Fusion 2022 new<br/> 2.2 Light medium North Sails 3Di 2018<br/> 2.3 Medium Heavy Quantum fusion 2022 new<br/> 2.4 Medium Heavy North Sails 3di 2018<br/> 2.5 Medium Heavy North Sails pannel Carbon 2019<br/> 2.6 Heavy North Sails pannel carbon 2018<br/> 2.7 Stay sail North Sails 2018</p> <p><b>3- SPINNAKERS</b><br/> 3.1 Code Zero North Sails 2018<br/> 3.2 A1.5 Quantum 2022<br/> 3.3 A2 Quantum 2021<br/> 3.4 A2 North Sails 2018<br/> 3.5 S2 Quantum 2022<br/> 3.6 S4 North Sails 2018</p> <p><b>4.- OTHER</b><br/> 5.1.-Storm sails (with orange corners): Strom Jib and Trisail</p> <p>Rig sizes: I = 17.35 ISP = 19 J = 4.8 P = 17.35 E = 6.15 STL = 6.95 SPL = 5.2<br/> Frac ISP = 17.35</p> |
| <b>Rigging</b>         | Rod   |
| <b>Mast</b>            | Carbon  |
| <b>Boom</b>            | Carbon  |
| <b>Vang</b>            | Yes   |
| <b>Spinnaker Pole</b>  | Yes   |
| <b>Tuff Luff</b>       | Yes   |
| <b>Running Rigging</b> | Dyneema   |

## SPARS & RIGGING

| SPARS & RIGGING |   |
|-----------------|---|
| Notes           | <p>Southern Spars full carbon<br/> 2 carbon spreaders<br/> Back Stay Kevlar<br/> 1 Enerpac Hydraulic<br/> 1 Southern Spars carbon boom<br/> 1 Southern Spars Carbon Spinnaker pole</p> <p>The swept 2-spreader carbon rig from Southern Spars finished in flat black Awlgrip is the preferred rig geometry for IRC and in addition offers performance, handling and rating benefits. The Rig is currently set with a 2° aft rake and has a Power Team 10 ton Mast Jack. The boom, like the rig, is in Modulus Carbon Fibre. Carbon when used in spars is treated fairly in IRC for boats above 40' and in addition when using carbon this is also advantageous in its reduction of the overall VCG of the yacht.</p> <p>The Mainsheet System is the well tried and tested and highly popular AC German Style with an under deck return to the winches making for a clean and tidy deck. The Spinnaker Pole and Bow Prod are also in carbon fibre. The Standing Rigging is Nitronic Rod with a Kevlar Backstay and 12V Fleet-Hydrol backstay hydraulic cylinder. The Forestay is a Harken Tuff Luff foil.</p> <p>2 full suits of each sail for Club or Regatta racing<br/> Designed to fly off spinnaker pole:<br/> Masthead Asymmetrics for light VMG and heavy reaching,<br/> Masthead Symmetrics for running medium and heavy.<br/> Heavy air fractional.</p> |

## DECK

| DECK          |        |
|---------------|--------|
| Deck Hardware | Harken |
| Winches       | LEWMAR |

| DECK  |   |
|-------|---|
| Notes | <p>2 turnstiles Lewmar 48 secretary<br/> 2 lewmar racer bujas ratchets<br/> 2 ratchets Lewmar 48 Master<br/> 14 spin lock stopers<br/> 1 retractable carbon bowsprit<br/> 1 carbon fixed bowsprit</p> <p>The winches are by Lewmar with 60R Primaries and 54 AST for the Coachroof and Mainsheet Winches. Main, Jib and Spinnaker systems are all Harken with Spinlock Clutches holding the mast and boom lines when not winch loaded.</p> <p>The deck design maintains a harmonious balance between a large coachroof for maximum volume below decks and an expansive cockpit for easy passing traffic during race manoeuvres. In cruise mode, the main cockpit area has seats and coamings which provide a comfortable enclosed safe place, in the middle of which is an enclosed liferaft locker for swift and easy deployment.</p> <p>Unlike may race boats, Mills design team has thought this one through when it came to the positioning of the mainsheet traveller, which being on the aft deck is removed from the helm and wheel pedestals for 100% safety during those big downwind gybes. The twin wheel set up offers the best racing position for the helmsman. The coachroof design optimized the jib sheeting angles and has a jib in-hauler system for perfect light airs trim.</p> <p>Standard layout forward and alongside the companionway hatch features the two secondary/halyard winches with banks of Spinlock Rope Clutches fitted forward of these.</p> |

| SAFETY             |     |
|--------------------|-----|
| Ce Registration    | YES |
| Fire Extinguishers | YES |

| CONSTRUCTION |                            |
|--------------|----------------------------|
| Keel         | Cast iron with a lead bulb |

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| ACCOMODATIONS        |   |
|----------------------|---|
| <b>Berths Number</b> | 6   |
| <b>Cabins Number</b> | 3   |
| <b>Bath Shower</b>   | Yes   |
| <b>Heating</b>       | yes   |
| <b>Notes</b>         | 1 stove<br>1 Jabsco toilet<br><br><b>INTERIOR</b><br>The bright interior with 3 double cabins and large galley and Navigation Station, both slightly aft of the saloon and trimmed with a wooden finish, is as comfortable for an extended family cruise as it is for racing round the cans. The single heads compartment has access from both the forward cabin and saloon. Ventilation is plentiful with strategically placed hatches and portlights. The aft cabins are ventilated through cockpit wall mounted portlights |

| EXTRA NOTES             |     |
|-------------------------|-----|
| <b>Speakers Cockpit</b> | YES |
| <b>Swimming Ladder</b>  | YES |

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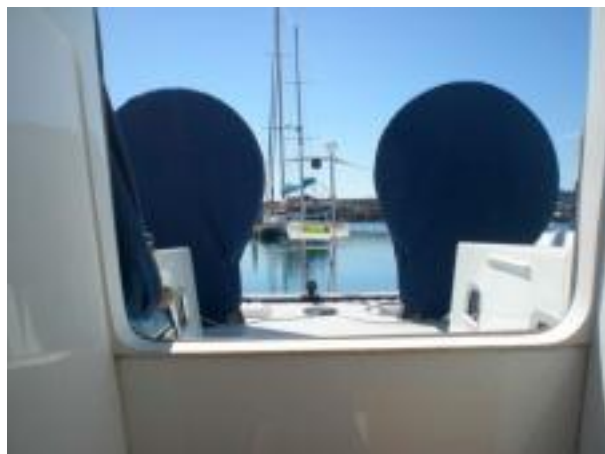
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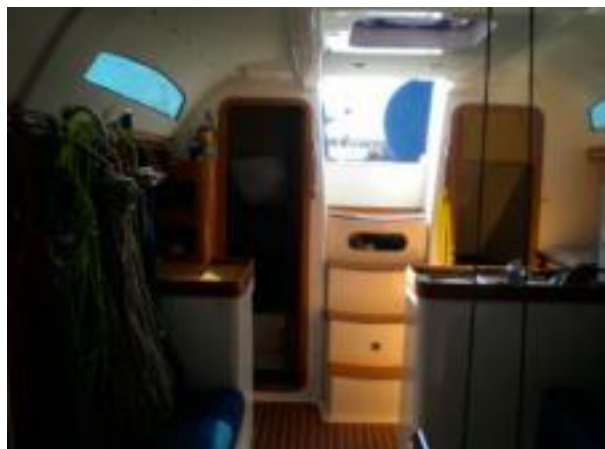
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