



YMIR

LOA (incl. bow sprit):	43'12" / 13.20m
Year:	2013
LOD:	41'6" / 12.65m
LWL:	37'6" / 11.24m
Beam:	13'7" / 4.15m
Draft Keel Up:	3'6" / 1.06m
Draft Keel Down:	9' / 2.75m
Displacement:	10,900kg / 24,030lb
Hull Material:	Aluminium
Engines:	1 x Volvo Penta D2-55
Designer:	Racoupeau Yacht Design
Accommodation:	4 berths in 2 cabins
Builder:	Allures Yachting, France
Location:	Lofoten, Norway
Price:	€385,000 VAT Paid in Norway

BERTHON

INTERNATIONAL YACHT BROKERS

Ängsvägen 16, 473 33 Henån

T: +46 304 694 000

E: brokers@berthonscandinavia.se

W: www.berthonscandinavia.com

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Broker's Comments:

French Allures Yachting are well known worldwide for their long-distance sailing yachts built of aluminium. Aluminium is a well proven material, used in many different constructions where both precision and strength are important, e.g. for sophisticated constructions, aircraft, vehicles and ships. Ships for coast guard, fishing, ferries and special vessels are now often built in aluminium.

The sailing yachts from Allures Yachting are equipped with a centreboard, also known as a lifting keel. The basic idea of an aluminium sailing yacht with a lifting keel can be summarized as follows; an aluminium hull is good for tough weather at sea and it provides great safety. Aluminium does not absorb water, so the yacht can stay in the water all year round and is not affected by ice and cold. Aluminium itself forms a protective oxide layer on the surface, which gives a minimum of maintenance. The lifting keel gives flexible draft, trim options during sailing and reduced risk of damages in the event of grounding. This combination is excellent for coastal and long-distance cruising and especially for sailing at high latitudes and Arctic waters.

Allures 39.9, YMIR was launched in the spring of 2013, at the boatyard in Cherbourg, France and the owner sailed YMIR home to Norway. After that, the yacht has sailed in Norwegian waters but also on some longer trips to Shetland, the Faroe Islands, Iceland, Jan Mayen and Svalbard.

The owner specified very carefully the equipment and layout on board, prior to the cruising that was planned and therefore YMIR is well equipped for long-distance cruising with regard to both safety and sailing 'single handed'. YMIR is equipped with two autopilots, four different options for generating electricity for consumption and charging and has a well-thought-out navigation and communication systems. YMIR also benefits from a 'technical' cabin, to stb. aft, with well-organized storage for easy locating of spare parts and tools. There is also a workbench.

Furling jib at the inner forestay and furling genoa at the headstay gives effortless flexible sailing and for downwind sailing there is a Parasailor, which is a very easy-to-handle spinnaker for a small crew. YMIR has a fixed windshield in front of the cockpit, which is common on yachts from the Orust boatyards, and sprayhood with a 'Drop-back'. This offers gives excellent weather protection and two completely dry locations at the front of the cockpit in bad weather.

From the description above and the equipment list, it is clear that YMIR is exceptionally well-planned and prepared for coastal and open sea sailing and very suitable for Scandinavian and northern waters. The owner has very good knowledge of the yacht and experience of the equipment, which has been maintained in top working order throughout her ownership.

YMIR is located in her home port at Lofoten, in northern Norway and the yacht can be viewed by appointment.

Key Facts:

- Aluminium hull with GRP deck and superstructure.
- Watertight bulkheads fore and aft.
- Centreboard (*lifting keel*).
- Two rudders and two steering wheels
- Volvo Penta D2-55F with saildrive.
- Extra fuel tank.
- Three-bladed folding propeller, J-prop.
- Bowthruster with double propeller.
- Fully batten main sail with Lazybag.
- Head stay and inner forestay with furling systems.
- Parasailor.
- Windshield, sprayhood with Dropback.
- Bimini.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

- Targa arch at the aft deck which at the same time acts as a davit.
- Four possibilities for generating electricity - engine, water- and wind generator and solar panels.
- Two autopilots.
- Bigger winches than standard.
- Double mooring cleats both fore and aft.
- Technical cabin stb. aft with work bench and place for spare parts and tools.

Construction:

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC or RCDII (2013/53/EU as appropriate (Recreational Craft Directive) and is categorised A – “Ocean”

Hull, Deck & Superstructure Construction:

- HIN No. - FR-AYA-A3903-E3 13.
- The hull is built of marine aluminium alloy 5083. Reinforcements and stringers of aluminium alloy 6060 T6. Watertight bulkheads both fore and aft. The ballast, of 4.2 tons of lead, is integrated in the bottom of the hull and the yacht has a centreboard.
- Integrated fender list at both hull sides under the foot list.
- Integrated short bowsprit in the bow with anchor roller. The bowsprit also provides a protected storage space for the anchor.
- Transom with integrated bathing platform.
- Deck, superstructure and cockpit in GRP. The deck is attached to the hull with a patented method with both gluing and riveting.
- Hull, down to waterline and superstructure insulated to Nordic standard (*according to Lange Maritime's specification*). Aft cabin on port side extra insulated.

Keel & Rudder:

- The yacht has a centreboard in aluminium, which can be folded aft and all the way into the bottom of the hull. A small skeg under the stern edge of the centreboard pocket provides protection for the propeller.
- The centreboard is operated manually with a rope from the cockpit (*on stb. side of the sliding hatch*). Two balanced rudders in GRP with heavily bearinged rudder posts. The rudders can withstand supporting the boat when beaching the yacht.
- The centreboard and the rudders shaped in NACA profile for optimal water flow along the rudders and the centreboard surface and thus minimal water friction.

Machinery:**Engine & Gearboxes:**

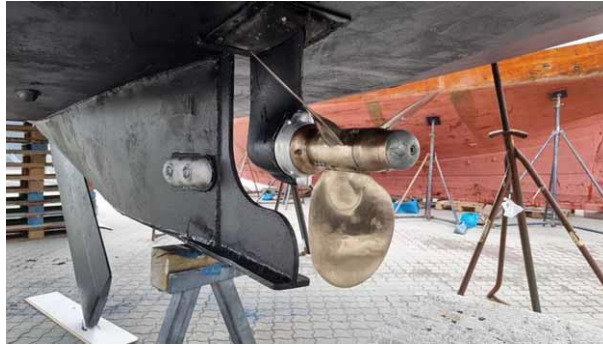
- 1 x Volvo Penta D2-55F. 55 hp. Engine hours about 1380 hrs.
- Double inlets for cooling water to the engine. Both through the saildrive and a separate through hull fitting.
- Saildrive with foldable propeller. Three-bladed – J-prop (*similar to Max-prop*)
- Various extra service to the engine and a new saildrive sealing (2022).

Propulsion & Steering:

- Fixed three-bladed propeller incl. as a spare part.
- Bowthruster with double propeller in a tunnel.
- Mechanical system with rods and wires (JEFA).
- Two rudders and two steering wheels. Each steering wheel connected to its rudder and both systems connected by a rod. In the event that a rudder is damaged or locked, the rod can be easily disconnected and the yacht steered with the unaffected rudder.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

**Electrical Systems:**

- The entire electrical system has been checked and upgraded (2017).

Battery Banks:

- Service batteries, Lithium, 12V, 2 x 200Ah (2020).
- Starter battery for engine 12V, 108Ah.

Battery Chargers:

- Philippi monitoring system
- Battery charger, Victron Easy Plus 1600 incl. inverter.

Generators:

- 12V, 115A generator on the engine.
- Water generator, Watt & Sea, 'Cruising'. Fitting on the transom where the generator can be easily installed. When the generator is installed on the transom, it is also foldable.
- Wind generator, Superwind 350 on the Targa arch.

Shore Power:

- Shore supply with isolation transformer.

Other Electrical:

- Solar panels on Targa frame, 240W.

Plumbing Systems:**Fresh Water & Water Heating System:**

- Water heater - approx. 20 lit. Heated from engine and shore supply.
- Electric pressurized water pump for fresh water.

Watermaker:

- Prepared for Watermaker installation (Dessalator 30) with seawater inlet and outlet + electrical connection.

Bilge Pumps:

- 3 x electric bilge pumps. Placed in the bilge to stb and port side and in the front part.
- Manual bilge pump operated from the cockpit.

Grey & Black Water:

- Electric evacuation pump for shower waste water.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Tankage:

- Fuel and water tanks have extra deck fittings directly on the tanks for the possibility of manual level control.

Fuel:

- Up to about 450 lit. (Main tank approx. 350 lit. placed amidships on stb. side. Spare tank approx. 100 lit. (placed aft of engine). Double pre-filter.
- Built-in fuel tanks in aluminium.

Fresh Water:

- Tot approx. 330 lit. (placed amidships on port side).
- Tank heater fitted to keep the water frost-free when sailing in water temperatures below zero degrees.
- Polyethylene tank.

Grey/Blackwater holding tanks:

- Holding tank for toilet approx. 60 lit. with deck connection for emptying (located behind the shower area).

Navigation & Communication Equipment:

- Compass at each steering wheel.
- All electronics from B&B.
- At each steering wheel - 2 x Triton T41, multi-instruments + autopilot control.
- Between steering wheels at the aft end of the cockpit table - plotter Zeus Touch 12.
- Front part of cockpit, stb side - 1 x Triton T41, multi-instrument + autopilot control.
- At navigation table - plotter Zeus Touch 8.
- Radar 4G with antenna on the mast.
- Autopilot 1 - Jefa DD1.
- Autopilot 2 - Jefa DD1.
- NAIS 400 AIS transponder.
- Separate system for GPS compass and magnetic compass' Motion Sensor SD15 (2017).
- Wireless Bullet antenna 2 (WiFi antenna).
- Iridium Extreme with external antenna.
- VHF - Simrad RS25 with remote control.
- VHF - Simrad HH36 portable.
- Separate antenna 450 MHz for the Norwegian system 'ICE NET'.
- Emergency beacon transmitter EPIRB 1 Ocean Signal.

Domestic Equipment:**Galley:**

- Refrigerator consisting of two pull-out drawers to the left of the stove. These are very spacious and because they are drawers, it is easy see what is in the fridge.
- 3-burner gas stove with oven and microwave.
- Gas system with leakage alarm and automatic shut-off + manual leakage tester acc. to Scandinavian standard.
- Manual shut-off at gas bottle and at the cooker.

Heating & Ventilation:

- Webasto heater with insulated air hoses. Outlets in the forward, aft and work cabins + in the saloon and toilet

Entertainment:

- CD radio with dual speakers in saloon and cockpit (waterproof in cockpit).

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Lighting:

- All lighting and all lanterns with LED.
- Red night lighting in the galley, toilet and at navigation table.

Accommodation:**Summary of Accommodation:**

- 4 berths in 2 cabins.
- Wooden interior in light cherry laminate with white panels and white saloon ceiling.

Internal Layout:**Description of layout from forwards:****Forward Cabin:**

- V-berth with plenty of storage space underneath.
- Shelves along the hull sides and wardrobe and cabinets.
- 'Oceanair' dark curtain and mosquito net for deck hatch.

**Disclaimer**

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Saloon:

- U-sofa on port-side with leecloth so that the sofa can be used as a sea berth. The sofa can also easily become a double bunk.
- Table in the middle foldable on both sides, to also be able to use the sofa on the stb side of the table. The sofa on the stb.side is also equipped with a leecloth to be used as a sea berth.
- Large windows in the front part of the coach roof with curtains.
- 'Oceanair' dark curtain and mosquito net for deck hatch.

**Navigation Table:**

- Placed on stb-side midship and with seat facing forward.
- Plenty of space for instruments on panel against the hull side.

**Galley:**

- L-shaped workbench in material 'Corian' on port-side amidships for a minimum of movements during sailing.

**Disclaimer**

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Port Side Aft Cabin:

- Door from the galley.
- Double berth and wardrobe.
- Shelf along the hull side

*Heads:*

- WC and hand wash basin towards the hull side.
- The work bench in material 'Corian'.
- Separate shower cabin with door.
- The toilet is also a passage to the technical cabin.

*Stb Side Aft Cabin - Technical Cabin:*

- Workbench along the hull side.
- Below the bench are storage boxes for spare parts and tools.
- Possibility to put up a sea berth.

**Disclaimer**

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.



Cockpit:

- Fixed windshield in aluminium frame around the front part of the cockpit.
- Seats and floor covered with marine cork, Dek-King.
- Stowage space below port seat.
- Fixed cockpit table with folding flaps on both sides.
- The step down from the cockpit to the bathing platform is foldable and hides the space for life raft Space for gas bottle below aft port seat.
- Space and bracket for outboard motor below aft stb seat (*lockable*).
- Connection for shower at bathing platform with hot and cold water.
- Cockpit lighting installed on the underside of the Targa arch.

Deck Equipment:

Rig:

- Aluminium mast and fractional rig (Sparcraft Performance) with double swept spreaders.
- Headstay for genoa and inner forestay for jib - both with manual furling systems.
- Back stay manually adjustable with tackles.
- Running backstays manually adjustable and removable.
- Aluminium boom with Lazybag (new Lazybag 2017).
- Rodkick.
- Bomb brake.
- Spinnaker boom.
- Main halyard, boom outhaul, trim line for Rodkick, main sheet and reefing lines are operated from the cockpit.
- Extra halyard and equipment for Parasailor.
- Aluminium protection for turnbuckles.
- Foldable steps on the mast to the top.
- Engine and anchor lanterns.
- Deck lighting on the front of the mast for the foredeck.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Winches:

- 2 x sheet winches, Lewmar ST 54.
- 2 x sheet winches, Lewmar ST 46.
- 2 x halyard and sheet winches, Lewmar ST 46 (on each side of the sliding hatch) One of them is an electric winch (stb.side).
- Extra halyard winch at the mast.

Sails:

- Fully batten main sail.
- Jib.
- Furling genoa.
- Parasailor.

General:

- Deck hatches and openable 'portlights' from Lewmar.
- Windows at coamings and forward part of the coach roof in 10mm PMMA.
- Handles on coach roof (stainless steel).
- 'Granny Bars' on the coach roof both sides of the mast.
- Gates in the lifelines on both sides amidships.
- Targa arch in aluminium on the aft deck, which acts as a davit for dinghy and support for various antennas.
- The davit system consists of an extra stainless steel arch on the aft edge of the Targa arch, which folds out when the dinghy is to be launched and which gets the dinghy out of the transom during pick-up and launch.
- Swimming and rescue ladder on the transom's bathing platform.

Anchoring & Mooring Equipment:

- Forward - electric windlass, fitted below the deck in the chain locker, with deck contacts and remote control in the cockpit.
- 'Spade' anchor, 25kg with 10mm chain, 80m.
- Extra 'Spade' anchor 20kg.
- Aft - 'Fortress' folding anchor 'Ankarolina' at 50m.
- Double mooring cleats forward and aft (stainless steel).
- 2 x spring cleats (stainless steel).
- 10 x mooring ropes.
- 10 x fenders.

Covers, Canvas & Cushions:

- Sprayhood, attached to the top of the windshield. From the aft end of the sprayhood so-called 'Dropback', i.e. roll-up canopy cloth, vertical from the aft end of the sprayhood with fold-up middle section. This provides two seats at the front of the cockpit completely in protection in bad weather.
- Bimini.
- Protective canopy for steering wheel, steering pedestal and cockpit table.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

**Disclaimer**

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

BERTHON
synonymous with yachting since 1877.