



Allures 40, NYCTALA / 2008

Detailed technical specification

DATA

Year:	2008
Boat No.	11
HIN No.	FR ALR A4011 C8 08
LOA:	43'10" / 13.37 m (<i>incl. bowsprit which is an integrated part of the hull</i>)
Hull length:	42'6" / 12.96 m
Hull width:	13'5" / 4.08 m
Draft:	
with centreboard down:	8'6" / 2.60 m
with centreboard up:	3'1" / 0.95 m
Displacement:	13,000kg / 2,8660lb
Engine:	Volvo Penta D2-55, sail drive
Designer:	Racoupeau Yacht Design
Builder:	Allures Yachting, France
Location:	Hälsö in Gothenburg's archipelago on the west coast of Sweden
Price:	EUR 275 000.- VAT paid in EU

Key facts

- Aluminium hull with superstructure in GRP
- Centreboard (*lifting keel*) and two rudders
- Volvo Penta D2-55F with saildrive
- Three-bladed propeller with self-adjusting blades (*Bruntons Autoprop*)
- Bowthruster (*Sleipner External*)
- Fully batten main sail with Lazybag
- Head stay and inner forestay both with furling systems for genoa and working jib

- Targa arch in aluminium, which act as a davit for a dinghy
- Diesel generator (*Fischer Panda*)
- Watermaker (*Dessalator*)
- Electric windlass both forward and aft

Brokers Comments

French Allures Yachting are well known worldwide for their long-distance sailing yachts built of aluminium. A material that is well proven and 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, which can also be called 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 40, NYCTALA was launched in 2008, at the boatyard in Cherbourg, France. The first owner was a Swiss who owned the boat for five years. The current owner bought NYCTALA from the Allures boatyard in the spring of 2013 and sailed the boat home to Sweden. After that, they have mostly sailed along the Swedish west coast and Danish waters.

During the winters, the boat has been in the water with the exception of one winter, when the boat was lifted ashore. After winter storage in the water, the boat has been lifted ashore every spring for service, replacement of sacrificial anodes, change of oil in the saildrive, grease in the propeller and bottom painting.

Furling systems to both fore stays provide flexible sailing, which can be safely and securely furled out and in from the cockpit. Furling gennaker or spinnaker can be set to get good power in light downwind. It provides both fun and active sailing.

The interior is built in American cherry wood, which gives a classic and very cozy impression. Two things are special in the layout. The navigation table has a seat on both sides. This means that you can sit facing forward or facing aft. To sit facing aft get good eye contact with the cockpit.

Amidships between the navigation table and the galley is a narrow cabinet, which provides very good support behind the back when working in the galley and generally when moving around in the saloon while sailing.

There is also a finesse at the stb hatch in the cockpit down to the large stowage compartment. Under the hatch there is a Plexiglas window, so that the hatch can be kept open to bring light into the stowage without rain and splash water coming down.

From the description above and the technical specification it is clear that NYCTALA is well planned and prepared for coastal and open sea sailing and very suitable for Scandinavian and northern waters. The boat has been looked after and maintained in a good way throughout the years and is therefore in very good condition.

CONSTRUCTION

Certification

CE certification class A

Hull and deck

The hull is built of marine aluminium alloy. The ballast of 3800 kg of lead is integrated in the bottom of the hull and the yacht has a centreboard

Integrated short bowsprit with anchor roller. The bowsprit also provides a protected storage space for the anchor in the folded up position

Transom with integrated bathing platform

Superstructure and cockpit in GRP

The hull is on the inside insulated above waterline and underside of the main deck.

Keel and 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

Two balanced rudders in GRP with heavily bearinged rudder posts. The rudders can withstand supporting the boat when beaching the yacht

TECHICAL SYSTEMS

Engine and propulsion

Volvo Penta D2-55F. 55 hp. Engine hours about 1280

Saildrive with (*Bruntons Autoprop*), Three-bladed, feathering propeller that changes pitch automatically

Bowthruster (*Sleipner External*). Fitted on the outside of the hull under the bow. The propeller then goes deeper into the water with minimal risk of sucking air and therefore becomes more efficient.

Tunnel in the hull is not needed

Tanks

Fuel – built-in aluminum fuel tank, approx. 450 lit. placed below the floor, amidships on starboard side

Water - built-in aluminum water tank, approx. 450 lit. placed below the floor, amidships on port side

Fuel and water tanks have manholes for inspection and cleaning

Water heater (*Isotherm*), approx. 20 lit. Heated from engine, shore supply or separate heater

(*Eberspächer*) placed in aft stowage space on stb. side (2014)

Holding tank for toilet approx. 88 lit. with deck connection for emptying. Placed in aft stowage on stb. side towards the bulkhead to the toilet (2014)

Steering

Mechanical steering with rods (*JEFA*) from the steering wheel pedestal in the cockpit to the two rudderposts. In the event that a rudder becomes damaged or locked, that rudderpost can be easily disconnected and the boat steered with the unaffected rudder.

The boat can also be steered with an emergency tiller, which can be fitted to the port side. rudderpost through the floor in the cockpit.

The autopilot is connected directly to the rod system

Pumps

2 x electric bilge pumps with level sensor. One placed in the bilge forwar part and one placed in the deepest part between the engine and tanks (2018)

Manual bilge pump operated from cockpit

Electric pressure water pump for fresh water (2014)

Electric evacuation pump for shower water

Electric flushing pump for cleaning on deck and cockpit with reversing valve for sea or fresh water

Electrical systems

12V, 115A alternator on the engine

Diesel generator (*Fischer Panda*) AGT4000, charging 12V, 120A, 3000W. Placed aft of the engine.

Shore supply

Solar panel, 120W on the Targa arch. Regulator MPPT 75/15 (2020)

Battery charger (*Victron Energy*), incl. inverter 120A/ 3000W

Service batteries, 6 x AGM à 100Ah placed below berths in the forward cabin (2018)

Batteries for bowthruster, 2 x 12V connected in series for 24V to the bowthruster. Charged via service batteries

Starter battery for engine 1 x AGM, 12V, 100Ah placed below berth in port aft cabin (2019)

Battery monitoring system (*Victron*)

All cabin lighting on board is with LED

Lanterns are with bulbs

Three-colour lantern (*Loopolight*) in the top of the mast is with LED

Navigation system

At the pedestal

Compass (*Plastimo Olympic 135*)

Wind instrument (*Simrad IS20*) (*from the wind sensor in the top of the mast, there is probably a cable fault that requires action*)

Autopilot control panel (*AP20*),

Plotter (*B&G Zeus2, 9"*)

Above sliding hatch

Compass (*Plastimo Contest 130*),

Multi-instrument (*Simrad IS20*)

At nav table

Simrad GB40 also with radar

AIS (*Simrad AL50*)

Navtex (*McMurdo IC3*)

VHF (*Simrad RS82*)

Remote control for the Simrad instruments (*WR20*)

WiFi / radio etc.

CD radio with dual speakers in salon and cockpit (*watertight in cockpit*)

Other technical systems

Webasto hot air heater with insulated air hoses. Outlets in the forward and aft cabins and in the saloon and toilet

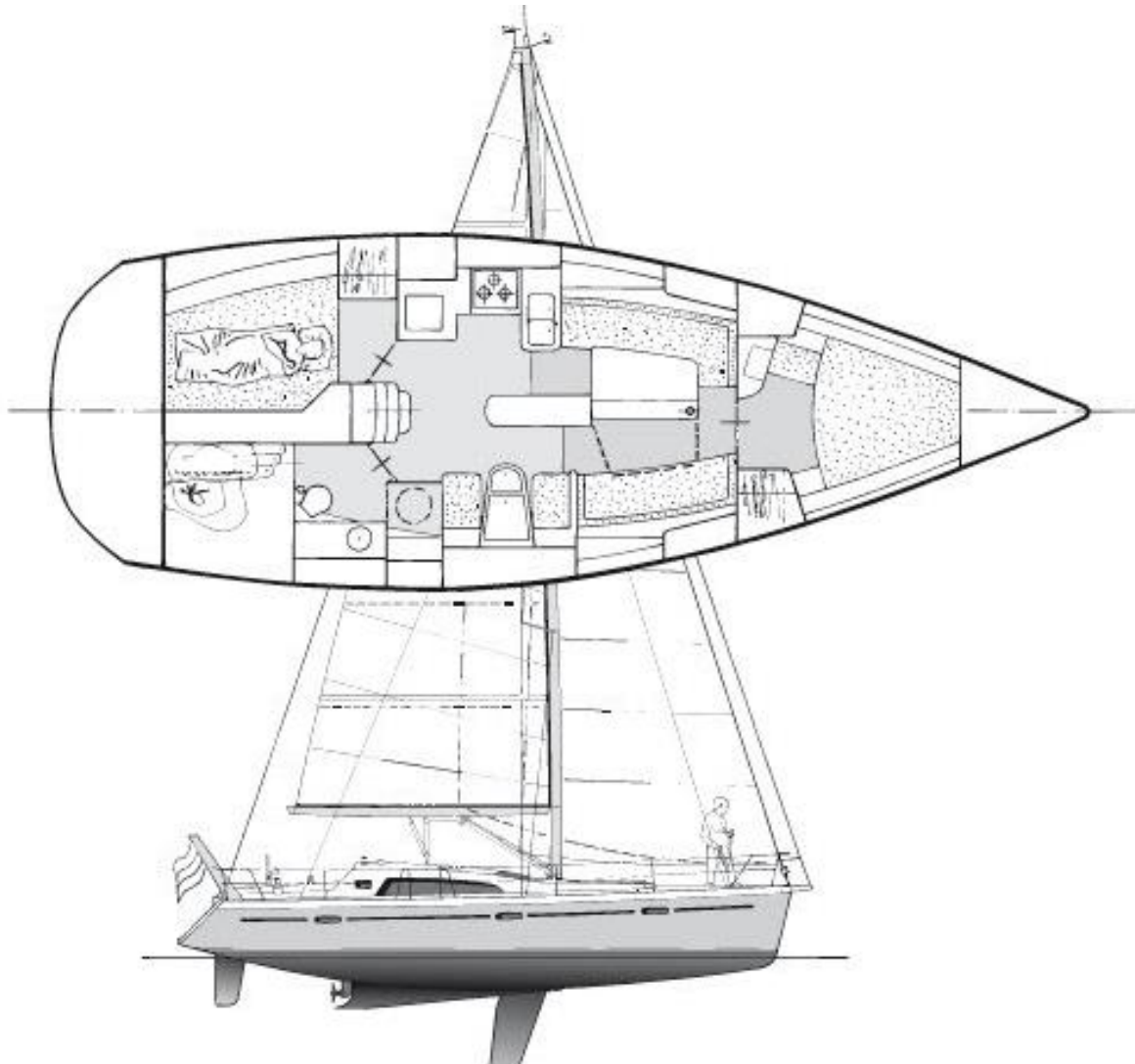
Gas system with shut-off valve at the bottle and at the cooker (*Camping gas*)

Fire alarm and carbon monoxide alarm

Watermaker (*Dessalator D60*) (The watermaker is preserved and has not been in operation for many years. Total operating time approx. 1.6 hours)

ACCOMMODATION

High-gloss lacquered wooden interior in American cherry with white panels and white saloon ceiling
Layout according to encl. drawing



Forward cabin

V-berth and shelves along the hull sides. Wardrobe on stb. side and small toilet cabinet and seat on port. side.

Salon

Sofas on both sides with a saloon table in the middle. The table flap on the stb. side can be folded down for easy passage to the forward cabin.

The sofas are equipped with lee cloths to be able to be used as sea bunks

Large windows in the front part of the ceiling + on the sides in the coaming provide very good light in the salon.

Navigation table

Placed on the stb. side amidships and with a seat on both sides to be able to sit both facing forward and aft. It can also be used as a small cafe table. Plenty of space for instruments on the panel against the hull side

Galley

Placed on the port side amidships for minimal movements during sailing

2-burner gas cooker with oven (*ENO*)
Fridge box (*sea water cooled*) to the left of the cooker and a double sink to the right.
Cabinets and shelves.

Port side aft cabin

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

Toilet

Toilet on stb. side with WC and hand wash basin towards hull side. Separate shower cabin
The toilet is also a passage to the large stowage space aft of the toilet
Electric WC (*Vetus*) (**2014**)

Stb side aft stowage

Large stowage space aft of the toilet. The stowage is accessed both from the toilet and through a hatch in the stb. seat in the cockpit.
A finesse is that under the hatch in the cockpit seat is a flat Plexiglas hatch. It gives the opportunity to open the seat hatch to bring light into the stowage space without bringing down rain and splash water. The Plexiglas hatch can also be opened to reach things in the stowage space directly from the cockpit.

DECK EQUIPMENT

Rig

Deck stepped aluminum mast and fractional rig (*Sparcraft*) with double swept spreaders
Headstay for genoa and inner forestay for working jib, both with manual furling systems (*Facnor*)
Double back stays
Running backstays manually adjustable and removable
Aluminum boom with Lazybag (**2016**)
Rodkick
Boom brake
Spinnaker boom in carbon fiber (*painted white*) with 'parking brackets' on deck
Main halyard, outhaul, trim line for Rodkick, main sheet and reefing lines are operated from the cockpit
Spinnaker halyard and spinnaker boom lift
Engine lantern
Anchor lantern in top of the mast (*Loopolight*)
Deck lighting on the front of the mast for the foredeck

Sails

Fully batten main sail
Furling jib
Furling genoa
Furling gennaker
Spinnaker, incl. sheets and down hauls

Winches

2 x sheet winches, Lewmar ST 54
2 x sheet winches, Lewmar ST 46
2 x halyard and sheet winches, Lewmar ST 46 (*each side of sliding hatch*). One is electric (*stb side*)

Mooring equipment

Double mooring cleats forward (*2 aluminium and 2 stainless steel*)
Two mooring cleats aft (*aluminium*)
Two spring cleats (*aluminium*)
4 x mooring ropes
4 x fenders

Anchoring system

Forward - electric windlass (*Lofrans*) fitted below the deck in the chain locker, with control box that can be connected both at the chain locker and at the steering pedestal in the cockpit
Stainless steel anchor (*Bruce type*) 20 kg with 10mm galvanized chain, approx. 45 m
Additional anchor rope, which can extend the anchor chain by approx. 40 m

Stern - electric windlass (*Lewmar*)

Galvanized anchor (*Delta*) 16 kg with 8 mm stainless steel chain

Cockpit

Sprayhood

Bimini

Seats and floor covered with teak

Shallow storage space under port side seat

Deep storage space under stb.side seat

Storage space under helmsman's seat

Fixed cockpit table with folding flaps on both sides

Space for gas bottle under port side seat

Connection for a shower at the bathing platform with hot and cold water

General

Deck hatches and openable portlights (*Lewmar*)

Handles on coach roof (*stainless steel*)

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

Swimming and rescue ladder on the transom's bathing platform

Reservations

Berthon Scandinavia has summarized information from the seller regarding the yacht and the equipment in this document. When establishing specifications, errors can occur, such as misunderstandings or printing errors. The buyer is responsible for inspecting and verifying that the information in this specification is correct. We therefore recommend and encourage the buyer to check the yacht and the equipment by himself and to hire an authorized surveyor to verify this specification and the yacht's general condition.

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