



Rhapsody 43 Royal > **ZIROCCO**



Price	SEK1,280,000
Location	Portugal
Year	1990
LOA	43' / 13.1m
LWL	34'1" / 10.4m
Beam	11'10" / 3.6m
Draft	8'10" / 2.7m
Displacement	13,500kg / 29,762lb
Hull Material	GRP
Engine	1 x Volvo Penta D2-55, 55hp
Builder	Rhapsody Yachts, Sweden
Designer	Göran Dahlström
Accommodation	6 berths in 2 cabins + saloon



BROKER'S COMMENTS

After comprehensive renovations in 2012 – 2017, ZIROCCO has been very carefully maintained and continuously upgraded to a high standard over the years. As an example of this, in the spring of 2025 the teak deck was sanded and treated with Boracol and new TruDesign maintenance-free through hull fittings have been installed, the hull sides have been newly polished and waxed and the bottom has received two layers of new antifouling.

The combination of the hull's strength, torsional stiffness, stability and sailing characteristics and the well-thought-out equipment makes ZIROCCO a long-distance cruiser in a class of its own.

The yacht is designed by Göran Dahlström who is known for designing sailing yachts with very good cruising characteristics when sailing windwards. The sail plane is carefully calculated for the yacht's length, width and displacement and therefore the rig is calculated with a mainsail of 44 square meters and a jib of 45 square meters. This results in very good height-taking ability and at the same time being easy to handle for single handed or small crew. In addition, the yacht is equipped with both Code Zero and spinnaker for downwind sailing.

Göran Dahlström is known for his meticulous attention to materials and craftsmanship, ensuring every detail is suited to the yacht's purpose. He has written a book about his various yacht designs and the 43 is described in detail with sketches, calculations and objectives to achieve a sleek, strong and rigid hull. He emphasizes that the Rhapsody 43 must meet the expectations of those who appreciate 'real' sailing.

At his boatyard in Karlshamn, southern Sweden, sailing yachts of various sizes were built during the 1980s and early 1990s. However, only four hulls of the 43 model were produced, with ZIROCCO being hull #3. As the yachts were built to order, their layouts and equipment may vary.

ZIROCCO has a forward and an aft cabin, both with a double berth and each with its own toilet. The forward cabin also has an upper berth and there is an extra cushion to add to the port sofa in the saloon, so it can become an additional berth. This gives a total of 6 berths on board.

Two companionways lead below deck! On the low superstructure, there is a small cockpit just aft of amidships, providing direct access to the navigation table and saloon. The main cockpit, located at the stern, features a steering wheel, engine controls, a table, benches, and a large sprayhood. While this layout is common on yachts of this type, one key feature sets ZIROCCO apart—an additional companionway from the main cockpit leading directly to the aft cabin. This design allows the crew to move safely and stay dry without needing to go on deck.

The current owner bought the yacht in 2011 and planned, among other things, for Atlantic sailing. Therefore, from 2012 to 2017, the yacht underwent a comprehensive refit and upgrade to bring its equipment up to modern standards. (see "Key Facts" for the biggest upgrades). They then sailed the ARC in 2018 and spent the next two years sailing in the Caribbean and the US East Coast. The pandemic caused them to sail back to Europe in 2020 and they have since been sailing in the Mediterranean.

At 34 years old, ZIROCCO is exceptionally upgraded to modern standards and so well maintained that she can be compared to a yacht just 7-8 years old. Considering all these factors, along with the extensive and thoughtfully selected equipment, our assessment is that ZIROCCO is in excellent condition.

Key Facts:

- Classic solid built long-distance cruiser in top condition and ready for new adventures.
- Can be viewed by appointment in Lagos, Portugal.
- Newly polished and waxed hull sides and 2 coats of SeaJet Taisho antifouling (2025).
- Royal version with lead keel, hydraulic system and matt varnished teak interior.
- Large Owners Cabin aft and forward cabin, both with double berth and separate toilet. Total 6 berths including extra berth in forward cabin and saloon.
- Epoxy treated, 5 coats (2017).
- Fully battened mainsail and jib, tri-radial Hydranet (2013), Code Zero (2018) as well as spinnaker and cutter jib.
- Standing rigging Dyform (2017) and all halyards and sheets in Dynema (2017).
- 'Single line' reefing system for the mainsail with three reefs, operated from the cockpit.
- Engine, Volvo Penta D2-55 (2017) and after a thorough service refit (2023) as good as new.
- Lewmar Mamba steering system renovated with new gearbox and linkage system (2024).
- TruDesign through hull fittings throughout (2022-2025).
- Spade anchor 35 kg with 80 m stainless Duplex Cromox anchor chain with breaking load 63kN.
- B&G electronics throughout with NMEA 2000 network. Echopilot forward-looking echo sounder.
- 4G-Router with 4G antenna on radar pole with WiFi internet support for computers, phones, plotters, etc.
- Lithium battery (service battery), 24V/200Ah with 100A charging current. Charged with separate 24V generator.
- 2 hydraulic Lewmar 56 winches, two electric Lewmar 46 winches, 5 manual winches. Hydraulic anchor windlass.
- Teak deck in very good condition, renovated with new caulking (2021), sanded and treated with Boracol (2025).
- Central heating system with outlets in all compartments (2014). New heater Wallas Viking Air (2025).
- Dinghy, AB Lammina 9 UL Hypalon with aluminium bottom, for 4 people (2020).
- Lifteraft Viking Rescue Pro 6 people with service until 2028 and JonBuoy with service until 2026.

Explore more photos here: <https://berthonscandinavia.se/en/yachts-for-sale/rhapsody-43-royal-zirocco/>

OWNER'S COMMENTS

In 2010 our kids had grown up and we decided to look for an offshore cruiser that had been our dream for a long time. In the 1980s we had sailed most of the Sweden east coast and Stockholm's archipelago in our A22 (22 Square meter rule) and now wanted to go for an extended cruise.

We loved the classic offshore style of yachts from the 80s/90s and started searching for such a yacht to rebuild for shorthanded ocean cruising. After sailing an A22 for many years we wanted a yacht with excellent sailing properties but also ocean going.

In 2011 we found the perfect yacht for our plans, a Rhapsody 43 launched 1990. Rhapsody Yachts with Göran Dahlström had a solid reputation of building sailor's yachts with great sailing performance. We did an extensive investigation of the yacht and found that the hull, rigg and interior was of great quality but found most equipment obsolete.

We decided to buy the yacht and made a 5-year plan for a refit and update of the yacht for our plans to leave Sweden and sail south. We were about to downscale our consultancy business and had time to spend on a refit.

Over the next years we sailed extensively in the Baltic Sea in the summers and in the winters, we worked on the yacht. We refurbished the teak deck with new caulking, toilet system, hydraulic system, LPG system and more. We invested in new sails, new deck hardware, new engine, new B&G electronics added an aft companionway and much more to be found in the specification.

In 2017 we sold our house and finally started our extended cruising. We spent one year sailing down to Portugal and sailing eastern Mediterranean. 2018 we joined ARC for a transatlantic crossing via Gran Canaria and Cape Verde. We spent two years sailing the Caribbean, Bahamas and US east coast.

In 2020 we were sailing the Caribbean down to Trinidad to leave the boat for the hurricane season then Covid started to lock down the world. We were stranded at Antigua when all countries in the Caribbean closed their borders. After 3 months we gave up and decided to sail home to Europe joining the "OCC Atlantic Crossing West to East" Facebook group. Some 300 yachts migrated at the same time home to their countries from Caribbean to Europe in May/June sharing positions on Facebook.

We have been through many adventures in our sailing years. The most memorable is all wonderful sailing in the Caribbean and Bahamas, a thunderstorm outside Georgia US, hard weather sailing from the Azores to Lagos Portugal, meeting a lot of interesting people and much more.

The yacht has fulfilled our requirements as a safe and well sailing yacht in all conditions, especially good at beating. She is easily handled by a crew of two or even single handed. The well protected cockpit with its sprayhood and companionway directly down to the aft cockpit makes her very safe in hard weather. The single line reefing system and control lines led aft to cockpit means that we never have to leave cockpit in bad weather.

It also doesn't hurt that we often get comments in marinas that she is a good-looking yacht. Sadly, we are getting older and have to give up owning our own yacht. We reluctantly sell her and will miss her a lot but now it is time to pass her to a new owner.

CONSTRUCTION

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of the Recreational Craft Directive as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- White hull with medium blue trim and waterline.
- The hull is single-skin laminate construction built of fiberglass reinforced ISO-polyester. Frames and longship stringers in GRP are integrated in the hull. This results in an exceptionally strong and rigid hull.
- The hull has two extra reinforced frames. One under the mast foot and one under the entrance to the boat. The one under the entrance is so strong that a central lifting point is mounted there.
- The deck is built of GRP in sandwich construction with a core of divinycell. Reinforcements at each fitting for best tightness and strength. The deck is bolted to the hull without a rail strip.
- Teak on deck and coach roof is refurbished and new caulking has been done, Teak Decking System SIS 440 (2021), sanded and treated with Boracol (2025).
- Below the waterline, the hull is treated with 5 layers of epoxy (*International Gelshield Plus 150 Micro*) (2017).

- 2 layers of antifouling (*SeaJet Taisho*) (2025).
- TruDesign through hull fittings throughout (2022-2025).

Keel & Rudder:

- At the bottom of the hull where the keel is attached, shape-cut stainless steel plates are laminated as fasteners for the keel bolts.
- The fin keel is bolted with stainless steel (*316 steel*) bolts and glued with epoxy to the hull.
- The keel is of antimony alloyed lead.
- The rudder is built of GRP in sandwich construction with a core of PVC foam.
- The rudder has a full skeg.
- The rudder post in 40mm stainless steel with roller bearings in both upper and lower bearings.
- Lewmar Mamba steering system renovated with new gearbox and linkage system (2024).

MACHINERY

Engine & Gearboxes:

- Volvo Penta, D2-55, 55 hp (2017), thorough service refit (2023).
- Silencer, Palby Marine (2023).
- Gearbox, MS25L (2017).
- Transmission, Aquadrive Moduline B10 (**2023**), to reduce engine vibrations.
- Propeller shaft, 30mm (2017).
- Propeller shaft seal with ceramic discs, PSS (2017).
- Engine control at helm and engine control panel to stb.side at the helm (2017).
- Engine room ventilation, TMC 3,47 l/min (outlet in the forward cockpit) (2015).

Maintenance:

- Engine hours – 2480 (June 2024).
- All services have been done at Volvo Penta centres every 200 hours as specified in the maintenance manual.
- In August 2023 the engine was lifted out due to an oil leakage and serviced at Volvo Penta centre in Almeria. In addition to replace the leaking seal, the engine and gearbox had a thorough overview and any parts needed replacement was replaced (2023).

Propulsion & Steering:

- 4-bladed folding propeller, Variprop DF107 (2017).
- Rope cutter, Ambassador Marine's Stripper (2017).
- Stainless steering wheel with elk hide cover. Elk hide cover replaced (2022)..
- New Lewmar Mamba WRG 12 gearbox (2024)
- All Mamba steering pedestal bearings replaced (2017).
- Transmission, stainless steel rods (2024).
- Emergency steering by tiller (2014).

Other Mechanical Equipment:

- Hydraulic system, Lewmar Commander 2, supports Lewmar 56 winches and Lewmar 2000 windlass (*placed in aft storage*).
- Hydraulic power unit refurbished with new seals (2022).
- Hydraulic windlass refurbished with new bearings and seals (2024).
- System flushed and new hydraulic oil (2024).

ELECTRICAL SYSTEMS

Voltage Systems:

- 12V/24V DC domestic system with 230V/115 AC shore power.
- Inverter 24V/ 220V 500W.

Battery Banks:

- Starter battery, AGM 12V/ 90Ah, placed under port sofa in the middle (2020) (*engine has a separate 12V system*).
- Main service battery, Lithium LiFePO4 24V/ 200Ah, placed under port sofa forward part (2018).
- 2 x second service batteries (*series connected*), AGM 12V/ 75Ah, placed under starboard sofa aft part (2017) (*there is room to replace the AGM batteries with another 200Ah lithium battery*).

Battery Chargers:

- Alternator charging control, Sterling AB24200, 24V/ 200Amp (2014).
- High and low voltage protection, BMS Victron BP220+BP100+BMV702, Daly Smart Active Balancer for individual cell control (2018).
- Shore power charging, Victron IP22 24/16/3, 230V/ 16Amp (2018).

Alternators:

- Alternator on the engine 12V/ 115Amp (2017).
- Additional alternator driven by the engine, Prestolite 8SC3009ZA, 24V 170Amp (refurbished 2014).
- Hydro generator, Watt & Sea, 24V about 4-7Amp at 7+ knots (2017).

Shore Power:

- Shore power connection with 15m of shore cable to isolation transformer, Victron 3600W Auto, to support both European and US standards for 230V/ 115V (2018).

Other Electrical:

- The charging system with Sterling charge controller and the 170 Amp alternator enables domestic charging of up to 100 Amp with the engine.

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- Hot and cold pressurized fresh water to galley and toilets.
- Water heater approx. 20 lit. Quick Nautic Boiler B3. Heated by the engine or via the 220V shore power system (2023).

Other Pumps:

- Fresh water pump, electric, Aquajet WPS 3,5 ,24V (2023).
- Grey water outlet pump, electric, Whale Gulper 220, 24V (2017).
- Black water outlet pump, electric, Whale Gulper Toilet BP2552B, 24V (2017). Refurbished with new service pack (2023).

Bilge Pumps:

- Electric main bilge pump – Johnson pump, 24V (2022).
- Electric emergency bilge pump with manual and automatic start - Johnson pump L4000, 24V, 252 lit./ min (2017).

- Manual emergency bilge pump, double action – Whale Gusher 30, 117 lit./ min. Operated from cockpit (2017) (*ARC requirement*).

TANKAGE

Fuel:

- Total fuel capacity approx. 270 lit.
- Tank 1, approx. 170 lit. Stainless-steel tank, placed under the floor in the saloon.
- Tank 2, approx. 100 lit. Stainless-steel tank, placed in aft stowage space (2017).
- Both tanks have a Maretron ultrasonic level sensor connected to NMEA 2000 system (2016).

Fresh Water:

- Total water capacity approx. 325 lit.
- Tank 1, approx. 200 lit. Stainless-steel tank, placed under double bed in aft cabin.
- Tank 2, approx. 125 lit. Stainless-steel tank, placed under double bed in forward cabin.
- Level indicator in the aft tank only.

Grey/Blackwater Holding Tanks:

- Grey water tank, capacity approx. 60 lit. Stainless-steel tank, placed in the bilge below the engine.
- Black water tank, capacity approx. 150 lit. Stainless-steel tank, placed under double bed in forward cabin (**2023**). The tank is equipped with Gobius level gauge and outlet to the deck and overboard.

NAVIGATION EQUIPMENT

Generally:

- All navigation units are connected via NMEA 2000 network (*except echosounder forward depth sonar*). The network has a backbone cable that goes from the mast to the lazarette. All navigation units are connected via a drop cable to the backbone cable, incl. the V90 VHF black box, RA70m Fusion, fuel tank level sensors and the service battery meter, BMV 702. In addition the 4G radar has a separate Ethernet network for communication with the Zeus3.

In Cockpit:

- Chart plotter, B&G Zeus3 – displays the chart, radar, speed, wind, depth, autopilot control, fuel level, battery and engine status and much more (2018).
- Radar, B&G Broadband radar 4G (*at radar pole*) (2016).
- Multi instrument, B&G Triton generic display (*mainly used for wind data*) (2013).
- Autopilot, B&G NAC-3, Triton control pad as back up for the Plotter (2013).
- Forward depth sonar, Echopilot FLS Bronze (2013).
- Analog compass, Cassens & Plath Beta with built-in lighting.

At Navigation Table:

- MaxSea TimeZero navigator, PC-based navigation software and weather forecast, incl. Max chart Europe (2016).
- Actisense NMEA Reader, PC-based analysis tool, Free Actisense NMEA 2000 (2016).
- Maretron N2K Analyzer. Free tool to maintain Maretron units e.g. tanks sensors.
- VHF, B&G V90 DSC with 1 x wired and 2 x wireless handsets (2017).
- AIS, B&G NAIS 400 (2016).
- PROAIS2, free tool to view status of AIS B&G NAIS 400.

- Battery monitoring system for the service batteries, Victron BMV702, that shows SOC (State Of Charge) currency and voltage for the main service battery and voltage for the second service battery. The batteries' data is also shown at the plotter in the cockpit (2016).
- The Router and WiFi extender (Bad Boy) are managed from PC or SurfPad.
- 2 x ICOM handheld VHF radios.
- Satellite telephone, Iridium Extreme 9575.
- Satellite e-mail communication, Mailasail Redbox.
- Main switch board.

At Radar Pole:

- Simrad HS 60 GPS Compass.
- B&G NAIS 400 GPS antenna.
- SCAN Iridium Passive Antenna.
- BAD BOY Xtreme MJ (Metal Jacket) WiFi extender.
- LMO 7270-4G LTE MIMO Omni antenna.
- Radar antenna

DOMESTIC EQUIPMENT

Galley:

- Stainless-steel double sink with mixer tap for hot and cold pressurized water.
- Separate drinking water tap with mechanical filter, Seagull IV Purifying system (2018).
- Balance suspended 2-burner gas stove, ENO Origin, with oven.
- LPG storage in aft stowage space, drained underneath the stern, for a Camping Gas 907 cylinder (2022).
- Gas security, remote controlled gas shut-off valve, Truma (2012).
- One front loaded fridge with freezer compartment, approx. 80 lit., air cooled.
- One top loaded fridge, approx. 125 lit., water cooled, Isotherm ASU 3201 (2012).
- Gas leakage testing, ALDE (2012).
- Gas leakage warning system, ALDE (2012).
- Carbon monoxide alarm, Kidde (2017) (*installed in the aft cabin*).
- 1 x wireless VHF handset.
- Wallas heater control panel.
- Galley switch board.

Heads/Showers:

- 2 x heads. The forward one with shower.
- The forward WC, Baby Blake (refurbished to new condition 2012).
- The aft WC, Blakes Victory (refurbished to new condition 2012).
- All hoses changed to Shields Poly X2019, comes with Shields' lifetime warranty against odour permeation (2019).
- Both WC connected to the black water tank. Aft WC also has a two-way valve for outlet to tank or directly out.

Heating & Ventilation:

- Hot air heater, Wallas Viking Air, placed in aft stowage space, with control via display, mobile phone and internet (2025).
- Hot air outlets in saloon and both forward and aft cabins.
- Dorado ventilation with protection bar at forward deck. Inlets to forward toilet and forward cabin.

- 2 x Dorado ventilation with protection bar on the coach roof, each side of the sliding hatch entrance to the saloon. Inlets on each side of the saloon ceiling.
- All cabins are also ventilated through the deck hatches.
- 1 x fan in galley and 1 x fan in aft cabin.

Entertainment:

- Radio FM/AM, Fusion RA70N with loudspeakers in saloon and remote control from mobiles (2016).

Interior Lighting:

- All interior lighting with LED or fluorescent bulbs.

Navigation Lights:

- All navigation lights with LED.
- Navigation lights forward at the pulpit and aft at the radar pole on the transom.
- Steaming light at lower spreaders on the mast.
- Tricolour light at the top of the mast.
- Anchor light at the top of the mast.

Deck Lighting

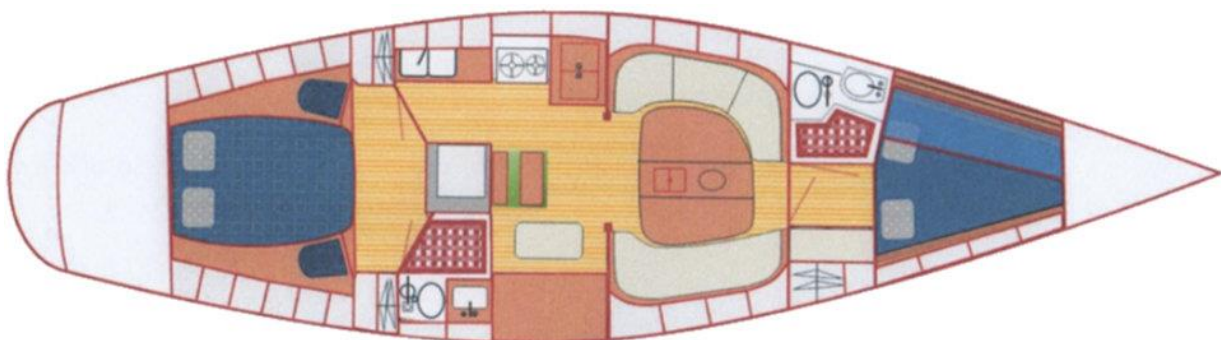
- Foredeck lighting from the mast.
- Cockpit lighting from the radar pole .

ACCOMMODATION

Summary of Accommodation:

- 5 x berths in 2 cabins + an extra berth in the saloon with additional cushion.
- Saloon with sofas to both sides and a fixed table in the middle with fold-down flaps.
- Galley to port side and navigation area to starboard side.
- Forward and aft cabins with toilets.
- The interior is made of selected teak, well-made classic carpentry work, all varnished to a satin finish.
- Ceiling (*overhead panels*) dressed with off white synthetic leather.
- Varnished light brown floor with light slats forming a deck pattern.
- Upholstery in the saloon in light champagne color (2017).
- Windows in the coamings and deck hatches bring a lot of light to the interior.

Internal Layout:



Description of layout from forwards:

Forward Cabin:

- Double berth in the front with a single upper berth to port side. New marine blue Sunbrella upholstery (2023).
- Lockers for small items up against the deck along starboard side.
- Large openable deck hatch above the double berth. Blackout blind underneath the hatch.
- On deck can a cover be mounted to enable an open hatch protected from sun/ rain.
- Aft of the berth is a wardrobe to starboard side with a small seat in front and to port side is a toilet. These areas are a part of the forward cabin and from here is a door to the saloon.

Forward Toilet/ Shower:

- To port side as part of the forward cabin is a toilet.
- Manual WC of the very well-known brand 'Blake', with flushing to holding tank.
- Hand wash basin with shower tap and shower outlet in the floor to the grey water tank.

Saloon:

- Rounded sofa on both sides in the saloon. Fixed table in the middle has fold-down flaps on both sides.
- Cupboards on the sides that follow the roundness of the sofas. Cupboard doors with recessed glass and built-in bookshelf.
- Matching reading lamps in marine design, Cabin frigast Denmark, gives a cozy and marine feeling in the salon.
- Ships clock and barometer, PILOT MARINE (*barometer defect*).
- The boatyard has put a lot of effort into the design and detailed carpentry.
- A extra support can be added to port sofa and together with an extra cushion form an additional berth.
- 2 x openable deck hatches in the forward part of the ceiling and windows in the coaming sides
- Headroom in the saloon 1.94m.

Galley:

- Galley to port side.
- Galley bench with a top loaded fridge box in the forward part, 2-burner gas stove and oven in the middle and the sink with mixer tap at the aft part.
- Outlet from sink to grey water tank.
- Built-in refrigerator on the opposite side of the stove.
- Cupboards, shelves and drawers with the same fine finish as in the saloon.
- 2 x windows in the coaming and 1 x openable deck hatch above the galley bench.
- Headroom in front of the stove 1.88m.

Navigation Area:

- Navigation table with a seat to starboard side, facing the hull side.
- Stowage space in the navigation seat.
- Shelves and drawers and plenty of space for electronics and navigation equipment and the main switchboard.
- 1 x window in the coaming above the table.
- At the navigation area, in the middle of the boat, is the stairs to the forward companionway. The stairs can be folded up against the ceiling to be able to open up to the engine room.

Aft Cabin:

- Double berth in the middle with a 15 cm thick pocket spring mattress (2015).

- Cupboards on both sides with smaller storage compartments underneath that have sliding hatches.
- A seat on each side at the foot of the berth.
- Wardrobes on each side.
- At the foot of the bed the aft companionway leads up to the cockpit.
- Windows in the coaming each side and portlights from the cockpit above the berth.

Aft Toilet

- To starboard side as part of the aft cabin is a toilet.
- Manual WC of the very well-known brand 'Blake', with flushing to holding tank or directly over board.
- Hand wash basin with mixer tap and outlet to the grey water tank.
- Cupboard and shelf.
- Window in the coaming and openable deck hatch.

COCKPIT

- Aft cockpit with a small aft deck.
- A centered pedestal with one steering wheel. Space for compass and instruments.
- Engine control at the pedestal and engine control panel on the starboard side by the steering wheel.
- In front of the pedestal a folding cockpit table in varnished teak.
- Teak covered seat on both sides in front of the steering wheel.
- Teak on the floor.
- 3 x winches on each side at the coaming.
- 6 x hatches in the sides of the coaming for stowage spaces.
- A large hatch in the aft deck for large stowage space.
- Companionway at the front part of the cockpit down to the aft cabin.
- A large sprayhood protects the cockpit and aft companionway.

DECK EQUIPMENT

Rig:

- Keel-stepped aluminium mast. Masthead cutter rig with two pairs of spreaders and running backstays.
- Standing rig has been changed to Dyform 10mm and 12mm (2017).
- Rigging screw protections in aluminium.
- The rig has been professionally checked with no complaints (2023).
- Main sail track, Harken system A, 22mm. with ball-bearing travelers (2014).
- Winch at mast for stay sail halyard, Lewmar 40.
- Headstay with manual furling system, Harken Unit 2, operated from the cockpit. New bearing balls (2023).
- Cutter stay with manual furling system, Furlex 200S, operated from the cockpit.
- Backstay with hydraulic adjuster, Navtec series 7 (refurbished 2014).
- Running backstays, Dynema 8mm with tension lines, Toplicht High Performance Dynema 10mm.
- Aluminium boom with single line reefing system, operated from the cockpit and German style main sheeting system with winch at the helm.
- Rodkicker, John Mast 6000, gas spring 3000N, operated from the cockpit (2014).
- Boom brake, Walder 403 (2013).
- Spinnaker boom in aluminium and spinnaker boom track at mast, Harken system A, 22mm (2014).

- All halyards, control lines and reefing lines operates from cockpit (Except stay sail halyard).
- All halyards and sheets in 12mm Dynema (2017).
- Control lines in 10 mm Dynema.

Winches:

- 2 x Lewmar 56, hydraulic winches.
- 2 x Lewmar 52, manual winches.
- 2 x Lewmar 46, electrical winches.
- 2 x Lewmar 40, manual winches.
- 1 x Lewmar 40, manual winch at mast for stay sail halyard.

Sails:

- Fully battened main sail, Tri-radial Hydranet Spectra, 44 sqm, UK Sailmakers (2013).
- Lazy jack system for main sail, operated from cockpit (2015).
- Jib, Tri-radial Hydranet Spectra with 3 x vertical battens, 45 sqm, UK Sailmakers (2013).
- Stay sail, Crosscut Dacron, 24 sqm. Refurbished with new sun protection (2019).
- Cruising Code Zero, Tri-radial AWA Endumax, 100 sqm, UK Sailmakers (2018).
- Furling system for Code Zero, Seldén top down CX25, operated from cockpit (2018).
- Spinnaker, 130 sqm, Gransegel, with dousing sock.

General:

- Main sheet track, Lewmar NTR T-track size 2 (2014).
- Different sheeting tracks on deck and coach roof for head sails.
- Stainless-steel pulpit, pushpit, stanchions and lifelines.
- Bath and rescue ladder on the transom.
- Bow ladder, Multimarine 2+1 step (2023).
- Stainless-steel davits on the transom, Båtsystem DV32 (2020).
- Outboard crane mounted at pushpit on starboard side (2017).
- Radar pole for different antennas on aft deck on starboard side (2017).
- The glass in all windows replaced with 6mm acrylic (2022).
- All deck hatches are Lewmar Ocean series. The acrylic glass and sealing strips have been replaced (2015).
- Railing strip in aluminium.

Anchoring & Mooring Equipment:

- Hydraulic windlass at the foredeck, Lewmar 2000, operated by Lewmar wireless 3 button control or from an up/ down button in cockpit. (*new hydraulic motor 2014 and new bearings and seals* (2024)).
- Stainless-steel 10 mm anchor bow roller with 2 Delrin rollers.
- Anchor chain 8mm, approx. 80 m, Ketten-Wälder Cromox A4 (2017).
- Anchor, Spade S160, 35 kg (2023).
- Braided stern mooring line, 12mm, on drum for mooring stern to shore in tight spots. Approx. 100 m (2022).
- 4 x mooring cleats + 2 spring cleats on each side The spring cleats are adjustable on a rail.
- 15 m snubber line, 16 mm, Liros Handy elastic with Mantus M2 chain hook (2023).
- Mantus anchor swivel S2 (2023).
- The anchoring equipment is dimensioned for a safe working load of 20kN and with a breaking load of 60kN.
- 4 x tube fenders and 2 x ball fenders, Polyform A3 heavy duty fenders.
- 2 x boat hook.

Covers:

- Sprayhood for the companionway to the saloon (2012).
- Sprayhood for the aft companionway (2016).
- Bimini for the cockpit (2017).
- Removable Sun/ Rain protection for the forward cabin hatch.
- Removable Sun protection connecting to bimini and going forward to the mast.
- Main sail cover.

Tender & Outboard:

- Dinghy, AB Lammina 9 UL Hypalon with aluminium bottom, 4 x persons. Approved for up to 8 hp motor (2020).
- Electric and manual dinghy pump.
- Sun protection for the dinghy, Sunbrella Fabric Dinghy Chap.
- Outboard motor, Yamaha F6, four stroke motor, 6 hp (2017).

SAFETY EQUIPMENT

- Life Raft, Viking Rescue Pro 6 persons, in fiberglass container with ISO-Pack 2, Type E, regularly serviced according to Viking's specification. **Service valid until 2028.**
- Life Raft placed on the coach roof in front of the companionway to the saloon.
- EPIRB, ACR GlobalFix V4, registered at NOAA. Battery expires 2029.
- 6 x life vest, Viking Rescue Conquest. Fitted with lifting strap, whistle, sprayhood, light, crotch strap and stainless-steel D-ring for attachment of safety line and transponder. Life vests regularly serviced.
- Each life vest fitted with Rescue ME MOB1 AIS/DSC Personal Locator Beacon. Triggers alarm at the helm on the MFD and shows position of the casualty at the chart as a MOB mark (batteries expires June 2025)
- 5 x life lines with 3 carabiners and 2 x life lines with 2 carabiners.
- Jack lines on the deck each side, Wichard LYF' Safe and Wichard padeyes in cockpit and on deck.
- MOB recovery, JON BUOY, with built in Kannad R10 AIS/DSC Personal Locator Beacon, regularly serviced acc. to specification. The position of the JON BUOY is seen as a MOB marker on the MFD chart. **(next service 2026).**
- MOB recovery, Baltic Swedebouy, with 30m line and water activated light.
- MOB recovery line, Hansa line, 23m.
- The VHF system provides DSC distress call from each handset.
- Loud hailer, Simrad LSH80SP, at mast below lower spreader and operated from cockpit (2017).
- Passive radar reflector, Echomax 230, at mast above the upper spreader (2017) ARC requirement.
- Emergency knife at helm and at rod kicker.
- Grinder, DeWalt 18V Li-ION, for emergency cutting of wires.

Fire-Fighting Equipment:

- 3 x MAUS Xtin Klein, fire extinguisher. One in forward cabin and one in aft cabin and one in cockpit locker. Extinguishing effect equal to a 2kg powder extinguisher but with no residuals (5 years warranty) (2023).
- 1 x fire blanket at saloon companionway (2019).

BERTHON

INTERNATIONAL YACHT BROKERS

Berthon Sales Group HQ

Bath Road
Lymington
Hampshire
SO41 3YL
England

+44 (0)1590 679 222
brokers@berthon.co.uk
berthoninternational.com

On-site at Berthon Boatyard & Marina

+44 (0)1590 673 312
enquiries@berthon.co.uk
berthon.co.uk

Berthon Scandinavia

Ängsvägen 12
473 33
Henån
Sweden

+46 304 694 000
brokers@berthonscandinavia.se
berthonscandinavia.com

Berthon Spain (Head Office)

Calle Muelle Viejo - Nave STP
Local 1ºA
07012
Palma de Mallorca
Spain

+34 971 239 698
office@berthonspain.com
berthonspain.com

Berthon Spain (Workshop & Boat Storage)

Carrer de Can Rius 14
Local 1 07610
Palma de Mallorca
Spain

+34 971 415 441
services@berthonspain.com
berthonspain.com

Berthon Spain (Yacht Sales)

Edificio Reina Constanza
Calle Porto Pi 8 - 8B
07015
Palma de Mallorca
Spain

+34 871 044 659
brokers@berthonspain.com
berthoninternational.com

Berthon USA

40 Mary Street
Newport
Rhode Island
02840
USA

+1 401 846 8404
sales@berthonusa.com
berthonusa.com

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