

1 Beautiful and fast

Classic Swedish Yachts are made to be beautiful and to sail fast. You do not need to order the crew on the rail to speed up the yacht. They offer maximum performance with a small crew and are easily single-handed. Sail handling is simple with only four sails for excellent performance. The beauty of the classic sleek lines gives a very high head-turning quotient and the high quality of the workmanship makes you and others happy enjoying life.

Loa.....	12.45 m.....	40.8 feet
Lwl.....	9.70 m.....	31.8 feet
Beam.....	2.50 m.....	8.2 feet
Draft app.....	1.80 m.....	5.9 feet
Weight keel.....	1,900 kilo.....	4,188 lbs
Displacemen.....	3.7 ton.....	8,155 lbs

2 A sleek yacht

Classic Swedish Yachts are sleek vessels with long water lines. For a given displacement, a long slender hull permits higher cruising speed and offers more comfortable movements at sea. But above all, it delivers a vast amount of enjoyable handling performance. To any eye the combination of aesthetic and practicality is beautiful.

A long and sleek hull is safer to handle than a beamy one because it retains effective steerage at higher degrees of heeling. On a sleek yacht, the rudder keeps its grip in the water also at strong inclination, whereas a beamy yacht lifts the rudder out of the water, creating conditions ripe for a broach. This is a question of safety that is seldom discussed.

3 Hull Construction

In order to attain the highest possible quality of the basic construction of the yacht the hull, bulkheads and deck is a vacuum bagged sandwich construction. This is to avoid any air inclusions and to attain highest possible shear resistance. Only high quality uni-directional and bi-axial glass, oriented in the direction of the calculated stress factors, is used. The core is a 20 mm expanded PVC with densities of 80 – 200. Vinylester is used as resin. The hull is further stiffened by longitudinal stringers that are laminated to the bulkheads and transversals to form an integrated unit. This ultra light construction is very stiff and strong which is part of the core virtues that enhance the sailing capabilities and the ability to withstand structural stress.

4 Integrated construction

The main bulkhead, the mast step, the reinforcements of the keel, the longitudinal stringers and the chain-plates are laminated to form one integrated construction, yielding a hull with exceptional stiffness and durability while retaining a low weight structure – essential for the safety and for the sailing capabilities,

5 Stainless Steel Keel Cassette

An acid proof stainless steel cassette is mounted between the bulb-keel and the keelson by acid proof stainless steel keel bolts. The cassette holds a water tank with a capacity of about 150 litres (about 40 U.S. gallons). The weight of 150 kilos (330 lb) of water low in the boat makes the yachts stiffer. Being low in the boat it keeps the water cooler and fresher tasting. This arrangement also increases storage capacity inside the yacht.

6 Bulb-keel

The bulb-keel is designed by Ridder and cast of lead with 2 % antimony. A bulb-keel lowers the centre of gravity and keeps the draft moderate, thus extending accessible sailing areas. It also allows Swede 41 to carry a greater sail area compared to a traditional keel layout.

7 Electric motor

Always ready for immediate use without the diesel smell, this silent motor has propulsion of about 90 kp, comparable to a marine diesel engine of 9 hp. The range under power at economy speed is over 20 nautical miles with batteries of 440 amp/h. Recharging batteries from zero takes 10 hours with shore power or a small genset. Recharging with propeller at 7 knots under sail adds 15 – 20 amp/h to the batteries.

In addition to offering prompt action, two seconds to full propulsion, and silence, the electric engine is very small and takes no space from the inside or from the cockpit floor. If preferred, a small marine diesel is a factory-installed option.

8 Cockpits

Deep and roomy, the cockpit keeps winches at good working level and all halyards, reefing lines, and trim lines are within comfortable reach. The helmsman's seat has three levels of adjustment to suit individual needs. The two upper level positions of the seat offer the helmsman clear sight over the whole deck while seated. Watertight bulkheads in front and aft of the cockpit. An automatic bilge-pump keeps the cockpit dry.

Cockpit coamings of more than three feet above cockpit sole level provide comfortable support for the crew and give excellent protection. Soft backrests coated with leather increases the comfort.

9 Sails

Sailing this high performance yacht is simple and comfortable. The Swede 41 is designed to provide optimum sailing experience without needing a complex array of sails. The sail area is calculated to maximize performance with main and jib only, a big genoa jib is not required.

To optimize performance we suggest four sails: a full-battened main; 110% or self-tacking working jib; a gennaker (asymmetrical spinnaker) and a Code-0. We recommend light, high quality sails as 3DL™ from North Sails or Tape Drive™ from UK Halsey Sailmakers. The main and the furling jib are always ready to be set without delay and the gennaker is ready in its sleeve under the fore deck hatch, and so is the furling Code-0.

Main app.	38 sqm.....	407 sqft
ST jib app.	22 sqm.....	236 sqft
Jib 110% app.	25 sqm.....	268 sqft
Gennaker app.	98 sqm.....	1050 sqft
Code-0	66 sqm.....	707 sqft

10 Carbon fibre mast

The carbon fibre mast with two pairs of 25°m backswept spreaders is mounted on the front part of the cabin roof. The main bulkhead, a reinforced sandwich construction, absorbs the compression force of the mast. Rod Rigging is specified for maximum stiffness. A carbon mast is light, stiff and strong and 35-40 kilo lighter than a conventional aluminium mast.

A lighter mast makes the yacht stiffer and faster and reduces pitching at sea. The swept spreaders make running backstays unnecessary. The absence of running backstays makes the sailing simpler and comfortable.

11 Furling jib

The jib furler drum is hidden under deck and the control line is led in a tube under deck to the cockpit. The deck is kept clean and there are no extra lines. An elegant water resistant fitting is the only visible part of the furling on deck - no ugly furling cylinder is visible.

This arrangement is elegant and makes it safe, easy and convenient to set or/and furl the jib from the cockpit. A self-tacking jib can be arranged.

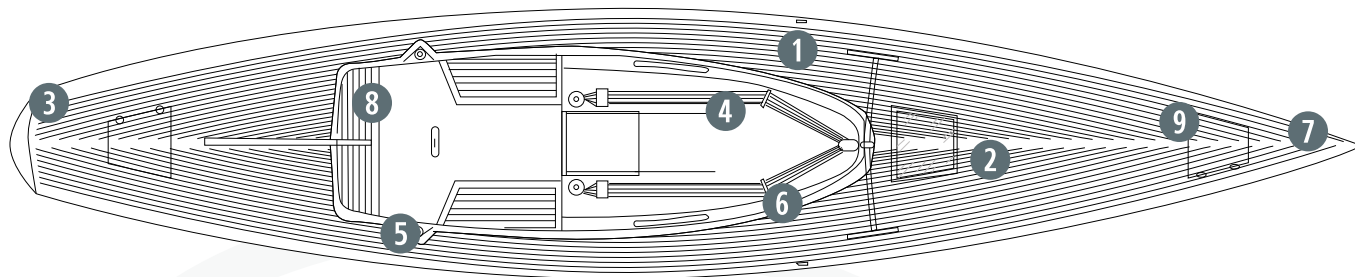
12 Setting sails

Setting sails is a simple operation as the main and jib always are laced and ready. The gennaker or Code-0 is ready to be set from the foredeck sail locker. There are no heavy sails to drag on deck. There are no headsails to be folded and stowed at sea and folding the full-battened main is simple with the lazy-jacks.

This simplicity encourages you go out more often. We have eliminated the obstacles to short fun trips. You have more time to take delight in the experience of sailing a Classic Swedish Yacht.

13 Balanced rudder

The rudder is balanced with self-adjusting bearings. The rudderpost is salt water resistant aluminium (AlMgSi1) for lightweight strength. The balanced rudder is one of the core virtues that contribute to the eminent sailing capabilities of the Swede 41. The self-adjusting bearings keep resistance low even with high stress loads. The sensitivity of the helm stays high.



1 Vacuum-bagged wooden deck

The sandwich deck is covered with laths of Oregon pine with king plank, covering boards and features of mahogany. The laths are glued to the sandwich deck under vacuum pressure. An even vacuum pressure during the epoxy curing eliminates any air inclusions and creates a strong deck. With this method about 2000 screw holes are avoided in the deck and this makes the deck beautiful, waterproof and long lasting.

We build a dry boat that will last longer, have low maintenance costs and a lasting value. A deck, lovely to look at and secure under foot.

2 Coating

All external wood (except teak) is treated against UV-radiation and mould. The finish coating is guaranteed to last at least for 10 years of normal wear and tear. The value of the yacht is preserved with an unmatched conserved beauty without high maintenance costs. Just wash the deck with fresh water and you will have a deck lasting for many years.

3 Pop-up deck fittings

Pop-up cleats, chocks and a pop-up bow light leave the deck clean. The deck gives an elegant look, is easy to work on and tripping accidents, stubbed toes and snagged lines are things of the past.

4 Coach roof and cockpit coamings

The coach roof, cockpit coamings and benches are of mahogany. The inside of the coamings are covered with upholstered artificial leather. The helmsman and the crew are comfortably seated in the large, deep and well designed cockpit.

5 Winches

Andersen self-tailing stainless steel STFS winches are elegant, easy to work, and require low maintenance. The two main winches for the sheets are Andersen 40 ST FS and there are two 18 ST FS for the halyards and trim lines. The port main winch is electrically powered. Just lead the main halyard to that winch and push the button and the main is hoisted – very smart when sailing single-handed.

6 Blocks and organizers

All blocks and line organisers are from top-quality manufacturers, which means low drag. The lines run easily and require less work, which makes sailing more fun. The ratchet cheek blocks for the gennaker sheets make handling safe and easy. 12 Easylock rope clutches.

7 Self-tacking jib

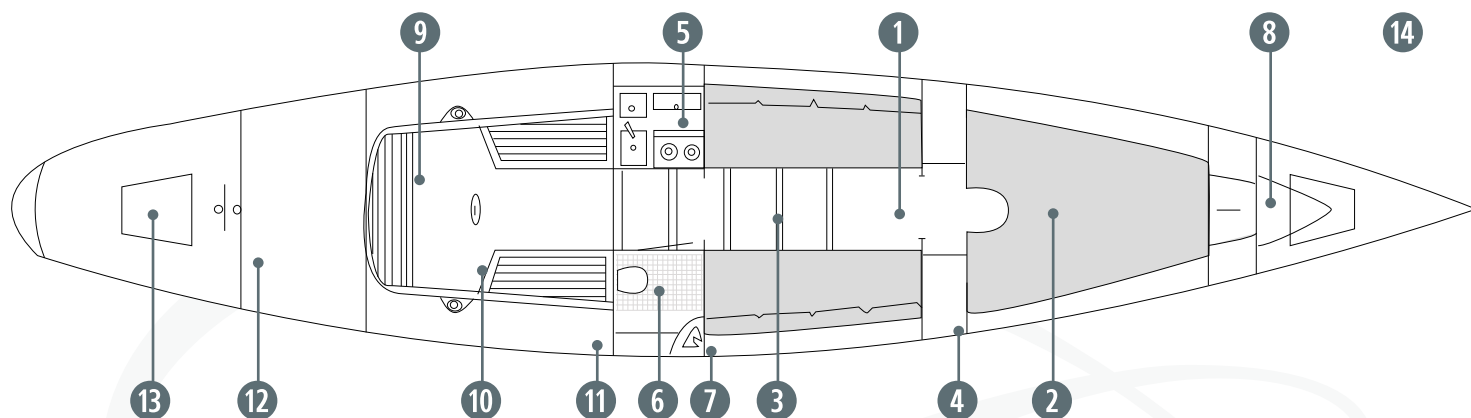
A self-tacking jib can be offered. It makes sailing more comfortable, especially when sailing single-handed in narrow waters. You do not need to sheet the jib at every tack. Full concentration can be devoted to the navigation of the yacht and sailing perfect tell tails.

8 All handling of sails from cockpit

All halyards, reefing and trim-lines are extended to the cockpit. Main and jib can quickly be reefed by one person. No crew must leave the cockpit. The sails are set, reefed, trimmed, and furled from the cockpit - safe, easy and efficient. Only certain actions, e.g. folding the main (kept under control with the lazy-jacks) or part of the work when setting the gennaker have to be made on deck.

9 Sail locker

There is a locker for the extra sails under the foredeck. Just open the hatch attach the halyard and the sheets and the gennaker (or spinnaker) in its sleeve or the furling Code-0 is ready to be set directly from the locker. The deck is kept free from extra sails and there are no need dragging around with big sail-bags at sea.



1 Arrangement

The Swede 41 is designed to be a day-sailor or a weekender with beauty, quality and sailing capabilities as prime attributes. She sleeps two to four persons, has a good galley with fridge and a vacuum toilette. Wooden interior of varnished mahogany of highest Scandinavian quality. High quality lasts longer and increases the wellbeing and the enduring value of the yacht.

2 Owners cabin

The owners cabin is arranged forward of the main bulkhead. Hanging lockers, drawers and shelves adds to the comfort. The double bed is part of the unique ventilation system. The humid air is ventilated from the bed and cabin through the comfortable spiral spring mattress. The ventilated mattress always keeps the bed dry and no humid bedclothes need to be dried. When the weather is chilly you will have a dry and electrically heated bunk. Just push a button half an hour before bedtime.

3 Interior wood and fabrics

High quality lasts longer and creates a cheerful atmosphere. The joinery, all solid mahogany or chosen good veneer over sandwich constructions, is varnished in many layers with clear or satin surface. The nicely formed upholstered sofas in the main cabin are covered with durable and elegant fabrics in colour of choice from the well-known high quality manufacturer Marks Pelé Våvare in Sweden or equivalent quality of your choice.

4 Lighting

12 volt marine standard system. Four batteries of totally 440 a/h. Shore power with battery charger and 230/110 volts outlet. 12 spotlights with dimmers are mounted on the overhead in the cabins. Six LED reading lamps are mounted in the main and the owners cabin and there are lamps in the galley, at the navigation table and in the toilet.

This arrangement offers a good reading and general lighting and a nice gleam whenever you feel like it.

5 Galley

The galley has all that is needed: two burner gimbaled stove (alcohol or propane at buyers choice), stainless steel sink, drawers and stowage for vegetables, groceries, pottery, cutlery etc. The water-cooled energy saving refrigerating unit of about 100 litres is installed under the port bench in the cockpit within comfortable reach from the galley.

6 Head

We suggest an environmentally friendly water efficient vacuum toilet. No pumping, just push the button. Emptying the holding tank is a simple operation. The toilet is hidden under the navigation table. A few simple manipulations and you have a separate toilette cabin.

7 Navigation table

The navigation table to starboard doubles as a practical extra surface opposite the galley. The distribution box, electrical "tank meter", radio, and other optional instruments are mounted behind the navigation table.

8 Sail locker

A self-bailing roomy sail-locker is located below a lockable hatch on the fore deck. This is the place for the gennaker in its sleeve – just open the hatch, attach the halyard and sheets and hoist the sail. There is also room for a furling Code-0, also always ready to be set.

Aft of the sail locker there is a waterproof safety bulkhead. The yacht floats even if the whole bow is crashed.

9 Helmsman's seat

An elegant seat for the helmsman is made of laths of Oregon pine and mahogany. The seat can be adjusted to three levels to suit the helmsman. The helmsman has from his seated position clear free sight lines over the deck for full control.

10 Cockpit benches

In the two longitudinal benches in the front part of the cockpit batteries, fridge, waste tank and other installations are to be found. Below deck and behind the backrest of the benches is plenty of stowage for boat hook, fenders, safety jackets etc.

11 Boxes for halyards

A clean cockpit floor is essential. Therefore ventilated stowage for halyards, reefing lines and trim lines is arranged. By this arrangement the cockpit sole can always be kept free from all these lines that are so frequently lying around waiting to trip the crew.

12 Roomy stowage aft of cockpit

A roomy stowage locker is arranged aft of the cockpit for foul weather gear, extra cushions and all other space demanding things (why not the dog?).

13 After-deck stowage

Beneath the after-deck there is more stowage accessible via a lockable hatch. This stowage is useful for anchors, fenders, buckets etc.

In front of this locker there is a waterproof safety bulkhead. If the stern is crashed or the rudderpost should be damaged and starting leaking - the yacht still floats.

14 Notes

Please note that we build only to order. Every single yacht is built especially for each separate client. Therefore we are open to discuss any adjustment to the above specification or any extra equipment to suit the wishes of the buyer.