

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 sleek lines gives a very high head-turning quotient, and the high quality of the workmanship makes you and others happy enjoying life.

Loa.....	16.00 m	.....	52.5 feet
Lwl.....	12.00 m	.....	39.4 feet
Beam.....	3.00 m	.....	9.9 feet
Draft app.....	2.20 m	.....	7.2 feet
Weight keel.....	4,100 kilo	.....	9,036 lbs
Displacement app.....	7.550 kilo	.....	16,640 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 than a beamy one because it retains effective steering 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 with only one rudder tends to lift 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 strength and stiffness 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 – 25 mm expanded PVC with densities of 80 – 200. Vinylester is used as resin. The hull is further stiffened by longitudinal stringers built up mainly with uni-directional glass.

As a result, this ultra light construction is very stiff and strong which is one of the core virtues that enhance the sailing capabilities and the ability to withstand high structural stress.

4 Integrated construction

The main bulkhead, the mast step, the reinforcements of the keel area, the longitudinal stringers and the chain-plates are laminated to form one integrated construction, yielding a hull with exceptional stiffness and durability. The hull gets the optimum load resistance and stiffness while retaining a low weight structure.

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 fresh water tank with a capacity of about 200 litres (about 53 U.S. gallons). The weight of 200 kilos (440 pounds) 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, cast of lead with 2 % antimony, is mounted below the steel cassette. Designed by Ridder, it lowers the centre of gravity of the keel and keeps the draft moderate. The bulb-keel extends accessible sailing areas, and also allows the Swede 52 to carry a greater sail area compared to a traditional keel layout.

7 Diesel engine

Fresh water-cooled light weight Lombardini 1003 SD marine diesel engine of 30 hp with sail-drive (SD). Other marine diesel engines with SD can be mounted. App. 100 litre (US gallon 26) stainless steel fuel tank. Folding propeller. Comfortable cruising speed under power is around 7 knots. The engine room is totally separated from the rest of the yacht. No fluids not wanted in the keelson can enter the yacht from the engine room. The engine can be inspected and served via a large hatch in the cockpit floor. Excellent sound isolation.

8 Sails

Sailing this high performance yacht is simple and comfortable. The Swede 52 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 genoa is not required.

To optimize performance we suggest four sails: a full-battened main; a 110% working (or self-tacking) jib; a gennaker (asymmetrical spinnaker) and a Code-0 type sail for light air sailing. We recommend light, high quality sails from North Sails or UK Halsey Sail makers. The main and the 110% or self-tacking 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.	62 sqm.....	665 sqft
ST jib	40 sqm.....	429 sqft
Jib 110%	43 sqm.....	461 sqft
Gennaker	185 sqm.....	1.983 sqft
Jibtop	98 sqm.....	1.010 sqft

9 Carbon fibre mast

Fractional rig with tapered carbon fibre mast and two 25 degrees backswept spreaders. Solid boom vang. Rod Rigging is specified instead of wire to support the mast for maximum stiffness. A carbon mast is light, stiff and strong, and app. 80 kilo (176 pounds) 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 at cruising in normal weather conditions. The absence of running backstays makes the sailing comfortable.

10 Furling jib

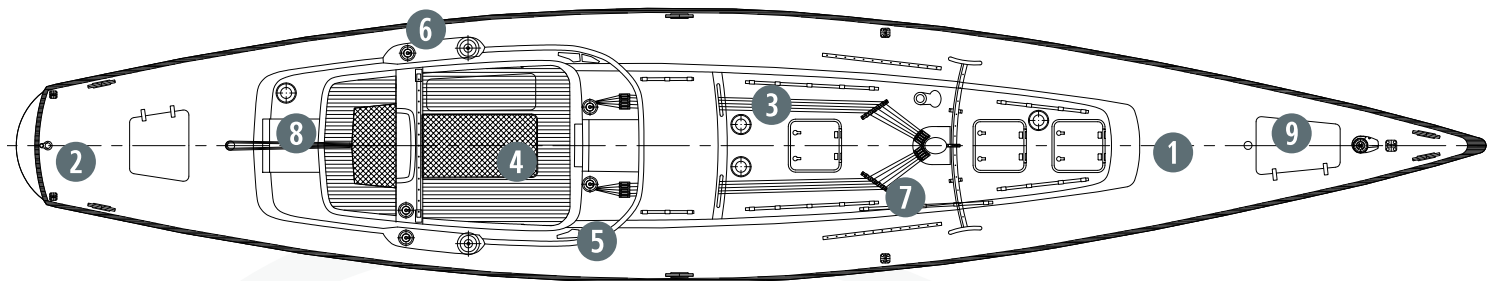
The jib furler drum is hidden under deck and the control line is led in a tube under deck to the cockpit. The deck is kept clean from extra lines. An elegant stainless water resistant fitting is the only visible fitting on foredeck, no ugly furling cylinder is visible. This arrangement is elegant and makes it safe, easy and convenient to set or/and furl the jib from the cockpit. A self tacking jib can be arranged.

11 Setting sails

Setting sails is a simple operation. The main and jib are always laced and ready. The gennaker in its sleeve or the furling Code 0 is ready to be set directly from the fore-deck sail locker. There are no heavy sails to drag on deck. There are no headsails to be folded and stowed when sailing. Folding the full-battened main is simple with the lazy-jacks. This simplicity encourages you go out sailing 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.

12 Balanced rudder

The rudder is balanced with self-adjusting bearings. The rudder-post is salt water resistant aluminium (AlMgSi1) for light weight strength. The balanced rudder is one of the core virtues that contribute to the eminent sailing capabilities of the Swede 52. The self adjusting bearings keep resistance low even with high stress loads on the rudder. Sensitivity of the helm stays high. Wear caused by uneven load is eliminated. The working life of the installation is increased. Tiller or steering wheel at buyer's option.



1 Vacuum-bagged wooden deck

The sandwich deck is covered with laths of teak with covering boards, foot rail and features of mahogany. Instead of fastening the laths with screws 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 waterproof and durable deck. A deck lovely to look at and secure under foot.

2 Coating

All external mahogany is treated with about 20-25 layers of epoxy and varnish. The value of the yacht is preserved with an unmatched conserved beauty.

3 Deckhouse

In harmony with the classic style the deckhouse and cockpit are covered with mahogany and teak. Three skylights and transparent sliding hatch above the main companionway. 12 windows with specially designed stainless steel frames and double glass to avoid mist.

4 Cockpits

The safe, deep, and self-bailing cockpit has traditional design with all visible surfaces dressed with teak or mahogany. The cockpit offers comfortable and safe working area and seating for the crew. Even in tough sea conditions the cockpit remains surprisingly dry. Deep and roomy, the cockpit keeps winches at good working level and all halyards, reefing lines, and trim lines are within comfortable reach. Folding table in the cockpit. Below the port bench is very roomy stowage for all those extra things you need for comfortable cruising.

5 Boxes for halyards

Stowage for halyards, reefing lines and trim lines is arranged for in the cockpit coamings close to the winches. 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.

6 Winches

Andersen self-tailing stainless steel winches are elegant, easy to work, and require low maintenance. The four main winches are Andersen 46 ST FS of which the front port one is electrically powered - just lead the main halyard to that winch, push the button and the main is hoisted. Two Andersen 28 ST FS for the halyards, reefing and trimming lines. All the four bigger winches can be electrically powered.

7 Blocks and organisers

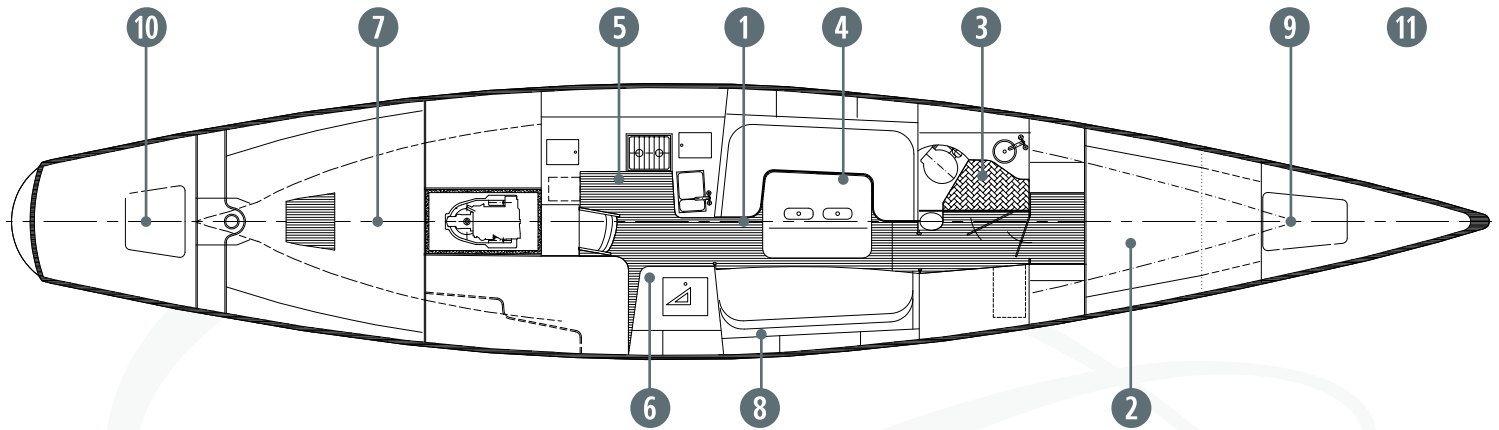
All blocks and line organisers are from top quality manufacturers, blocks of high quality offer low drag. The lines run easily and require less work, which makes sailing more fun. The ratchet cheek blocks for the gennaker sheets make handling safe and easy. 12 Easylock rope clutches.

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. Only certain actions, e.g. folding the main (kept under control with the lazy-jacks) or part of the work when setting the gennaker/Code 0 have to be made with one man on fore 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 and the furling Code-0 are ready to be set directly from the locker. The deck is kept free from extra sails and there are no need dragging around big sail-bags.



1 Arrangement

The Swede 52 offers the owner berths for seven persons in three separate compartments, a roomy galley and shower cabin. Varnished mahogany joinery is of highest Scandinavian standard, all of solid wood or good veneer over sandwich or marine plywood. Durable and elegant fabrics in colour and structure of buyer's choice from the best quality manufacturers.

High quality lasts longer and increases the wellbeing and the enduring value of the yacht.

2 Owners cabin

The owners cabin is arranged aft of the sail locker and 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 Shower cabin

Aft of the Owners Cabin on the port side elegant shower room with toilette, washbasin, and cupboards. Stainless steel waste tank. To starboard hanging locker, shelves and drawers.

4 Main cabin

Roomy main cabin with U-shaped sofa to port and a berth settee to starboard, also serving as full sized berths. Shelves and cupboards along the sides of the cabin. Stowage under the seats. Elegant folding table for six/seven persons.

5 Galley

The U-formed spacious galley has all that is needed: twin-burner gimbaled gas cooker with oven, fridge, double basin stainless steel sink, drawers and stowage for vegetables, groceries, table wares, cutlery etc. The water-cooled energy saving refrigerating unit is from Isotherm. Pressure water system for the galley and the shower room.

6 Navigation table and navigators quarter berth

To starboard opposite the galley navigation table, stowage for sea charts, wooden instrument panel on hinges for easy service access. Electrical master panel. Radio with CD-player. Instruments. Aft of navigator's area, navigator's quarter berth, which makes the best sea bunk on board.

7 Aft cabin

Aft cabin with two full length berths lockers and shelves – the favourite hangout and cabin for the children.

8 Electrical system

12 volt marine standard system with two separate charging circuits. Three batteries of totally over 300 a/h. Shore power with battery charger and 230/110 volts outlet.

Spotlights with dimmers are mounted on the overhead in the forward and main cabins. Nine LED reading lamps in the cabins and adequate lighting in the galley, at the navigation table and in the toilet.

9 Sail locker

A self-bailing roomy stowage locker for sails, fenders, etc. is arranged below a lockable hatch on the fore deck. The gennaker, ready to be set in its sleeve, is also located within this stowage area and so is the Code-0. The strong sandwich bulkhead aft of the sail locker is watertight. The yacht floats even if the bow is crushed – a matter of safety.

10 After-deck stowage

Under the after-deck there is a self-bailing stowage locker. Here is place for the propane bottle(s) and this stowage is useful for anchor, fenders, buckets etc. The strong sandwich bulkhead in front of this locker is watertight – a matter of safety if something happens to the rudderpost for example. These three lockers, sail locker below the fore-deck, to port in the cockpit and below after- deck are large enough to take care of these extra things that belong to comfortable cruising.

11 Note

Please note that we are a specialized boat yard building 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.