

Open 40 Fast Cruising Yacht

This French built yacht is a very fast cruising yacht. She was commissioned by her current owners who, after cruising with much heavier yachts, decided to have a yacht built that would make for quicker passage making and be able to run from bad weather.

They chose an Open 40 design. Construction features such as a crash box then a 3 cubic meter watertight compartment for sails and kit plus a similar watertight space at the stern of the yacht make her almost unsinkable.

This yacht has an evolutionary plan that gives the most pleasant sensation of a bar equivalent to the pleasure of going to the bar of a derivateur lege (light dinghy), and allows speeds up to 12/13 knts at the crossroads

Accommodation:

A good feeling of space, the galley and nav station both being generous in size. Two double cabins, fore and aft. Additional berths in the saloon if needed. The yacht has plenty of natural light and ventilation.

Location: kudat sabah borneo	Year Launched: 1990 Registered: langkawi - malaysia
Designer: Etche Garay Oyer	Builder: Garay / Pichavan
Displacement: 5.5 tons	Ballast: 800 kg lead bulb (1.5 tons including fin)
Engine: Yanmar GM20 18hp	Keel: Winged bulb
Hull: triple diagonal laminate Deck: triple diagonal laminate	Fuel: 20 litres (GRP tank) Water: 200 litres (aluminium tank)
Steering: Tiller	Autopilots : Autohelm 4000 , and Simrad
Length: 12.59m Beam: 4.03m Draft: 2.30m	Engine hours: unrecorded Speed under power: 4 Propellor: 2 blade fixed

Galley:

Double stainless steel sink. Foot pumped fresh and salt water. Three burner gas stove and oven (2009). 70 liters fridge/freezer 12 volts (2019)

12 volts pressurized fresh water group, an exterior shower and an interior spray

Toilet: One. Manual.

Electrics & Batteries:

The yacht's AC system is 220VAC. AC outlets: 2 in galley, 1 at nav. station, 6 in saloon. Two 'PM' 300 watt inverters provide AC power when shorepower is disconnected. The yacht's DC system is 12VDC and provided by two deep cycle 6 volt batteries in series giving 240 amps and one engine starting battery (**2018**). DC charging from two 100 watt solar panels c/w controller and a Yanmar 55 amp alternator.

Charger de quai 40 amps/h

Electronics & Navigation:

- Autopilote Autohelm 400 tiller pilot plus Tacktick windvane
- Atopilote Simrad
- [Radio Ocean](#) RO1355 VHF radio
- Hand held VHF
- Furuno GP32 GPS
- HF receiver
- [STECA PR 1515](#) solar charge controller Uhlmann PR1515 (**2011**)
- 12v Stereo CD system wired to DC board

Mast/Rigging:

- 15m 4/5 fractionally rigged, keel stepped mast. Swept back, triple spreader rig.
- Two part mainsail halyard

Sail Inventory:

- 1 x mainsail (2019)
- 1 x genoa
- 1 x Solent jib (slab reefed and self tacking)
- 2 x spinnakers - 120 m2 and 80 m2
- 1 storm front sail

Deck Gear:

4 x Lewmar 40st winches. 2 x Lewmar 48 winches. Lewmar jammers. 2 x Contest compasses. Lewmar opening ports.

Safety Gear:

- 2 adult automatic lifejackets
- 1 child's automatic lifejacket
- various other lifejackets
- GME EPIRB (2009)
- Liferaft (2009) checked in 2018 in Labuan
- 1 x 2kg fire extinguisher
- 2 x 1kg fire extinguishers
- Manual bilge pump.

Dinghy:

Arimar 3.1m Softline inflatable (2011) with Tohatsu 5hp outboard (2009)

Covers and awnings:

Sunbrella cockpit awning and foredeck awning (2009) PVC mainsail

Mooring :

A Lewmar windlass

60 m of chain of 8m / m quality G80 (2018) plus 30 m additional

Two "Britany" type flat anchors of 25kg each plus one 20kg Rocna

25m / m nylon bullrope

Extras:

Engine and gearbox manuals plus digital copies.

Strong points :

Pleasant helm feeling, lively and evolving

Open cockpit overlooking a spacious rear beach "skirt" (3.5m wide)