

KIWI 40FC



Year: 2011

Current Price: SOLD USD

Hull Material: Glass epoxy resin infusion

The KIWI 40FC has a highly versatile deck layout and a cockpit arrangement which lends itself to both short-handed offshore racing and fully-crewed inshore events, a full crew being four to six persons. The KIWI 40FC is a very powerful racing yacht. With the maximum righting moment permitted within Class40 rules, maximum permitted beam of 4.5m, maximum allowed water ballast and a low centre of vertical gravity the KIWI 40FC is truly a racing yacht with plenty of horsepower. The construction method has afforded the KIWI 40FC excellent weight distribution and stiffness of structure which in turn creates lower inertia and faster acceleration properties. The KIWI 40FC develops the power and loads more normally seen on a 50ft canting keel yacht and has been equipped with the appropriate hardware. The performance of a 50 footer in a 40 footer – the KIWI 40FC is an exceptional yacht.

BROKERAGE NAME	Farr Yacht Sales
YEAR	2011

MODEL	BTBoats KIWI 40FC
BUILDER	Hakes Marine
DESIGNER	Farr Yacht Design
DESIGN # FYD	685
LOA	12.19m - 40.00ft
LWL	12.10m - 39.70ft
BEAM	4.50m - 14.75ft
DRAFT DEEP	3.00m - 9.84ft
DISPLACEMENT	4,500.00kg - 9,900.00lbs
BALLAST	2,300.00kg - 5,000.00lbs
HULL MATERIAL	Glass epoxy resin infusion
HULL BOTTOM	Epoxy primer suitable for antifouling application
RIG MATERIAL	Carbon Fibre
RIG TYPE	Masthead/Fractional
FYS BROKER	Ian Gordon
ENGINE HP	29HP
ENGINE MANUFACTURER	Yanmar
ENGINE MODEL	SD20 Sail Drive
FUEL	Diesel
KEEL	Fabricated Steel Fin
PROPELLER TYPE	Briski 2 Bladed Folding
STEERING	Single Tiller/Twin Rudder (Twin tiller design optional)
WATER TANK	Yes

Hull/Deck Construction Details

Both are built from high quality female moulds using the latest thermoformed foam core technology, and engineered E-glass fabrics. The shells are infused with specially formulated epoxy resin for an immaculate finish and very tough laminates. Once infused the shells are post cured over 70degC and under vacuum to attain maximum structural properties from all materials. The hull has higher density cores in the forward slamming zones, and weight saving core in the aft topsides, with an integral keel fin socket. The deck has additional reinforcing and high density inserts for all deck gear and high load fittings. Mast collar and deck toe rails are in composites. The cabin top has polycarbonate windows each side, twin companionways and a permanent dodger at the back for weather protection. All laminates are engineered by Pure Engineering NZ Ltd to comply in excess of ISAF Cat 0, and ISO 12215 standard.

Interior Layout

Sleeping is by way of four fixed berths, with locker stowage beneath and two additional hinging pipe cots, tackled and finished with netting at the aft end of the interior. Fixed lightweight chemical toilet is central forward of the mast. Aft of the mast is the water tight halyard tunnel, which is drained out through the transom, enabling all halyard control to be actioned from a single cockpit station between the companionway doors. Galley has a single gimbaling gas canister

stove, sink with hand pumped fresh water, with 40 litres of water stowage tanks secured back aft. All thru hull fittings are flush mounted Forespar Racing The nav station is central aft of the mast & can be easily accessed as it pivots to either port or starboard side and to suit, so all navigation work can be done from the weather side of the boat. An internally operated bilge pump is mounted ready to go.

OPTIONS:

RM69 flushing marine toilet with holding tank.

Saltwater foot pump at galley.

Electric fresh water pump.

Automatic 500GPH electric bilge pump

Electrical System

2 x 105amp hour house batteries, 1 x 600CCA engine start battery. Three battery switches; house, engine and emergency parallel. A voltage sensitive relay (VSR) built into the charging system ensures batteries are charged efficiently. A 12 way switch panel with battery charge indicator. Six LED interior lights with additional red and white touch sensitive light at the galley station. Reserve navigation lights are attached to the bow and stern rails in accordance with ISAF regulations. All wiring is millspec wiring.

Deck Gear

Jib clew control system utilises flying fairlead rings with control lines as opposed to tracks and cars to minimise weight and maximise control.

- - Jib sheet custom fairlead
 - Jib sheet pad eyes adjustment system
 - Mainsheet blocks / Traveller / Cunningham blocks / Outhaul blocks.
 - Mainsheet track purchases blocks
 - Gennaker tack line / and gennaker sheeting blocks
 - Vang blocks
 - 6 x 6mm jack stay padeyes
 - CLUTCHES (Final list of clutches to be confirmed)
- - 11 x Spinlock clutches for halyards 8-12mm XX series, including 2 x Spinlock power clutches for runners
 - 3 x Spinlock clutches for lines 4-8 mm XAS series
 - 2 x Spinlock jammers for lines 6-10 mm XCS series
 - 7 x Spinlock clutches for 8-14 mm lines series XCS
 - WINCHES
- - 3 x size 50 Harken Radial STA winches
 - 2 x size 46 Harken Radial STA winches
 - **OPTIONS:**
 - 2 additional size 46 winches for the back stay
 - Deck Running Rigging
 - 2 Primary winches size upgrade
 - Additional deck gear fitted as requested

Spars & Standing Rigging

Fractional Carbon Fibre Rig with 2 sets of tapered carbon spreaders

Alloy Boom with three internal reef lines

Outhaul.

Boom Vang

Discontinuous Rod Rigging plus rigging screws.

Topmast Twin Backstay – 12mm Vectran.

Mast step is an alloy rocking base plate with slots for fore and aft adjustment.

Mast jack

Windex, Windex Light, and Steaming Light on mast.

All wiring in support sock.

Rod Headstay

Pivoting Carbon fibre bow prod. Controls line to the cockpit pod.

Halyards:

Main 2:1

MH Spi 1:1

MH Code 0 2:1

J1 2:1

J2/Stay Sail 1:1

Fract Spi Code 5 2:1

Disclaimer

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This vessel is offered subject to prior sale, price change, or withdrawal without notice.



















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