

FISKSATRA VARV S 30 - SOLD



Specification

FAFNIR

FISKSATRA VARV S 30

Designer	Knud Reimers	Length waterline	32 ft 10 in / 10 m	Engine	Volvo MD7A Diesel
Builder	A B Fisksatra Varv	Beam	8 ft 2 in / 2.5 m	Location	United Kingdom
Date	1979	Draft	4 ft 10 in / 1.47 m	Price	Sold
Length overall	41 ft 0 in / 12.5 m	Displacement	3.97 Tonnes		
Length deck	41 ft 0 in / 12.5 m	Construction	GRP		

These details are provisional and may be amended

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BROKER'S COMMENTS

The S30 derives from the Skerry Cruisers; long narrow wooden boats dating from the early 20th century and brought up to date with this fibreglass construction design in 1969; the first boat tested in 1971. This version benefits from the further modernisation brought in 1978 intended to make the class more comfortable to sail as a family boat and by running halyards and trim lines back to the cockpit. The boat has a comprehensive equipment spec enabling fine tuning for optimum race performance, while the self tacking jib for example eases her handling for the less demanding needs of family cruising.



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CONSTRUCTION

The hull and deck/superstructure are built as separate one piece GRP mouldings with bonded in internal stiffening structures. The keelson is reinforced with generous floors.

The fin keel is incorporated in the hull moulding with lead ballast bolted on to the bottom with stainless steel fastenings. The rudder is GRP with through hull shaft

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ACCOMMODATION AND DOMESTIC

Accommodation is arranged in 3 cabins, each with 2 berths. Aft of the cockpit is a cabin with hatch access and double berth, which at 2 metres long is spacious enough for guests and or children's play zone.

The main cabin is approached from the cockpit by sliding coach roof hatch and teak lift out washboard panel steps down to the main cabin with galley to port and chart table to starboard.

The saloon with good headroom has 2 large single berths with stowage behind. There's an oilskin locker alongside the companionway engine hatch easily accessible from the cockpit.

The simple galley layout to port has a small gas cooker, sink and stowage. Cold storage is available in the bilge space. There is scope for mounting a table - there or in the cockpit. Cold water by foot pump under sink. Gas from

Past the cabin forward bulkhead is the head to port, with pump out WC, basin and a hanging locker opposite, while for'ard is the forepeak cabin with 2 full length single Vee berths with stowage below and a large skylight hatch above.

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RIG, SPARS AND SAILS

- Mast head sloop rig; single backstay
- Silver anodised alloy mast and boom by Swede Spars
- Silver anodised spinnaker pole

- Stainless steel standing rigging
 - Mixed material running rigging
 - Mainsail
 - Genoa
 - Storm jib
 - Spinnaker
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DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Stainless steel bow pulpit
- 4 x SS stanchions each side
- Lifelines at 2 levels
- Mooring fairleads and cleats for and aft
- 4 x sheet winches on cockpit coamings
- Headsail sheet fairleads and cleats

- 10 Kg Bruce bower anchor, chain
 - Mooring ropes and warps
 - Mainsheet track and cleat
 - Anodised aluminium toe rail
 - Halyard winches
 - Stowage hatches are both fore and aft
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MECHANICAL ELECTRICAL AND TANKAGE

- Volvo MD7A
- S Drive
- Bronze folding propeller
- Single 12 V battery

- 12 V cabin lighting
 - Rigid PVC Water tank under for'ard berth
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NAVIGATION AND COMMUNICATION

- Masthead navigation lights
- Seafarer 701 echo sounder

- Plastimo Contest compass
- Garmin GPS

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SAFETY

- Fire extinguisher; dry powder
 - Life buoy horseshoe
 - 4x adult life jackets
- Safety harnesses
 - Coastal pack pyrotechnics

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY













