

K42 One Off

Custom long distance blue water cruiser

Modern Design & Construction
Performance, Comfort & Style
Superb Build Quality

• **A multipurpose performer:** The idea was to create an easily handled yacht with "timeless classic" looks. Modern hull and rig package for cruising speed and an easy and dry ride both for sail and motor. Deck and interior arrangement to be safe and functional at sea. Displacement, sail plan and appendages adapted to owners use.

• **Cruising:** General arrangement to make the yacht an able passage-maker and safe blue water cruiser for a small crew. Handicap racing and yardstick systems adaptable for the occasional "wooden boat festival race".

• **Deck Arrangement:** "Walk around" with wide sidedecks and unobstructed passage. T-cockpit with separate helmsman and passenger areas. Four winch arrangement. Proper benches and backrests with coaming all around cockpit for comfort, safety and shelter. Sprayhood. Positive transom with an integrated aft deck/ platform. Stowage area for liferaft under helm seat. Stowage for inflatable dinghy, outboard a.o. aft in cockpit below aft deck. Selfbailing cockpit drains directly to the transom. Stowage for fenders warps a.o. in lazarette. Forward anchor optionally in well in deck with anchor on arm. Optional anchor aft integrated into transom.

• **Interior Arrangement:** Custom made to owner specification, either two or three cabins. Companionway with proper handholds and side support. U-shaped galley to port with gas stove, freeze/ fridge, hot and cold water a.o. Toilet to starboard with separate shower and wet gear stowage. Chart table and switchboard to starboard with flat screen workstation on folding arm. (Doubles as a TV). U-(or circular) sofa, and table with permanent central bay. Twin aft cabins with settee, double berth and drawers. Split mattresses with leeboards. Spare third double bed up forward. Ample handholds. Tanks and batteries close to centre of gravity for maximum weight concentration and less influence on trim.

• **Spars and Sails:** Aluminium or carbonfibre spars with optional mast jack. A "set and forget" type rig with triple spreaders and optionally cap shrouds set at full hull width. Detachable baby stay and runners. Fullbatten main and non overlapping jib (selftacker option). Forestay furling drum set below deck. Conventional or asymmetric spinnakers. Halyards and trimlines run aft protected in deck and coaming. Main and foresail sheets accessible from the helmsmans position. Main halyard, reef lines and foresail sheets can be moved back and forth to aft clutches/winchies. In this mode one can reef the main and furl the jib from helm. Optionally cutter rig with roller furling genoa and inset heavy weather jib with furler and spectra luff set flying.

• **Hull:** Moderate overall beam and well distributed hull volume, deep rudder and well aft positioned keel for good control. Hull lines are not "chined", but have a moderate waterline beam and less wetted surface to also perform in light wind. U- shaped forefoot for powering into headsea without slamming.

• **Construction:** Painted hull in woodcore epoxy sandwich construction with unidirectional inner and outer skins and aramid ice protection below waterline. Deck, frames, girders in sandwich on a high density pvc/san foam core. Frames and girders all continuous and laminated "on site" in the hull. Sandwich bulkheads with teak, ash (or other) outer veneer for less weight, added strength and superior insulation and sound proofing. All structure wacumbagged. Yacht has an expensive one off type of construction that has proven to take rigging and keel loads very well, including going aground at speed..

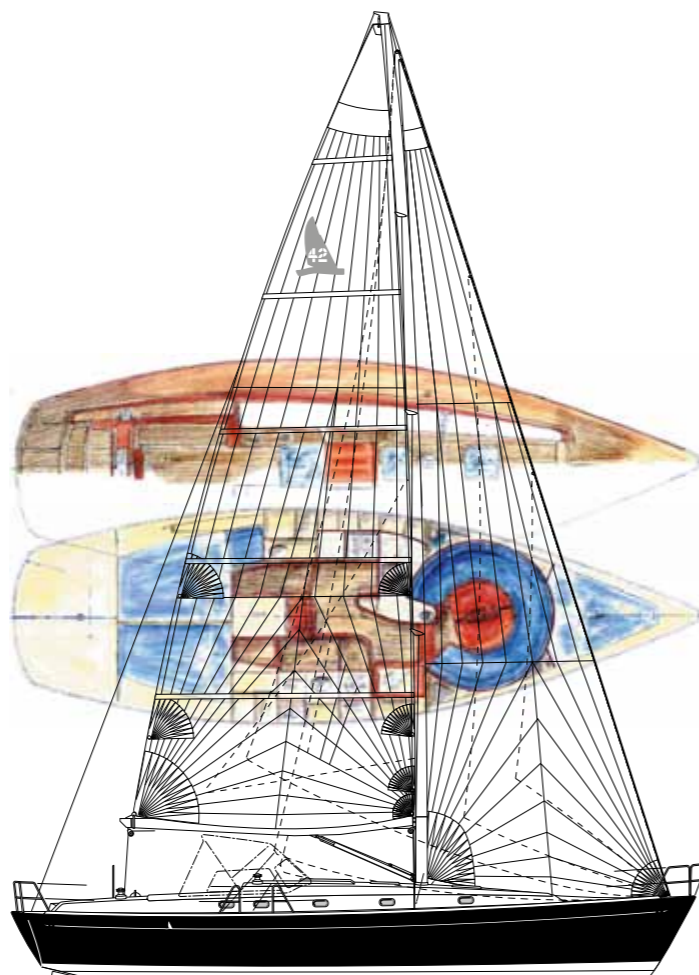
Accommodation arrangement can be adapted to suit owners wishes without compromising hull structural integrity.

• **Keel and Rudder:** Rudder and shaft in carbonfibre or with a more conventional aluminium shaft. T-keel with steel fin and lead bulb, or reinforced lead with integrated smaller bulb.

• **Other:** All parts of the very best quality for a lasting investment.

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Positive Transom only:
LOA = 12,80 m
BMAX = 3,97 m
Draught = 2,1-2,4 m
Weight = 7800-8800 kg
Keel weight = 3-3400 kg
Mainsail = 46 m²
Jib/Genoa = 28/56 m²
Spinnakers = 83-120 m²
Engine = 55-65 hp
Fuel/water = 130/340 lt



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Concept: "Timeless classic looks" in a modern hull and rig package. An easily handled performer to be sailed by a small crew for short and long distance cruising and the occasional festival regatta. Layout to be functional at sea using proven design and systems.

Deck arrangement with wide sidedecks and unobstructed passage. Split cockpit with separate helm and passenger areas. Large diameter wheel on linkarm for "fingertip" feel. Self-steering. 4 winches. Lines run aft protected in deck and coaming. Main, foresail sheets, main halyard & reef lines accessible from helm. Selfdraining benches, angled backrest and

high coaming for comfort, safety and shelter. Aluminium or carbonfibre spars. Masthead with inset chainplates or fractional with sweptback spreaders and cap shrouds set at full hull width. Fullbatten main and non overlapping jib, optionally on selftacker. Optionally cutter rig with roller furling genoa and inset heavy weather jib with furler and spectra luff set flying. Assymetric or conventional spinnakers.

Interior to owners specification. Twin cabins aft, open saloon forward shown. Bridge deck and companionway with side support for safety. U-galley with storage area close to cen-

treline, twin sinks and gimballled stowe. Toilet with separate shower and wet gear storage.

Moderate overall beam, distributed hull volume, deep rudder and keel for good control. Moderate waterline beam and U-shaped forefoot for powering into headsea without slamming.

Painted hull in woodcore sandwich construction with aramid ice protection below waterline. Foamcore sandwich deck, frames and bulkheads. Teak/ mahogany veneer on deck. Ash/ mahogany or other veneer interior. A light, strong low maintenance lasting combination.

