

K43 One Off

Custom long distance blue water cruiser & handicap racer

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 keel adapted to owners use.

• **Cruising and Racing:** General arrangement to make the yacht an able passagemaker and safe blue water cruiser for a small crew. A crew of 2-6 is suitable depending on whether one choose a two or three cabin layout. Handicap racing under IMS (ORC) or other handicap and yardstick systems. Race with full or reduced crew.

• **Deck Arrangement:** "Walk around" with wide sidedecks and unobstructed passage. T-cockpit with separate helmsman and sail handling areas. Six winch arrangement. Proper benches and backrests with coaming all around cockpit for comfort, safety and shelter. Sprayhood (optionally fixed windscreen). Negative transom version has a step and bathing ladder. Positive transom version has an integrated fold down platform. Stowage area for liferaft under helm seat, fenders warps a.o. in lazarette. Forward anchor well in deck with anchor on arm. Optional anchor aft integrated into transom. Selfbailing cockpit drains directly to the transom.

• **Interior Arrangement:** Custom made to owner specification, either two or three cabins. Standard: Companionway with proper handholds and side support. U-shaped galley to port with gas stove, freeze/fridge, hot and cold water a.o. Day-toilet to starboard at max. beam with wet gear stowage. Chart table and switchboard to starboard with flat screen workstation on folding arm. (Doubles as a TV). U-sofa, settee and table with permanent central bay. Owners cabin forward of main bulkhead with separate access to toilet/ bathroom. Twin aft cabins with settee, double berth and drawers. Split mattresses with leeboards (optionally backrest converting to a third upper seaberth). Ample handhold within arms reach everywhere. Tanks and batteries close to centre of gravity for maximum weight concentration and less influence on trim.

• **Spars and Sails:** Carbonfibre spars and mast jack for strength, better motion in a seaway, and an easy setup. A "set and forget" type rig with triple sweptback spreaders and cap shrouds set at full hull width. Runners for tensioning forestay (when racing). Fullbatten main and non overlapping jib (selftacker option). Forestay furling drum set below deck. Fractional and masthead gennakers. 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. With mainsail first reef taken in you have a "masthead" setup with headboard at forestay and cap shrouds. Heavy weather jib with furler/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.

• **All composite construction:** Hull, deck, frames, girders and bulkheads in glas/aramid/carbonfibre in vinylester/epoxy matrix. Sandwich on a high density pvc/san foam core. Frames and girders all continous and laminated "on site" in the hull. Mast step and chainplates in carbonfibre. Chainplates are tape strap type. Sandwich bulkheads with teak, ash (or other) outer veneer for less weight, added strength and superior insulation and sound proofing.

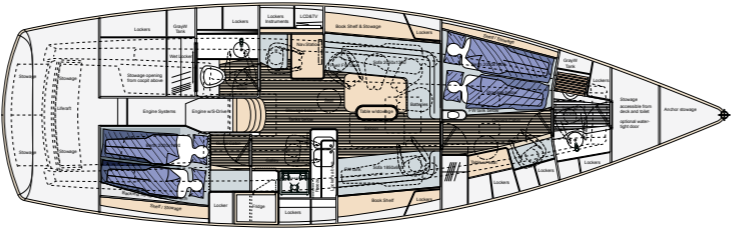
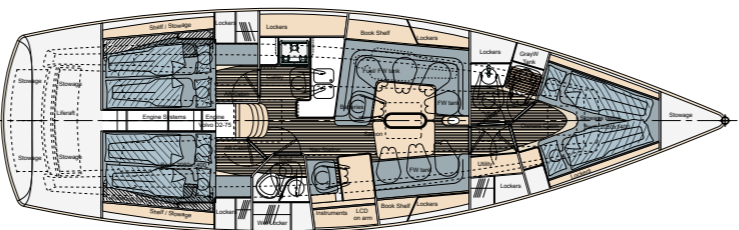
Yacht has a one off racing type of construction that take rigging and keel loads very well. Accomodation arrangement can be adapted to suit owners wishes without compromising hull structural integrity.

• **Keel and Rudder:** Rudder and shaft in carbonfibre. T-keel with steel fin and lead bulb. Keel has a full width flange inset in hull and bolts well off centreline. An expensive solution, but one which has proven itself crushing bulb only when running aground at full speed.

• **Other:** All parts of the very best quality for a lasting investment. Single point centrelift for easy liftout.

www.kullmann.no/pages/bkdphoto/bkd-sailK429.html
www.kullmann.no/pages/bkdphoto/bkd-sailK432.html
www.kullmann.no/pages/bkd-nload1.html
www.youtube.com/c/KullmannNo

Positive Transom:
LOA = 12,85 m
BMAX = 3,97 m
Draught= 2,4-2,6 m
Weight = 7600-9000 kg
Keel weight= 3-3400 kg
Mainsail = 64 m²
Jib 115% = 38 m²
Gennakers= 120-180 m²
Engine s-drive= 55-75 hp
Fuel/water: 130/400 lt



Positive Transom Version



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Concept: "Timeless classic looks" in a modern hull and rig package. An easily handled multipurpose performer to be sailed by a small crew for short and long distance cruising and to be converted to handicap racing mode with little effort. Lay-out to be functional at sea using proven design and systems - paying no attention to "fashion and trends".

Deck arrangement with wide sidedecks and unobstructed passage. T-cockpit with separate helm and passenger areas. Six winch arrangement. Proper benches and backrests with coaming all around cockpit for comfort, safety and shelter on the open sea. Large diameter wheel with linkarm for "fingertip" feel. Interior custom made to owner specification, either

two or three cabins. Companionway, galley and seating/ table areas with side support for your body for safety and ease. Toilet/wet gear store for use at sea. Ample handhold within arms reach everywhere. Tanks and batteries close to centre of gravity.

Carbonfibre spars and mast jack for strength, better motion in a seaway, and an easy setup. A "set and forget" type rig with triple sweptback spreaders and cap shrouds set at full hull width. Halyards and trimlines run aft protected in deck and coaming. Main and foresail sheets accessible from helm. Fullbatten main and non overlapping jib. Fractional and masthead gennakers. Heavy weather jib with furler and spectra luff set flying.

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

Sandwich construction with hull/deck/frames/girders/bulkheads in glas/aramid/carbonfibre/vinylester/epoxy on a high density pvc/san foam core. A one off racing type construction. Rudder and shaft in carbonfibre. T-keel with steel fin and lead bulb. Keel has a full width flange inset in hull and bolts well off centreline. An expensive solution, but one which has proven itself crushing bulb only when running aground at full speed

