

Grand Soleil 40



Year: 2003
Location: Dublin
LOA: 40' 0" (12.19m)
Beam: 12' 6" (3.91m)
Draft: 7' 0" (2.13m)

Remarks:

The Grand Soleil 40 is a classic sailboat with race performance. Here is the ideal boat for those who want to relax in the luxurious interior below to relax in the luxurious and aft.

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Mechanical and Rigging

Easily handled sloop rig with winch & vang upgrades.
Double spreader performance cruising mast.
Harken furling head sail.
Bow sprit addition.
White sails by McWilliam.
Also competition main and genoa.
Spinnaker
Cruising cute.
No 3 genoa battened for up to 16 knots.
Yanmar 3GM30

Construction

The construction of the hull is done with 12 layers of fibreglass alternated with 13 coats of resin. The hull is strengthened by six longitudinal stringers and crossed by five transverse ribs and bulkheads. The unidirectional fibreglass is impregnated with vinylester resin in the first layers, the structural strength obtained is well in excess of construction norms. For durability and water proofing of the external surfaces, NPG isophthalic gelcoat is used. The stainless steel reinforcements and supports are of stainless steel AISI 316 externally and AISI 304 internally, welded with tungsten electrodes through Arcotic process to resist corrosion. The bulkhead is marine plywood of 7 laminates and bonded to the hull with 60mm width of lamination applied to the edge of the bulkheads by hand, shaped and filleted to avoid any sharp sectional variations. The deck is reinforced with thermanto sandwich. This provides great shear strength, longevity, thermal and acoustic insulation. The hull and deck are bonded together with a special structural epoxy adhesive which seals the surface perfectly to ensure a perfect bond between hull and deck. The keel is bolted to the hull with eleven bolts of 22mm and 2 bolts of 14mm. The 7mm galvanised U metal brackets are positioned to distribute the keel loading over the strongest and most extensive layers of GRP. The resistance of the watertightness of the connection is highly improved with the application of an epoxy resin which acts as a structural glue. The chainplates are made of 12mm stainless steel and are fastened to the hull by 20mm stainless rods which in turn are secured to a fixing plate integrated into the main rib which supports the mast base. The rudder shaft is 70mm diameter stainless steel bar with the rudder blade internal structure also being made of 300 mm stainless steel plates. The shaft turns in two bearings 755 mm apart with self-aligning ball bearing system which reduces friction to a minimum. The hull has been coppercoated. Standard offshore racing safety and bosun kit to include:
Liferaft X 6 persons.
EPIRB
Raymarine plotter with repeater at helm.
Radar.
Autohelm.

Accommodation

The three cabin lay out incorporates two double cabins aft and one forward. Two heads with space for hanging wet gear, forward and aft. Interior finish in stained fine grain mahogany

giving a light honey colour. Overhead white with ample deck ports making for a bright interior. Saloon has a U shaped settee around the table with sliding seat for two persons. The galley is set along the port side forward of the aft heads and opposite the dinette. The galley offers generous work top space. The navigators table and seat is located to the starboard side. Throughout the cabin there are ample hand grab points.

Remarks :

A most attractive yacht incorporating elegant accommodation with race performance. The ideal yacht for cruising, fast passage making and performance around the cans. Retire below to relax in the luxurious accommodation.

Eight berths with double cabins aft and two heads, forward and aft.

Dark blue hull with teak decks and coppercoat.

This yacht has never been chartered, VAT paid and on the Irish Register.

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