

Mooring

Four mooring lines, six fenders and one 15 kg anchor with anchor line.

Fire fighting

Two fire extinguisher and one fire blanket.

Well equipped and ready to sail.

The yard has decided to deliver a well equipped boat as standard. This means that the boat is ready to go at hand over. The boat is delivered in the water complete with rigging antifouling and tested. The hand over is at Lidköping.

Unique options

As a client you have many options to customize your boat from the interior to the keel.

Certificate

The Swede Star 370 is build to the CE regulations "A" (Ocean)

Vendors

All material used is from the leading manufacturers at the market when it comes to quality, world wide service and technical support. Our goal is to offer the highest quality together with a very competitive price. Only the best is good enough.

Service

The yard now offers summer and winter place with full service in Lidköping. From Lidköping you have only a day to Gothenburg or why dont spend some time in Vänern, one of europes largest lakes with its fantastic archipelago.

Warranty

The yard provides a 12-month warranty against any production or material faults and all installed equipment is covered by the manufacturer's warranty according to their conditions.

Payment

10% at order, 40% at build start, 40% at half build time, 10% at hand over.

Design

Håkan Södergren

Construction and sales Sweden

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Comments

The goal is to offer a safe family boat with high performance capabilities and easy handling with a small crew. A mix of the latest technology in design and material, combined with the long history of Swedish craftsmanship will give you the perfect family boat. This together with the personally service a small yard can provide will give you all the reasons for choosing a Swede Star 370.

Welcome on board.

SwedeStar



Technical specification

Hull

The hull is of a single skin solid laminate in the central regions below the waterline with the reminder and topsides in a sandwich construction using 20 mm Balsa core. Multiaxial matting is used with isophthalic polyester together with a pre-laminate of vinylester for maximum strength. The hull is finished in white NGA gelcoat and a blue cove line. Internally, the hull is top-coated throughout.

An internal bottom grid is laid up in a female mould and then laminated into the base of the hull providing stiffness throughout the hull structure.

Deck

The deck is of GRP sandwich construction with a 20 mm Balsa core, with reinforcements on areas with high loads. It is glued to the hull with a Polyester filler and then bolted all around the edge. The deck has a integrated anti skid pattern.

Colour

Hull and deck in white with a blue cove line and blue antifouling.

Keel

The keel is made from lead, with a bulb. 14 acid resistant bolts are cast in the lead and provide the fixings.

The keel weight is 2.550 kg.

Rudder

The rudder blade is made in two halves around a 72 mm aluminium stock. It is strengthened with aluminium tangs and foam filled. The stock is supported by two self aligning bearings and the top is slotted for connection to an emergency tiller.

Steering

Steering pedestal with rack and pinion steering system fitted to the rudder shaft. Compass fitted at the pedestal.

Mast and rig

Keel stepped tapered Seldén mast, Fractional 9/10 rig with two sets of swept spreaders. Boom with single line reefing (2 reefs) and rod kick with gas strut. All control lines are hidden in deck and are accessible via clutches on both sides of the cockpit.

Foresail furling

As standard the boat is fitted with Seldén integrated furlex system. The drum is permanently fitted below deck in the anchor locker. This makes the rigging much easier and also gives more space when boarding or leaving the boat.

Sails

Main sail fully battened 46 m². Fore sail 28 m². All standard sails in Dacron.

Engine

Volvo Penta D1-30. 3 cylinder diesel, 21kW (28 hp) with sail drive and folding propellor.

One handle engine control fitted at pedestal. 115A alternator.

Deck equipment

Stainless steel bow spring with integrated ladder for easier boarding. Pulpit and pushpit. Two stainless steel handrails on the cabin top. Four pair of stainless steel stanchions with with stainless steel fittings bolted through the capping rail. Two stainless steel trestles on each side of the stay sail track.

2 opening hatches, 4 opening portlights at toilet, galley, and aft cabin. Four fixed portlights in cabin sides Four ventilators on cabin roof. 2x5 footblocks at the mast foot, ten clutches. Self tacking jib with traveler and block, two stay sail tracks for 110% stay sail. six self tailing winches Steering pedestal, main sail track system, sprayhood and boom cover.

Lockers and storage

One anchor locker at bow, two deep aft lazarettes one drained for gas bottle. Two lockers in cockpit below benches.

Cockpit

Large ergonomic cockpit, the perfect place for handling the boat under all sailing conditions as well as enjoying a nice meal in port. Steering pedestal prepared for cockpit table. Bathing platform with integrated swim and rescue ladder. Door in the aft for easy access to and from the cockpit. All functions for handling is easily accessible from the cockpit. All sitting areas in cockpit laid with 12 mm Teak.

Electrical system

12 volt electrical system. Switch panel with all functions and gauges at the navigation table. Battery capacity 200 Ah.

All areas in the boat are well equipped with lights.

Tanks

All tanks are in stainless steel. Fuel tank 100 l, two fresh water tanks @ 260 l placed under the cabin sofas for optimal balance. One holding tank 75 l . All tanks are fitted with level gauges and the holding tank can be emptied through the hull or evacuated through the deck filler.

Fresh water system and ventilation

Pressurized water system in galley and head (prepared for connection of water heater), foot pump for fresh water in galley.

One electric bilge pump with float switch and intake filter. One manual bilge pump operated from cockpit.

Six opening portlights, 4 fixed ventilators together with one ventilated deck hatch guarantees a very good ventilation of the boat.

Interior

A first class interior in selected khaya mahogany varnished to a satin finish. Ceiling in white vinyl. All cushions in high grade furniture cloth.

Forward cabin

Large double bed, shelf and lockers. Two wardrobes one with shelf. Hull cladding in ribbed mahogany. Large storage area under bunks.

Salon

Large L-shaped sofa convertible to bed on the port side, with hanging lockers and book shelf. On the sb side sofa with hanging lockers and book shelf. Navigation table with drawers and electrical panel. Elegant salon table with integrated bar.

Galley

Large L-shaped galley with stainless steel double sink. Pressurized water and a manual foot pump for fresh water. Large refrigerator box. Two burner gas stove with oven. Four drawers, garbage bin and storage in locker under the sink. Large storage space behind the stove at hull side.

Head

Made out of a GRP mould. Wash basin with mixer /shower tap. Lockers and hanging lockers, opening portlight.

The head is available in two different designs. Design 2 is a larger head and prepared for a separate shower cabin and a wardrobe for sea clothes.

Aft cabin

The aft cabin is available in three different designs. Alternative 1. One double and one single cabin with wardrobe and shelf. Hull clapping in ribbed mahogany. Alternative 2. Extra large double cabin with wardrobe and shelf, large head, more storage space. Hull clapping in ribbed mahogany. Alternative 3. Similar to alternative 1, but the cabins are equal in size.

Heating system

Ebspächer diesel heater with four nozzles.

Refrigeration

Air cooled low power consumption compressor with rectangular evaporator connected to a well isolated ice box in galley.

Navigation

Log, echo sounder and wind instrument. All instrument from Silva NEXUS series and connected to Silvas server ready for additional equipment such as GPS and computer. Compass at steering pedestal. Radio/CD player with two speakers in salon.