Six Meter - 1939

https://www.yachtadvert.com/fr/3491-international-six-meter.html

206 000 EUR ttc



Général

Longueur : 11,30 m
Tirant d'eau : 2,39 m
Région : , France

Année : 1939
Largeur : 1,83 m
Radeau : Non
Leasing en cours : Non

Moteurs

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Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Oui
GPS : Oui
VHF : Oui
Déssalinisateur : Non

Radar : Oui
Sondeur : Oui
Traceur de carte : Oui
Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non
Plateforme AR : Non
Taud d'hivernage : Non
Capote de roof : Oui
Cockpit en teck : Non
Grand voile sur enrouleur : Non

Passerelle : Non
Bossoirs : Non
Guindeau élèctrique : Oui
Taud cockpit : Non
Pont teck : Non
Génois sur enrouleur : Non
Spinnaker : Oui

équipements principaux

Propulseur Arrière : Non
Clim. : Non
Eaux noires : Non
Annexe : Non

Propulseur avant : Non
Groupe éléc. : Oui
Eau chaude : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Réfrigérateur : 1
Four : Oui
Réchaud gaz : Non
Chauffage : Oui
Lave-vaisselle : Non
TV : Non

Glaçons : Non
Congélateur : Oui
Micro-ondes : Oui
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Divers

STUNNING International Six Meter racing yacht built to Rule 3
Designed by Tore Holm and built by Hagerstens Batvarv, Sweden in 1939.
At the outbreak of WWII, Silvervingen was laid up and not sailed until after the war. Tore Holm designed a cruising interior and small coachroof for her, but she went on to race successfully throughout the 1940â€™s and 1950â€™s under various different names.
Purchased in 2004 by the previous owner, Silvervingen was in a sorry state and needing a thorough rebuild. Over a 9 year period the deck was removed and the hull slowly put back into shape to reinstate the original sheer line. The wooden keel was replaced and new ballast keel bolts fitted. Over 70 frames were replaced in streamed oak and all the galvanised plate floors were renewed. A new deck was fitted with 12mm plywood overlaid with Oregon pine.
She was then sold into UK ownership and a major period of upgrading commenced to optimise the yacht for racing in the 6m series. The basic boat was in excellent condition and needed little structural repair, but the rig was renewed entirely, the deck hardware layout professionally re-designed and all new electronic systems fitted.
Top professionals have been engaged at all stages of the design and build to ensure the hull, rig and systems are as good as they could possibly be. The rig was designed in conjunction with various people including Tim Dean Consultancy Ltd.
The yacht is now offered in full racing trim, optimised to a very high level and fully equipped for racing in the 6 meter series.
The boat was raced in the 2023 6m Worlds and finished 3rd overall in the Classic Division. This is a yacht at the top of her game, in superb condition and fitted out to a supremely high level.
Offered for sale individually, but could be bought as part of a pair in conjunction with Abu. The systems, rigs and racing set up are identical on each boat making for exciting sailing as part of a team.

Mechanical and Rigging
Construction
Hull
Carvel planked in mahogany.

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Laminated oak frames fastened with bronze screws. 2 intermediate steamed oak timbers fastened with copper rivets.
Galvanised steel plate floors fastened with stainless steel bolts which are insulated from the floors. Some stainless steel plate floors midships.
Cast iron ballast keel fastened with stainless steel keel bolts.
Titanium ring frame and new mahogany mast step recently fitted to spread the loads of the rig evenly and stiffen the hull. Full CAD drawings of this installation are available.
Deck
Pine beamshelf with new mahogany deck beams.
Deck made from 2 layers of 6mm marine plywood. Overlaid with a swept Oregon pine deck with mahogany king plank and covering boards. Small mahogany toe rail set just inboard from the deck edge.
2 separate cockpits with mahogany coamings and margin boards. Helm cockpit aft and crew forward.
Sails

All sails by One Sails and Europâ€™ Sails, made from a Glued Vantage1 membrane and a film outer surface:
Mainsail A   One Sails   September 2022   Good condition
Mainsail B   Europâ€™ Sails   July 2023   Excellent condition
Light jib #1   One Sails   Sept 2022   Ok condition
Light jib #2   Europâ€™ Sails   Sept 2022   Excellent condition
Light jib #3   Europâ€™ Sails   Aug 2023   Excellent condition
Medium jib #1   One Sails   Sept 2022   Ok condition
Medium jib #2   Europâ€™ Sails   Aug 2023   Good condition
Medium jib #3   Europâ€™ Sails   Aug 2023   Good condition
Heavy jib   Europâ€™ Sails   Aug 2023   New condition
Super heavy jib One Sails   Sept 2022   Ok condition
Spinnaker 1 #1   OneSails   Sept 2022   Ok condition
Spinnaker 1 #2   Europâ€™ Sails   July 2023   Excellent condition
Spinnaker 2 #1   One Sails   Sept 2022   Good condition

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Spinnaker 2 #2   Europâ€™ Sails   July 2023   Good condition
Spinnaker 3   Europâ€™ Sails   July 2023   New condition
Spinnaker 4   One Sails   Sept 2022   Good condition
Spare S2 & S3   Europ Sails   Aug 2023   New condition
Rig
The rig design was completed with the help of Tim Dean Consultancy Ltd to produce a high performance efficient rig.
The complete rig was delivered in 2022 and first sailed in September 2022.
Critical load data from the rig fed into the onboard system with various read out screens around the boat to give the crew real time information while racing. Data relayed via wifi to chase boat.
Spars
Fractional Bermudan sloop rig. Alloy mast and boom by Allspars, 2022. Full spec of spars available on request.
Stainless steel rod standing rigging. All rigging 2022, forestay new 2023.
Winches
2 x Harken Performa 50 and 2 x Harken Performa 46 2 speed self tailing winches below decks for line controls, set on newly fitted plywood structures especially designed for supreme crew ergonomics.
Single Harken Performa 50 mainsheet winch set on a central pedestal.
Deck hardware
All fittings and hardware designed, supplied and installed by Marine Rigging Servies Ltd of Gosport to race specification.
Rig electronics
Cyclops Marine Gateway unit to collate and distribute data from load cells.
Smartlink load cells for mainsheet, running backstays and forestay.
2 x Harken Performa 50 2 speed self tailing winches
2 x Harken Performa 46 2 speed self tailing winches
Harken Performa 50 self tailing mainsheet winch
Spinlock clutches
Equipment
B&G H5000 CPU Hercules
4 x B&G Triton 2 digital display
2 x B&G H5000 Graphic display at the mast
B&G wind sensor
B&G rudder indicator
B&G log
Tracer 22ah Li-Po battery for systems
Whale gusher manual bilge pump
Auto electric bilge pump 150 litres/min
12 volt battery for bilge pumps
3 x fender pads
Mooring warps
Padded boom crutch
All-over mast up covers
Deck covers fitted around the cockpits

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Médias





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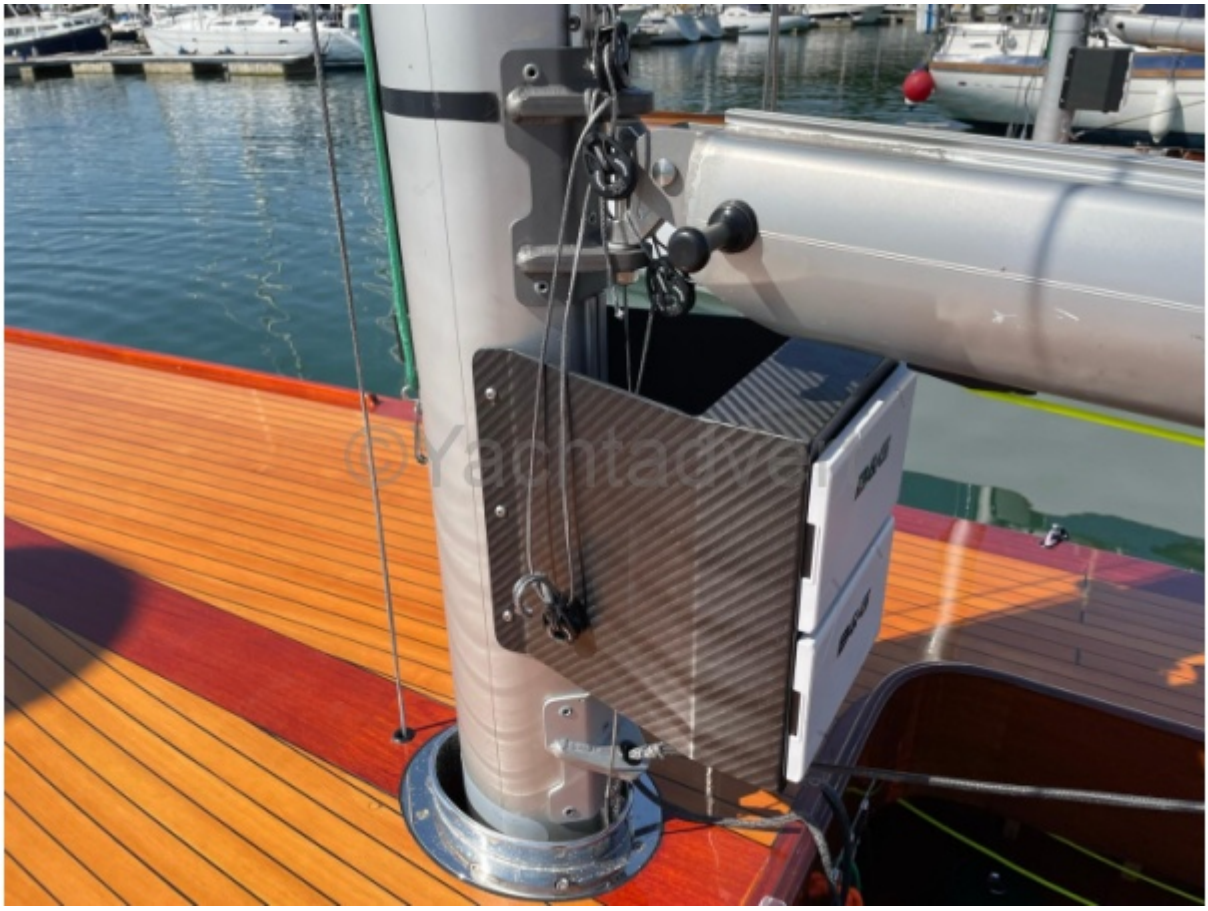



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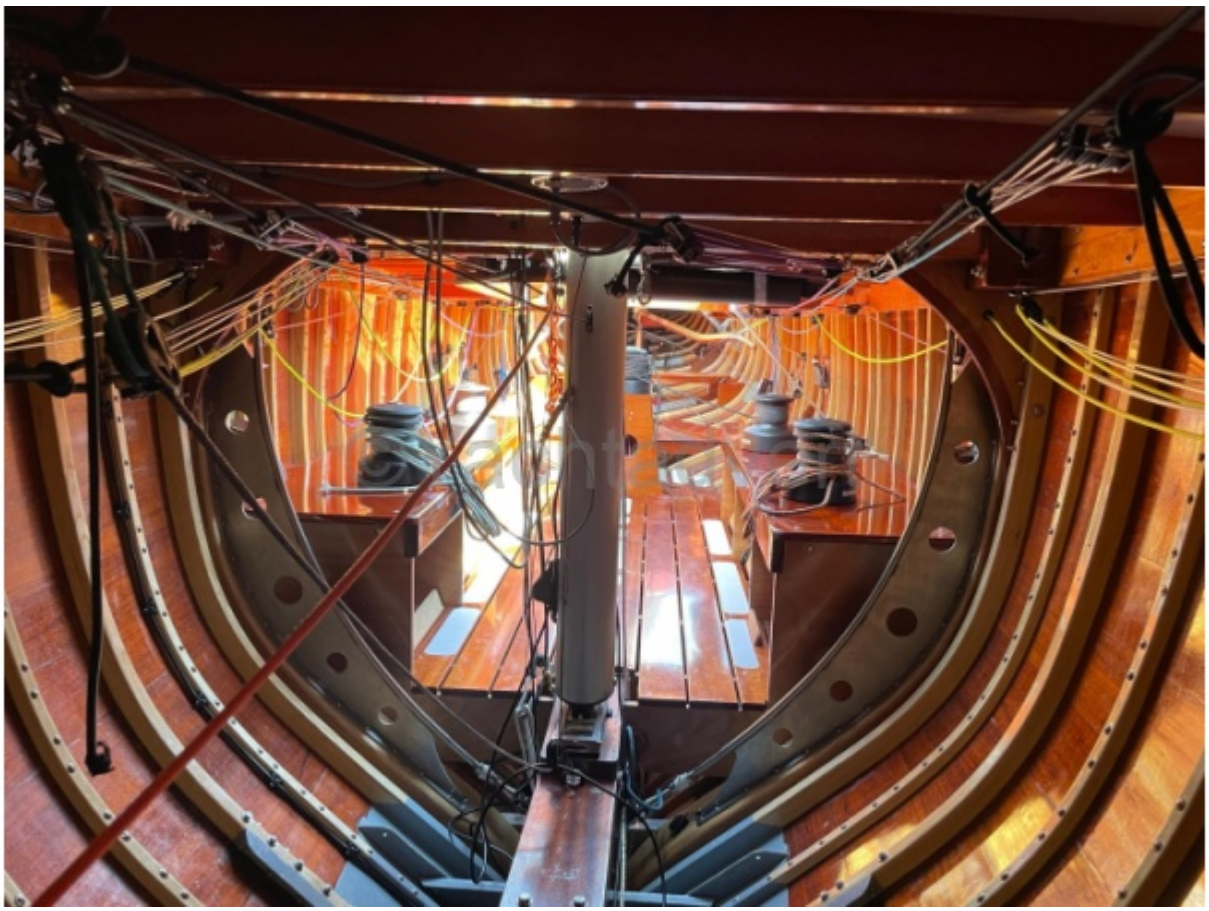

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