

Nordship 35 DS

Network ID	066719	Power/Sail	Sailboat
Year	2002	Engines	1
Hull Material	GRP	Construction	GRP
Fuel	Diesel		
Location	Aegina, Greece		
LOA	35' 5" (10.80m)	Keel	Fin ...
Max Draft	5' 6" (1.68m)	Displacement	5,800 kg
Beam	10' 10" (3.30m)	Ballast	2.400 kg
LWL	28' 7" (8.70m)	Berths	5
Cabins	2	Heating	Eberspacher with 3 outlets
Heads	1	Showers	1
Watertank Size	280 Litres		
Horsepower	40	Fuel tank Size	200 Litres
Cruise Speed	6 to 6.5 kts	Rig Type	Deck stepped

Price: £125,000

Accommodation

Detail

Construction, Rigging and Mechanical

GRP hull, deck and superstructure.

Keel of antimony hardened lead.

Interior trim of light mahogany and light mahogany faced plywood.

Exterior trim of teak.

Teak laid decking.

Angle of Vanishing Stability : A highly impressive 144 degrees.

Mechanical Data and tankage :

Volvo MD 2040 D, 3 cylinder 40hp diesel engine driving a 3 blade fixed propellor (2007) through a sail drive transmission. (Spare folding Volvo propellor).

Engine hours : Approx 2000.

Fuel capacity : 200 litres in a stainless steel tank.

Fuel consumption : Approx. 2.5 litres per hour at cruising speed.

Cruising speed : 6 to 6.5 kts.

Fresh water capacity : 280 litres in a stainless steel tank plus the hot water tank.

Hot water via engine and 220 volt immersion heater.

Holding tank capacity : 100 litres in a stainless steel tank.

Electrical :

12 volt, 100 amp hour engine starting battery by Varta.

4 x 12 volt, 100 amp hour service batteries by Varta.

Charging via engine driven alternator rated at 60 amp hour.

Secondary charging via 220 volt battery charger running off shorepower system. (Intelligent variable rate).

220 volt shorepower system. (3 x 220 volt European internal sockets).

Inverter - 240 volts / 150 watt through a single 13 amp socket.

Rig :

Silver anodised aluminium, double in line spreader, masthead rig by John Mast with boom and spinnaker pole.

Standing Rigging of 1x19 stainless steel wire.

Running rigging of pre-stretched rope control lines and stainless steel wire to rope primary halyards.

Backstay insulated for HF aerial function.

Sails :

Fully battened in boom furling mainsail of Dacron by Dan Sails in 2002. (24.7 m)

130 % overlapping furling genoa of Dacron by Dan Sails in 2002. (33.5 m)

Deck Equipment :

Stainless steel pulpit with teak step, pushpits, stanchions and double guardwires with stern boarding gate.

Bruce 15kg anch with 50m 8mm calibrated anchor chain. Anchor stored on self stowing stem head fitting.

Fortress FX37 10.6 kg secondary anchor with 5m 8mm chain and 30m 9mm Nylon anchor warp.

FOB E10 4kg anchor.

Lofrans Cobra manual / 1000w electric anchor windlass (overhauled in 2005 and 20011)

7 mooring warps and 7 fenders.

Genoa Hardware :

Furlex silver anodised twin groove furling headfoil system with control line led aft.

Lewmar conventional fore and aft genoa tracks and adjustable cars.

Mainsail Hardware :

John Mast in boom mainsail furling system.

Silver anodised aluminium kicker strut.

Sheeting to single point in cockpit.

Selden silver anodised aluminium backstay adjuster.

Clutches and winches :

Deck organisers taking halyards / control lines aft to 4 x Lewmar rope clutches.

Andersen 28, 2 speed halyard winch on mast.

Andersen 28 ST, 2 speed, self tailing halyard/control line winch on coachroof.

2 x Andersen 40ST. 2 speed, self tailing primary winches.

Various winch handles.

Steering system :

Elk hide covered stainless steel wheel. Whitlock steering system using stainless steel rods.

Covers :

Special boom cover for in boom furling system in white.

Sprayhood on aluminium frame in white.

Cockpit dodgers in blue (2009).

Overboom awning in grey (2007).

Bimini on stainless steel frame in blue (2009).

Full cockpit enclosure on aluminium frame in white. (Creates another occasional cabin when not sailing).

General :

Fold down leaf cockpit table.

2m iroko / Stainless steel Paserelle.

Cockpit mounted hot and cold shower.

Safety :

Stainless steel transom mounted boarding ladder.

Manual cockpit mounted bilge pump.

Electric automatic bilge pump below decks.

4 x stainless steel, cockpit mounted safety harness attachment points.

2 x horseshoe lifebuoys with lights and drogues.

Danbuoy.

Emergency tiller.

Visiball radar reflector on masthead.

Various lifejackets.

Various safety harnesses.

Sea anchor with drogue.

McMurdo 406 Mhz EPIRB (2002).

Zodiac 6 man liferaft (2002).

Zodiac 285 Active V, 4 person 2.85m inflatable dinghy. (2003).

Honda BF 2.3 D6 SC HU outboard engine, (2011).

Navigation :

Masthead LED anchor light.

Masthead LED tricolour navigation light.

Steaming light.

Deck level navigation lighting set.

In cockpit :

Binnacle steering compass.

Simrad IS-15 STD-1 Combi speed, depth and nav.

Simrad IS - 15 wind speed and direction.

Simrad IS - 15 tacking angle.

Simrad IS - 15 multi repeater.

Simrad AP20 autopilot controller.

Below decks :

Simrad AP22 autopilot controller.

Simrad CR-42 colour chart plotter and radar.
Garmin Hand held GPS.
ICS Nav-6 Plus Navtex system and printer.
Simrad RD68 VHF radio telephone with DSC.
Simrad hand held VHF radio telephone with DSC.

Accommodation

Forward Cabin :

Opening deck hatch with blind.
Fixed side ports to port and starboard with curtains.
Upper lockers and book cases to port and starboard.
2 berths in 'V' arrangement with double berth infill.
Lockers under with lower locker doors to port and starboard.
Hanging lockers to port and starboard.
Heater outlet.
Personal lighting by Danish Frigast cabin lamps to each berth.
General lighting by Halogen flush fitting lighting.

Toilet / shower compartment to port :

Opening side port.
Upper locker outboard.
Wet hanging locker outboard.
Corian work surface with inlaid basin. Hot and cold pressurised water supply.
Locker under.
Mirror on forward bulkhead.
Jabsco manual sea toilet.
Hot and cold shower with electric pump out of waste shower water.
Shielded 220 volt power point.
Halogen flush lighting.

Galley to starboard :

Opening side port.
Upper lockers outboard.
Corian work surface to galley unit with removable section over cooker.
Double stainless steel sink with hot and cold pressurised water supply.
ENO gimbaled, 2 burner gas cooker with oven
Front access refrigerator with small freezer unit at top.
Various stowage locker and drawers.
Halogen lighting.

Saloon :

Opening deck hatch with blind.
3 fixed windows forward, 2 with screen wipers.
2 x fixed windows to port and 2 to starboard - all with curtains.
To port :
'C' shaped settee.
Cave lockers behind seat back rest and lockers under.
Extendable saloon table with drinks locker and 2 x drawers under.
To starboard :
Forward facing chart table with chart stowage within.
Electronics to hand.

Engine controls to hand.
Pilot book case under.
Navigator's seat.
Locker unit running aft to starboard below windows.

General :

Heater outlet.
Halogen deck head lights plus mood lighting.

Aft cabin with access to starboard :

Hanging locker outboard.
Upper locker.
2 x single berths with double berth infil.
Lockers under.
Heater outlet.
Engine and services access.
Halogen deckhead lighting plus personal lighting.

Companionway :

3 x steps up to cockpit remove for engine access.

Remarks :

Owner's Remarks : 'Rinia' is in that class of solid Scandinavian built yachts that find their way safely and comfortably to all corners of the globe. Her rig, with everything brought back for easy and safe short handed sailing, is strongly engineered and includes a double spreader deck stepped mast with in boom mainsail furling system, backstay tensioner and a spinnaker pole. She has high topsides with a deep, dry and safe cockpit, angled cockpit sole at the helm, a curved helmsman's seat above a full depth lazarette and comfortable seating for four, a deep locker to port fitted for storage and deep flat topped coamings with cave lockers. Under sail, Rinia will turn in a respectable 6 kts on the wind in a force four and comfortably tack through just under 90 degrees - cruising in the Netherlands in 2002 we topped out at 9 kts in a force six on a beam reach! Rinia's keel is a fin and bulb configuration and with her balanced rudder, she tracks well and is very controllable under sail. Under power she will turn in just over her own length, go astern accurately and stop and accelerate predictably and quickly. Her well designed, well finished and comfortable accommodation has served and cared for us well in all weather and sea conditions we have experienced from the Baltic, through the Channel, across the Adriatic and to and across the Aegian - we could not have asked for more ! Cruising Summary : * Rinia has been the fulfilment of a lifelong interest in sailing and cruising. She was 'conceived' over dinner and a glass or two of fine Greek wine when at anchor on a charter yacht in Ormos Misou on the island of Rinia in the Greek Cyclades near Delos and Mykonos. * We saw a sister Nordship and met the designer, Lars Buchwald at the Southampton Boat Show in September 2001, drove home to collect a cheque book before any second thoughts could creep in and commissioned the build...all on day one at the show ! * Rinia was launched in Kolding on the East coast of Denmark and we set sail on the 5th of May 2002 on her maiden voyage to her then home port of Poole, via the Baltic, the Keil Canal, the Friesian Islands, the Dutch canal system, the IJsselmeer, IJmuiden, Calais, Dover, Eastbourne, Brighton, Gosport and Cowes. * Despite a 'Typically British Weather Welcome' to Dover (force 7 against a fast outgoing tide) Rinia performed impeccably and brought us all safely home. * Subsequent UK cruising focused on the Solent and the West Country, especially to Weymouth, Salcombe, Dartmouth. Fowey and Falmouth. * In May 2006, we shipped Rinia to Croatia and spent 3 years cruising the Dalmatian coast and islands before setting sail again to Greece - Corfu and the Ionian Islands initially..then in May 2010, out via the Corinth Canal to the Cyclades..and of course to Nisos Rinia and Ormos Misou where Vanessa and I shared a well earned bottle of Cair (Greek sparkling wine) with Rinia. * The late Summer of 2010 and Spring 2011 have been spent in the Saronic Gulf and the Eastern Peloponese - Aegina, Angistry, Poros, Epidaurus, Hydra, Spetzes, Ermioni, Napoleon, Vathi & Korfos. The price has just been reduced to £125,000. For an extra £5,000 the owner is happy to deliver the yacht to anywhere in UK, Holland, Germany or the Baltic.

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