



SARP YACHTS



40.40m



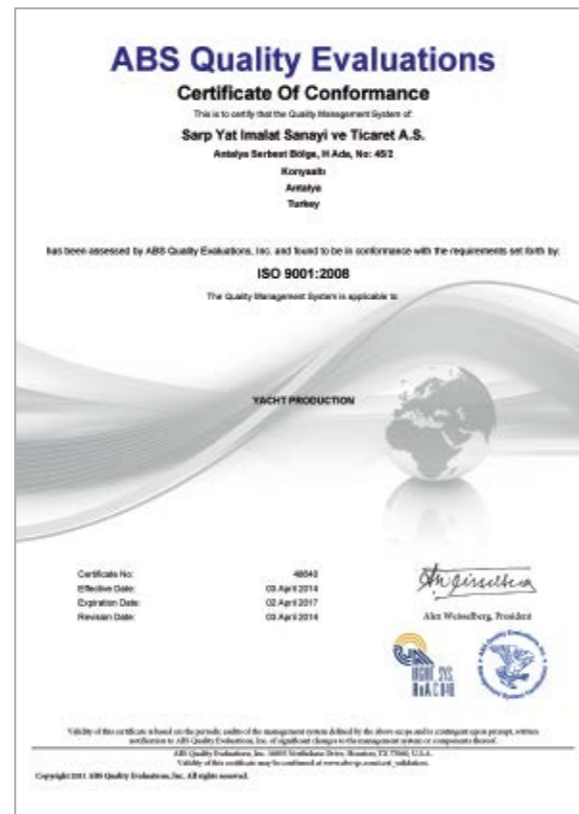
Sarp Yachts has been founded with a big dream. As like all big projects... Our dream was to build a successful shipyard which would integrate quality into the world yacht sector. Our current management experience underlined the infrastructure (system) as the most important subject in order to achieve this.

Thus we had begun our journey to our dreams by establishing our systems. Finally in 2013 we have managed to combine our three quality certifications (ISO 9001, ISO 14001, ISO 18001 OHSAS) as integrated under our shipyard's roof from American Bureau Shipping (ABS). We, in accordance with our quality policy, have adopted customer focused, reliable service approach instead of leaving the quality and work safety just as procedures (instructions) standing on the wall and surrounded with classy frames.

This culture saving of us have been reflected onto business results and obtained positive feedbacks. We have made Sarp Yachts brand name to be called with quality and trust concepts in the yacht sector. We are constantly improving our current processes in the frame of "constant improvement" and leading them to the future. We are always sensitive with the environment with all kinds of business we perform.

In order to carry our dream one step further, please come and let us design and produce the dream yacht of yours together.

S. Ünal Şakar
General Manager





SARP YACHTS

Sarp Yachts belongs to Eti Group Companies, one of the most recognized brands in the food industry of Turkey and to Sarp Havacılık Lojistik Turizm Sanayi Ticaret A. S. which is one of the largest firms of Turkey in the field of logistics and to Kanatlı Family.

We have founded one of the largest (10,000 m²) and most modern facilities in the Free Zone of Antalya in South Turkey, designed for the new-construction and refit of luxury motor and sailing yachts up to 70 m in length.

SARP YACHTS is the only shipyard which has Integrated Quality Management System (ISO 9001 & ISO 14001 & ISO 18001 OHSAS) from American Bureau Shipping (ABS) in the Free Zone of Antalya.

THE SPIRIT OF SARP: WE OFFER YOU STYLE, HIGH-TECH QUALITY AND VALUE AT A FAIR PRICE. OUR YACHTS ARE BUILT WITH METICULOUS ATTENTION TO DETAIL AND RESPECT FOR THE GREAT TRADITIONS OF YACHT BUILDING. A YACHT FOR YACHTSMEN.

OUR MISSION: IS TO BUILD WORLD CLASS, CUSTOMER-ORIENTED YACHTS (THAT MEET CUSTOMER DEMANDS AND EXPECTATIONS) BY CONTINUOUSLY IMPROVING OUR INFRASTRUCTURE, TECHNICAL ASPECTS AND EMPLOYEES.

OUR VISION: IS TO BE A SHIPYARD HAVING THE COMPETITIVENESS IN THE SECTOR AS WELL AS BEING A LEADING AND TRUSTED YACHT BRAND IN THE WORLD.



ISO 9001:2008



ISO 14001:2004



OHSAS 18001:2007

DESIGN

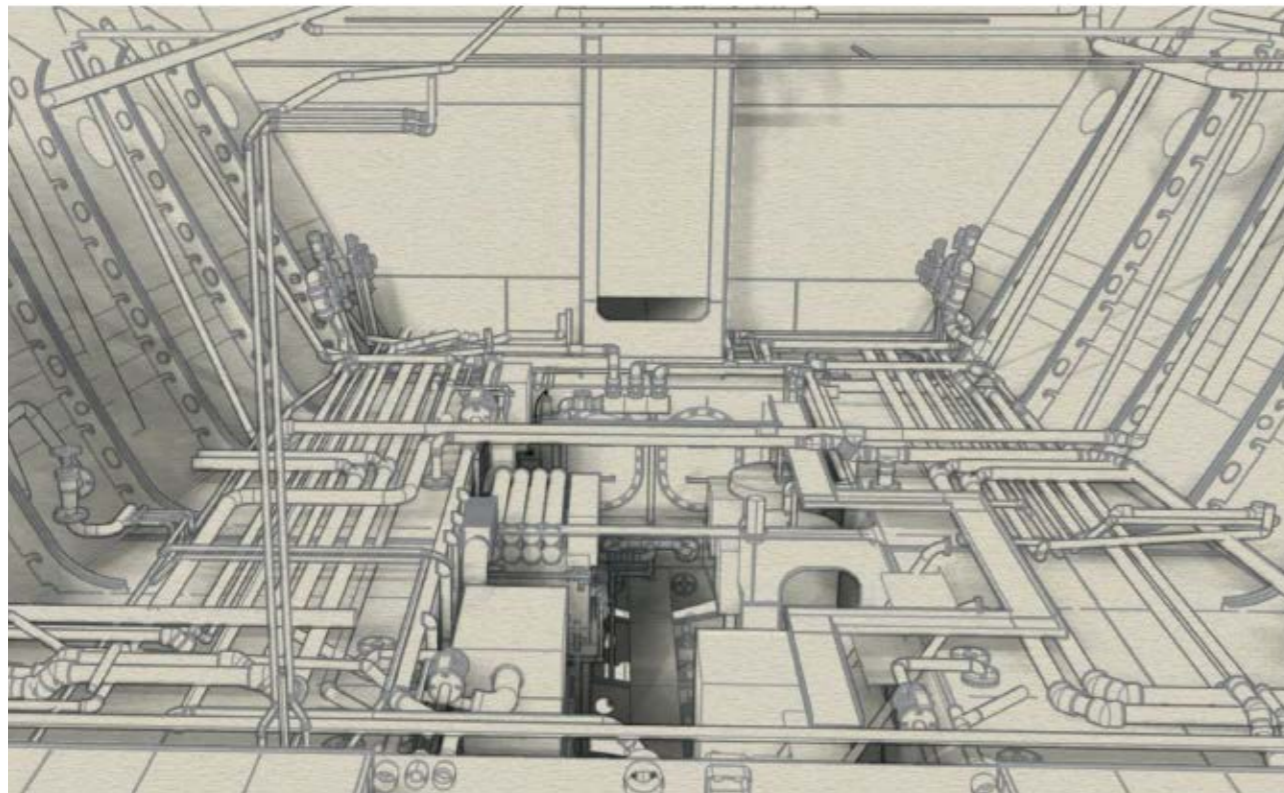
Complementing our in-house design team, SARP YACHTS works with the world's most renowned designers. More than ever before, the complexity of design, exotic materials and superior standards, stretch the boundaries of what can be built.

SARP YACHTS is one of the very few yacht-builders able to cope and even excel with such a challenge. We actively seek innovative and unusual projects and recent launches prove our ability to fuse luxury interior craftsmanship with complex exterior engineering.

SARP YACHTS is designed to have a timeless appeal. Creating an iconic yacht of which an owner can be proud of, is very much part of the design brief we launch.

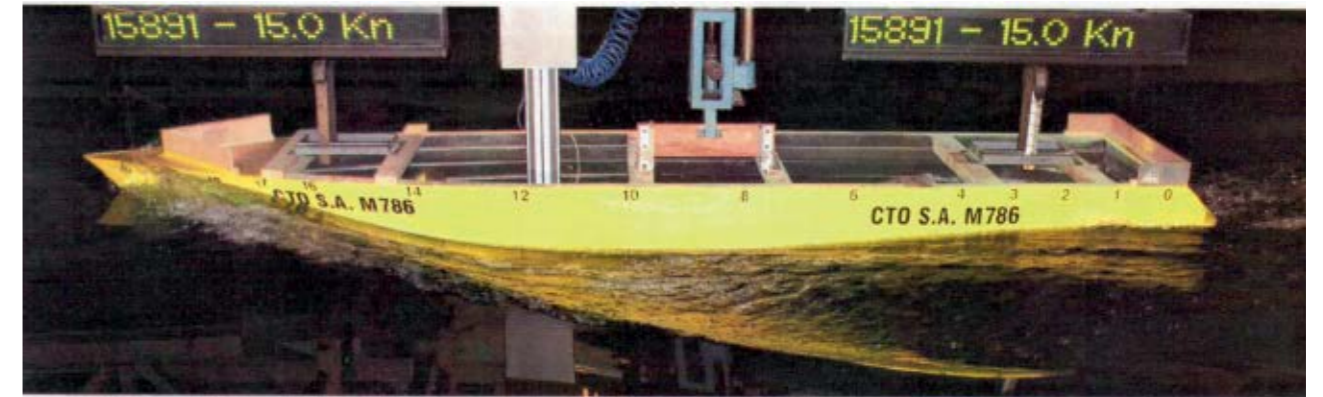
ENGINEERING & TECHNOLOGY

SARP YACHTS have state-of-the-art engineering. Every detail is thought through and tested so that the framework behind the luxury is absolutely reliable. On this framework we integrate the most exquisite finery, the most spectacular effects and the most innovative systems. We can include them all because of our thorough understanding and exhaustive testing of engineering principles. Using industry-leading design programs our engineers and naval architects create 3D designs, updated in real time.



Every part of the technical team can log into the same data, achieving a reduction in total building time and improvement of quality for the final output. Working in close collaboration with one of the world's foremost naval architects, our in-house experts have total control of the build process from concept to launch. SARP YACHTS offers a broad range of tested platforms on which various projects can be based.

We extensively test scale models at CENTRIM TECHNIKI OKRETOWE S.A in POLAND.



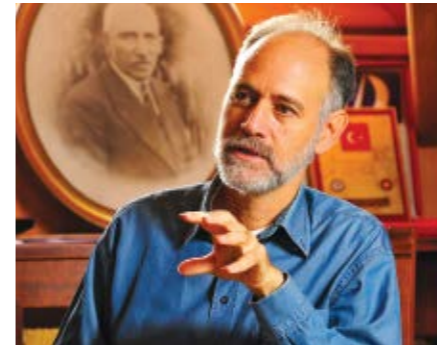
A series of tank and propeller tests with programmes designed to analyse the performance, wave keeping and handling qualities on our yachts.

In co-operation with the relevant Classification Society, tests are conducted in a deep-water basin as well as depressurised towing tank.



40.40m Sailing Yacht epoxy vacuum assisted GRP with carbon reinforcement hull and superstructure

In keeping with our other contemporary Sarp Yacht designs, we tried to create a fresh and distinctive styling for this exciting high performance sloop. Hull form is molded to be fast and seaworthy at all conditions. Fine entry with a little deeper sections forward will reduce slamming and slice through the chop. This boat will plane quiet early with a displacement length ratio of 105, but she has moderately wide stern lines to stay balanced at heeled conditions.



DESIGNER COMMENTS ON 40.40m SAILING YACHT

Structure will be optimized by Alex Shimell of Gurit in glass-carbon epoxy sandwich composite. Sarp lamination team will vacuum-bag and post-cure this light and stiff structure with their dedicated craftsmen and engineers.

TANJU KALAYCIOĞLU - AUGUST 2014





Stability is boosted by a hydraulically operated very high tensile steel fin keel carrying a huge lead-antimony T bulb. Draft can be reduced from 5.8 meters down to 3.5 meters. To enable this shallow draft, we have opted for twin carbon rudder blades operated from symmetric helm stations. Lucky owners and captains will be able to steer this agile creature only with the strength of their own muscles, no external power source required. Naturally hydraulic autopilot is always at hand.

A tall four spreader carbon mast with in-boom furling will produce the driving force. Code sail and staysail furlers are of flush type, as the vessel will sail with the blade most of the time. Sail control systems are thoroughly state-of-the-art with hydraulic furlers and hydraulic captive winches. Everything is joy stick controlled from two helm stations. The control and command system is set up such that one can sail the yacht with a remote unit, even an I-pad.

Interior styled by Stephen Huish will house master suite and three guest cabins in the after part of the hull. A raised salon having all round view is above the engine room with an office and navigation station tucked in. Forward part of the hull descending from the salon houses another dayroom, galley, laundry and nice sized crew quarters. Every available volume is arranged for storage and access mainly to systems. For example there is a large refrigerated store under the galley floor. Gross tonnage is intentionally kept below 200, to be less effected by LY3 restrictions.

Deck architecture and styling is developed under offshore safety and comfort in mind. Even though she is designed to be sleek, we have solid 150 mm bulwarks. Nearly all equipment is kept under the deck thanks to a horde of flush hatches with concealed hinges and locks. Very low profile superstructure has artistic modern flowing lines hiding technical details such as air intakes.

Access to the sea, a tender or to quayside is through a rotating under deck boarding ladder and a pasarelle as well as a hinging carbon bathing platform aft.

As a summary this design will be competitive in superyacht regattas and will be great to sail away to long voyages, owner's choice...





SARP 40.40m SAILING YACHT INTERIOR

It has been an absolute pleasure to work with Sarp Yacht and Tanju, who have enormous experience and talent designing and constructing yachts. Turkey remains one of the great epicentres of yacht building.

STEPHEN HUIISH - AUGUST 2014



Main Salon



Main Salon



Main Salon and Wheelhouse



Main Salon and Wheelhouse

My intention for the yacht's interior was to create a tranquil and relaxing environment and keep the design uncomplicated but high in attention to detail. The master cabin and salon are designed around subtle use of suede's, faux croc, faux eel skin, special paint finishes, textures and contrast finishes.

Special features include a curved sofa with coffee table for relaxing and reading. There is also a feature desk design which doubles up as a dressing table, by pulling up a makeup mirror which is illuminated each side. The drawers each side of the bed have sockets inside for charging mobile phones. This allows less clutter and a cleaner look. There is a good size flat screen TV which could be angled across to allow viewing from the sofa. Art works are by renowned British artist Pat Ames. Lighting can be controlled via Lutron to create different settings.

The design can be tailored to suit any prospective client wishing to make it their own as all materials can be re-worked.

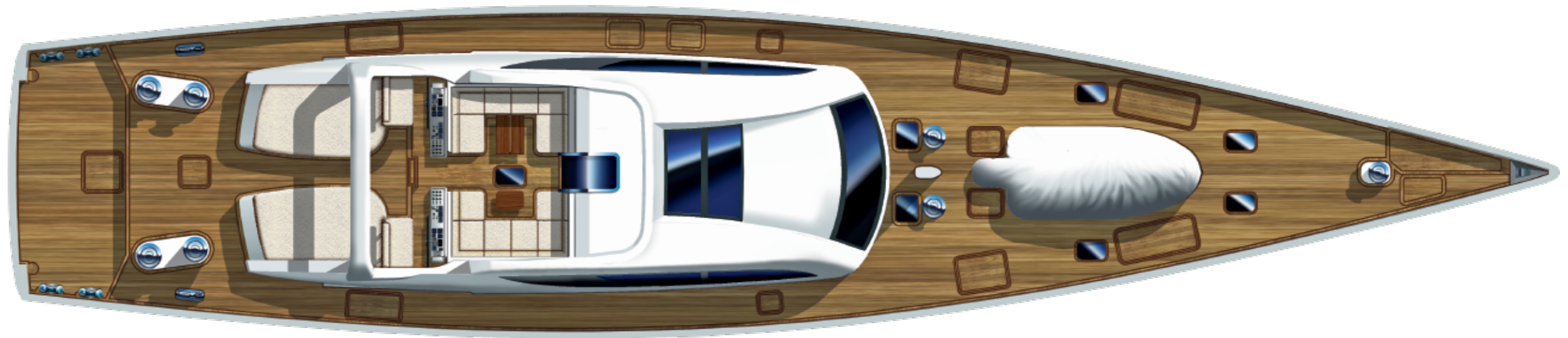
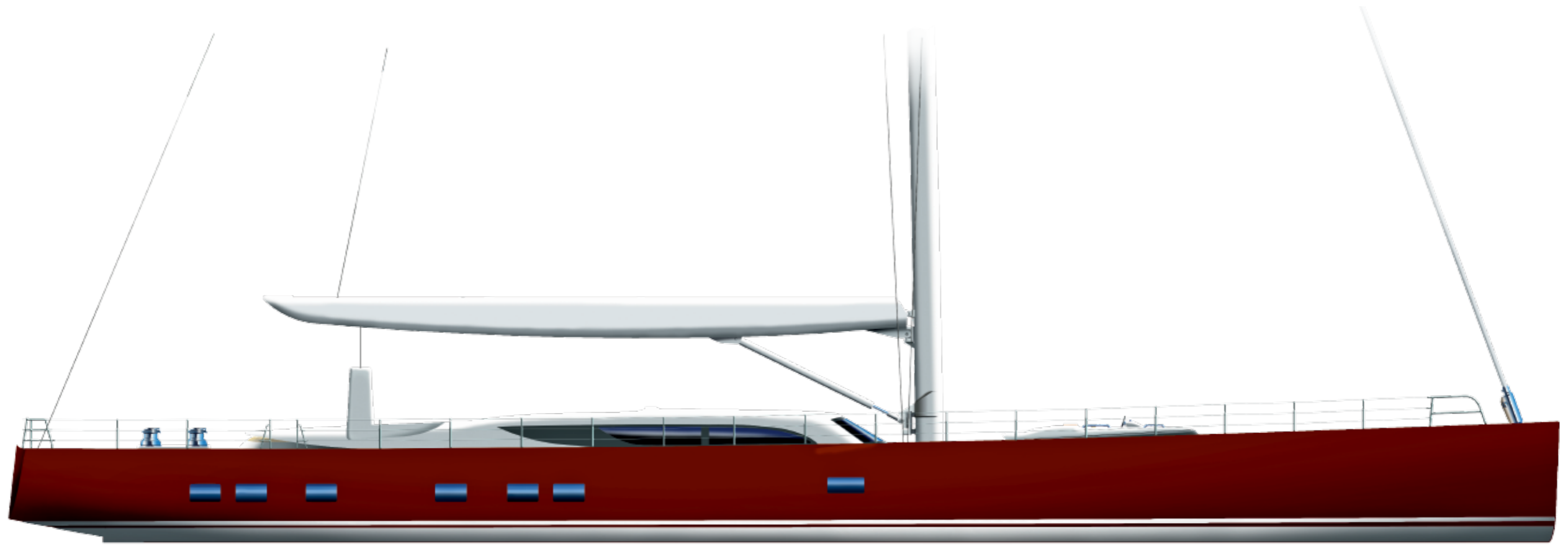
This is a wonderful yacht and is designed to maximise the interior space and allows for plenty of natural light



Owner's Cabin



Owner's Cabin



Main Deck



Main Deck



Lower Deck

TECHNICAL SPECIFICATION

40.40m Sailing Yacht Epoxy vacuum assisted GRP with Carbon Reinforcement Hull And Superstructure

GENERAL

YARD NO.	NB105
TYPE	High Performance Cruising Sloop Yacht
BUILDER	Sarp Yachts
NAVAL ARCHITECT	Taka Yachts, Osman Tanju Kalaycıoğlu
EXTERIOR STYLIST	Osman Tanju Kalaycıoğlu
INTERIOR DESIGNER	Stephen Huish
ENGINEERING	Sarp Yachts
CONSTRUCTION	Composite structure
CLASSIFICATION	ABS + A1 YACHTING SERVICE + AMS MCA Large Commercial Yacht Code LY3 (Below 200 gross) Malta or Marshall Island Ship Registry

PRINCIPAL DIMENSIONS

HULL	Length O.A.	40,40	m
	Length WL	36,80	m
	Beam	8,60	m
	Design draft	3,30-5,80	m
TONNAGE	Gross	195	gt
	Displacement (70% full)	185	t
SPEEDS	Maximum speed about 14 knots (at 2100 rpm)		
	Cruising speed about 11 knots (at 1500 rpm)		
RANGE	3500 n.miles approx. at 10 knots		

TANK CAPACITIES (approximate)

FUEL	12,000	litres
FUEL DAY TANK	600	litres
WATER	3000	litres
LUB OIL	500	litres
DIRTY LUB OIL	500	litres
GRAY WATER	3,000	litres
BLACK WATER	1,500	litres
BILGE	500	litres
HYDRAULIC OIL	300	litres
SLUDGE	400	litres

*All tanks fitted with level gauges transmitting to ship monitoring system.

RIG DIMENSIONS & SAIL AREAS

I	48,60 m
J	15,10 m
P	44 m
E	15 m
AIR DRAFT	51 m
MAIN SAIL	396 m2 (Full batten, inboom furling, Stratis carbon/Tech)
BLADE JIB	331 m2 (Stratis carbon/Tech)
STAYSAIL	161 m2 (Stratis carbon/Tech)
CODE SAIL	706 m2 (Tri radial)
GENNAKER	997 m2 (Tri radial)
MAST	Standard Modulus Carbon (Keel stepped)
BOOM	Carbon in-boom hydraulic furling
TENDER BOOM	Carbon
STANDING RIGGING	Nitronic Discontinuous Rod (EC6+ Carbon Optional)
RUNNING RIGGING	Gleistein Dyneema and Vectran, Aramid running backstays
HEADSAIL FURLER	Reckmann RF90-6,5 Hydraulic
CODE-o FURLER	Reckmann CZ16 Hydraulic
STAYSAIL FURLER	Reckmann SF-32 Hydraulic (Removable stay)
RIGGING HYDRAULICS	Navtec (Vang, Outhaul Cylinder, 2 x Backstay, 2 x Halyard Tensioners)
SAILS	Owner's choice

MACHINERY

MAIN ENGINES	715 bhp (533 bkW) @ 2100 rpm Caterpillar C18 Acert 6 cylinder diesel engine or 700 bhp (525 kW) @ 2100 rpm MTU 8V2000M70 8 cylinder diesel engine, or equivalent
GEAR BOXES	ZF 2150A or equivalent (3.25:1) reverse reduction
SHAFTS & PROPELLERS	Duplex stainless steel shaft with 4-bladed NIBRAL CP propeller approx Ø1200 mm with high skew. Hundested VP 8 FR-HP.

AUXILIARY MACHINERY & ELECTRICAL SYSTEM

GENERATORS	2 x 50 kW Onan, Kilopak, Northern Lights or equivalent generators with PTO hydraulic pumps.
ELECTRICITY	380 Volts AC 3 phase 50 Hz, 220 Volts AC single phase 24 Volt DC Power management system
SHORE POWER	380 Volt / 220 Volt 3 phase 50 HZ

ANCILLARY EQUIPMENT

STEERING SYSTEM	Manual steering by Edson with two outside stations, Elk hyde covered destroyer type wheels. Cables to quadrants and carbon balanced spade rudders (2). Hydraulically operated autopilot system.
RUDDER ANGLE INDICATOR	Robertson rudder angle indicator
BOW THRUSTER	OYS or Hundested FT 3 R hinged 75 hp (55 kW)
STERN THRUSTER	OYS or Hundested FT 3 R hinged 75 hp (55 kW)
FRESH WATER SYSTEM	2 x Wilo, Gianneschi or equivalent pumps
WATER MAKERS	2 x Idromar, Tecnicomar or equivalent 3,600 litres per day
SEWAGE TREATMENT WC's	Hamann, Tecnicomar or equivalent sewage treatment unit
AIRCONDITIONING	Evac, Jets or equivalent toilet system including gray water collection
	Air conditioning system (180,000 btu cooling) with 2-4 x compressors, with air handling units in each area, 2 x fresh air make-up units 2 x 4 kW heaters incorporated in the system. Webasto, Cruisair, Condaria or equivalent
HYDRAULIC SYSTEM	Custom Harken ring main system, PTO and electric power supply
KEEL MECHANISM	High tensile steel fin with cast lead-antimony bulb operated up and down with hydraulic pistons (APM)

DECK EQUIPMENT

ANCHOR WINDLASS	Data DZC 3300 or equivalent electric vertical anchor windlass (w/o warping head) in well with stainless steel folding arm.
WINCHES	2 x Harken B1145.3 or equivalent stainless steel hyd. (aft deck) 2 x Harken B1235.3 or equivalent stainless steel hyd. (mast base) (OPTION: 4 winches aft deck)
CAPTIVE WINCHES	1 x Harken or equivalent 6000 kg (Main Halyard) 1 x Harken or equivalent 6000 kg (Main Sheet) 2 x Harken or equivalent 9000 kg (Primary - Blade Sheets) 2 x Harken or equivalent 9000 kg (Runner) 2 x Harken or equivalent 1500 kg (Runner Retriever)
SAILING HARDWARE	Harken Stainless Steel Superyacht Blocks, Tracks, Cars and padeyes
GROUND TACKLE	200 kg ULTRA (316 SS) plough bow anchor. Studlink Galvanised Chain 192.5 m 14 mm U2. Spare 200 kg ULTRA (316 SS) anchor. Fortress FX-125 (31.3 kg) + 20 m x 14 mm Chain +100 m 32 mm Polyamid rope (Gleistein)
MOORING CLEATS/BITTS	4 x Standard aft, 2 x Nomen midships, 4 x Nomen Foreward and 4 x Fairleads aft
DECK HATCHES	Custom flush composite with concealed hinges
DOORS	Bofor, Allufer Tempesta or equivalent watertight doors Electric sliding companionway door
WINDOWS	Solar reflecting, tempered and laminated glazing.
PORTLIGHTS	Flush, fixed with tempered and laminated glazing.
BIMINI SYSTEM	Custom folding system reaching up to mainsheet arch.
BOAT CRANES	Carbon boom attached to main mast forward Carbon removable davit aft

PASARELLE	Hydraulic telescopic lifting and slewing pasarelle
STERN PLATFORM	Hydraulically-opening transom door incorporating swim platform, inset steps, deck shower and carbon bathing ladder
BOARDING LADDER	Hydraulic hidden boarding ladder on starboard side
SEARCHLIGHT	2 x Xenon Searchlight
FENDERS	10 x Inflatable fenders

NAVIGATION EQUIPMENT

MAGNETIC COMPASS	2 x Danforth or Richie 6” magnetic compass
GYROCOMPASS	Alpha Minicourse
AUTOMATIC PILOT	1 x Simrad AP50 or equivalent
ECHO SOUNDER	1 x Simrad or equivalent
RADAR	2 x Simrad or equivalent
GPS	2 x Simrad Shipmate GPS type GN30 or equivalent
CHART PLOTTER	1 x Simrad or equivalent
NAVTEX	1 x SRH navtex receiver or equivalent
WEATHER FAX	1 x Furuno Dfax weather fax type Fax-207 or equivalent
SAILING INSTRUMENTS	B&G Hydra 2000 (3 stations)
AIS	1 x Simrad or equivalent
SET	Barometer + Hygrometer + Thermometer + Clock
HORN	Kahlenberg triple trumpet chrome plated
NAVIGATION LIGHTS	24 V DC, Peters+bey or equivalent

COMMUNICATION EQUIPMENT

HF RADIOTELEPHONES	1 x Icom GMDSS HF radiotelephone type IC-M710
VHF DSC CLASS A	1 x Sailor RT6222
VHF CLASS D	2 x Simrad RS87
SATCOM	1 x Sailor FB500 Fleet Broadband
TELEPHONE EXCHANGE	Siemens telephone Exchange

SAFETY & SECURITY EQUIPMENT

SAFETY	2 x 16 man RFD inflatable liferafts in float free flush lockers 1 x EPIRB 1 x SART 2 x JonBuoy MOB modules Extensive personal life saving equipment
FIRE FIGHTING	FM 200 fire extinguishing system for engine room Portable fire exthinguishers located throughout Sea water fire extinguishing system
ALARMS & MONITORING SECURITY	Fire alarm system integrated to monitoring system Panasonic CCTV system in engine room/aft deck/port and starboard side decks plus on mast. CCTV monitor screens located in bridge and mess. Burglar alarm system with alarms at entry points

TENDERS & WATERSPORTS EQUIPMENT

TENDERS	1 x 5 m diesel inboard in fwd recess 1 x 3 m RIB with outboard on aft deck
DIVING EQUIPMENT	1 x set of Scuba equipment 1 x Bauer Junior II-E 3 diving compressor

ACCOMMODATION

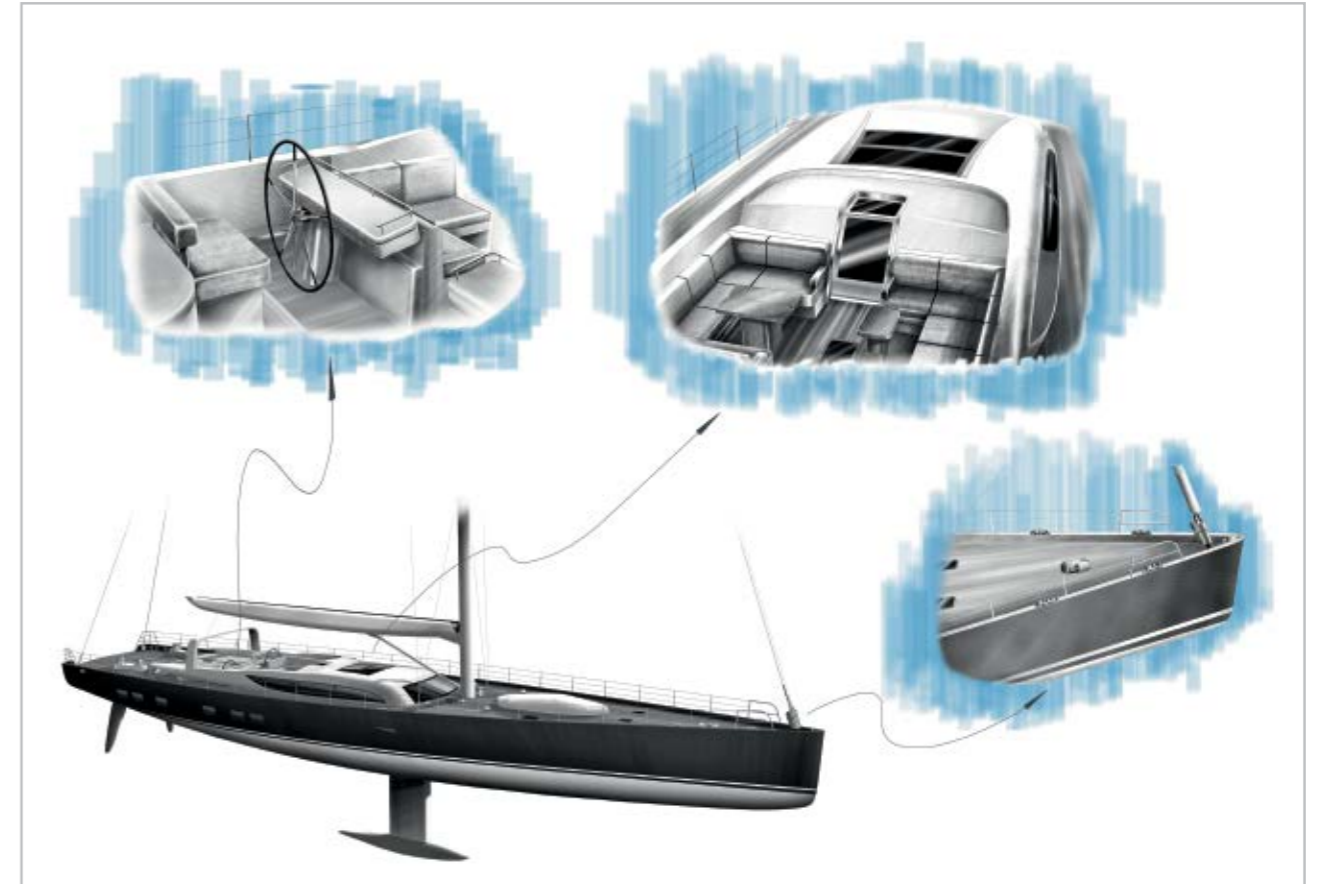
LOWER DECK INTERIOR	Owner's cabin, guest cabins, crew cabins, captain's cabin, galley, laundry, salon, crew mess
MAIN DECK INTERIOR	Salon, wheelhouse
MAIN DECK EXTEROR	Salon, cockpit
GUESTS	2 x twin, 1 x double cabins with shower
OWNER	1 x Owner's cabin located aft in the hull with shower room ensuite.
CAPTAIN'S	1 x double cabin with shower
CREW	2 x double bunks located with shower
FIXED DECK FURNITURE	Fixed seating, tables and sun bathing area

OPTIONS

	Additional captive winch for main sheet (6000 kg) additional 2 deck winches on aft deck for code-0 and gennaker (Harken B1145.3) EC6 standing rigging High modulus carbon for mast Rondal winches instead of Harken Carbon pasarelle Carbon boarding ladder Pool on forward deck (tender recess to convert pool)
PAINT SYSTEM	AWLGRIP paint system
DOORS	PCM and Freeman doors
FIRE FIGHTING	NOVEC fire extinguishing system for engine room

SAIL PACKAGE OPTION 2 (DOYLE SUPERYACHT)

MAIN SAIL	396 m ² (Full batten, inboom furling, Stratis ICE)
BLADE JIB	331 m ² (Stratis ICE)
STAYSAIL	161 m ² (Stratis ICE)
CODE SAIL	706 m ² (Radial Stratis)
GENNAKER	997 m ² (Tri radial)





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SAINTE VACHETS



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