



Specifications and facts regarding M/Y Arken

Designer:	CG Pettersson
Year built:	1926
Builder:	AB Gustafson och Andersson
Loa:	9,90 m
Lwl:	9,30 m
Beam:	2,70 m
Draft:	1,05 m
Front deck:	4,6 m
Cockpit:	2,45 m
Aft deck:	2,75 m
Hull material:	Honduran Mahogany
Construction method:	Crawler built
Frames:	Ek/every third iron frames The lower parts, towards the keel, of the iron frames are replaced with new in stainless steel.
Deck beams:	Oak
Deck:	Covering boards and centre board in mahogany. The ribs are in oregon pine and oblique nailed to each other.
Fasteners:	Copper riveted
Keel:	Oak (new 2019) with an outer keel in lead (300 kg)
Interior:	Honduran mahogany. Flooring in cockpit in two layer of teak. And in the cabins one layer of teak.
Mast:	One single mast (2,20 m) in spruce. In the mast there's a horn mounted and a top lantern light. All rigging in stainless steel.
Fuel tank:	160 l diesel
Fresh water tank:	160 l
Black water:	70 l, mounted in the front with deck fitting. <i>All tanks are new in stainless steel</i>
Steering:	Seastar Hydraulic
Engine:	Volvo Penta MD 22L, 50 hk, 1997, 5100697647
Fuel:	Diesel
Gear box:	Hydraulic HBW250 - 3.0R, 1:2,72
Instruments:	Modern
Exhaust system	Exhaust hose with stainless pipe bend for water lock.
Propeller shaft:	30 mm
Propeller:	4 blade, Mikado 19x17

Shore power: Yes
Battery: 12V, 80 Ah Li
Heater: Eberspächer Airtronic D2
Toilet: Electric in classic style mounted in the bow in an own compartment.
Lights: LED

Cooler: Isotherm
Kitchen: Modern stove with sink
Gasol: Tank in separate compartment with gas detector

Comments:

Arken is one of the Swedish built boats that never has been in bad hands. Over the years, she has been well maintained and, despite of a fire onboard in the 1980-ties, nothing has been changed onboard leading to that she today is a unique piece of preserved Swedish craftsmanship.

Under the present ownership, the boat has been meticulous maintained by master boat builder Anders Annell, who had worked after a plan with the goal to replace all bad parts onboard but also without loosing her original feeling and impression of being an old well kept yacht.

Arken is also build in a time in Sweden when the big motorboat happening was CG Petterssons trip around Scandinavia with the 9 meter motorboat Wiking X. The demands for sea going designs and construction is very well present in the design of Arken. For being "just" a 10 meter motorboat, her construction is extremely strong and powerful.

After maybe over 300 classic boat inspections over the years, I must admit that Arken is one of the best maintained classic boats I've seen. She will be a pride and joy for the next owner.

If there is some further questions regarding Arkens condition or background, please don't hesitate to ask them via phone or mail (below). Also, picture on all that is described above can be sent on request.

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