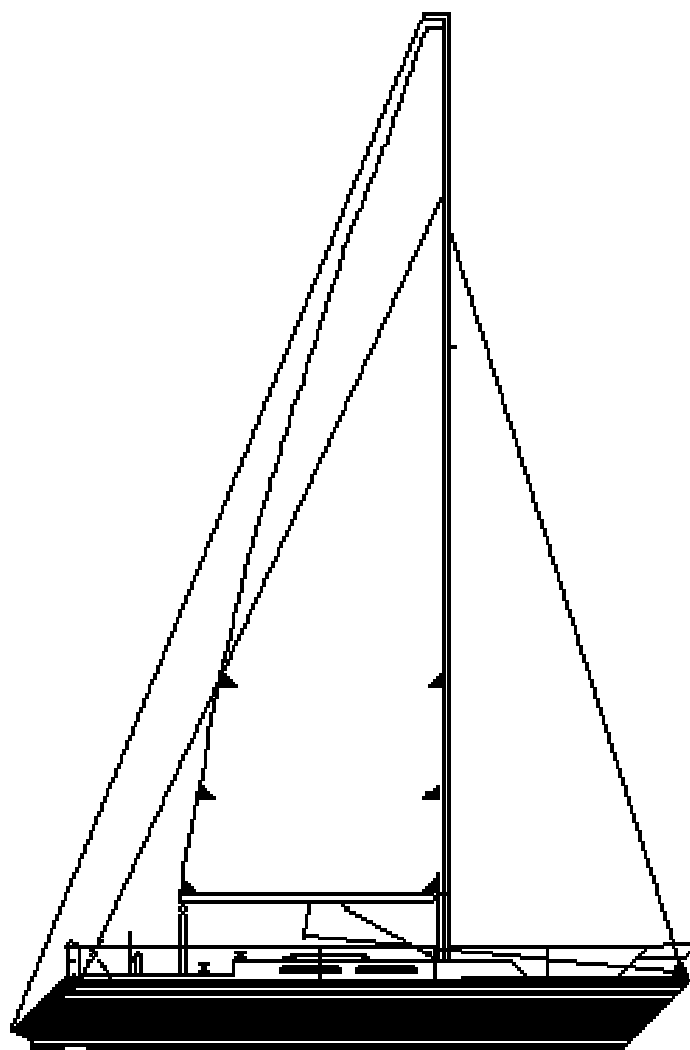


WASA YACHTS AB  
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# WASA 370

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CRAFTSMANSHIP AND PERFORMANCE



# WASA 370

## CRAFTSMANSHIP AND PERFORMANCE

Wasa 370 is the ultimate combination for both racing and cruising. The boat is well adopted for IMS but also for the IRM rule. It is a fast cruising yacht. The interior is done with the best boat builder's craftsmanship. Selected teak or mahogany is used for wooden work.

In the shipyard, just outside Stockholm, where Wasa Yachts is situated; pleasure boats have been built since the beginning of this century. Wasa Yachts was established in 1976 and has over the years built more than 400 yachts, all of the over 36 feet.

Leif Ängermark designs our boats. A Swedish designer well known for designing fast sailing yachts. Every single detail of our boats is specified to meet the requirements of safety, maneuver capability, speed and convenient living. Equipment such as engines, winches mast etc is delivered by manufactures well known for quality and customer service. The interior is of teak or mahogany chosen from the best pieces of lumber and built with traditional Swedish craftsmanship. We have done our outmost to give you the best comfort and pleasure of your sailing.



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### THE WASA 370 CONCEPT

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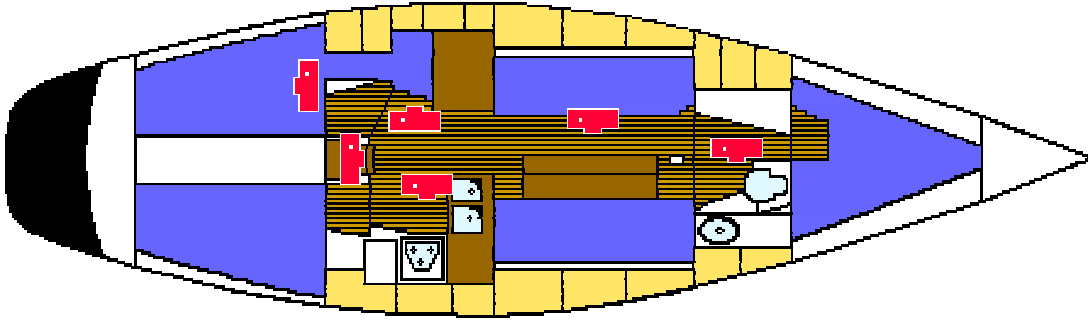
The concept behind Wasa 370 and all Wasa Yachts is modern design, light, strong and stiff sandwich hulls combined with effective riggings and sails. The idea is to create a yacht easy to sail, even with a small crew. That's why we have put a lot consideration to the manoeuvrability of the yacht. The balanced ruder together with the short but solid keel and a large mainsail will create a yacht easy to manoeuvre under sail in narrow waters and harbours. This will also crate a boat well balanced under all conditions something Wasa sailors appreciate and frequently miss when sailing other boats. The modern and light hulls together with a generous sail area produces the well-known Wasa speed.

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## BUILT FOR SAILORS BY SAILORS

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With Wasa 370 we have created a fast and comfortable family racer with a modern design., a winner for the selective offshore racer as well as a fast and safe family cruiser. Wasa 370 is constructed and built for the sailor with high ambitions for quality and comfort., we at Wasa have made no compromises when designing and building the yacht..



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## COMFORT BOTH AT SEA AND IN THE HARBOR

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To live comfortably both at sea and in the harbor is A and Z if all onboard will enjoy the voyage. In the Wasa 370 the interior layout is built on experience from many years of offshore racing and cruising with the family.

### BASIC DATA

L.O.A.	11,10 M
L.W.L.	8,75 M
WITH	3,20 M
DRAFT	1,95 M
WEIGHT OF THE KEEL	2200 KG
DISPLACEMENT	5000 KG
I	12,75 M
J	4,00 M
P	13,95 M
E	4,20 M
IMS GPH	650

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## TECHNICAL SPECIFICATION

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### CONSTRUCTION

#### HULL

WASA YACHTS has designed a special moulding technique, unique in boat construction, which allows us to mold the hull in one piece. To achieve a first rate product, WASA YACHTS is using a special selected polyester with supreme test result regarding:

- Stretch/break factor
- Pliability ratio factor
- Water saturation factor
- Adhesive factor
- Strength factor
- Material fatigue
- Polyester density

All these factors are very important in combination with the environmentally controlled moulding area. During the moulding process it is very important to keep temperature and humidity at a predetermined controlled level. The hull is made in GRP sandwich construction, using end grain balsa core and fibre-glass mats of different specifications. Specially designed combination mat, and fibre glass heavy weight reinforced rowing. All stress areas are specially designed. Unidirectional rowing reinforcement in the direction of the stress. All through hull fittings are in solid GRP. Structural bulkheads are of marine grade waterproof plywood, laminated to hull and deck. Transverse floor beams and longitudinal stringers are built up of GRP, unidirectional rowing using a high density core. There are limber holes in the floors to allow drainage. Specially Designed Kevlar combination mat in hull and deck (option).

#### DECK

The deck is made in GRP balsa core sandwich construction. All high stress areas are specially reinforced with selected material using the same technique as in the hull. The deck has a high strength / weight ratio and is through-bolted with stainless steel (AISI 316) to the hull. The mountings for the deck fittings and have been extra reinforced.

#### BALLAST

A new keel shape has been developed based on extensive tank testing and practical test on ONE-OFF WASA Racing yachts. The keel shape has the following advantages in comparison with a conventional keel:

- Higher lift - drag ratio.
- Lower centre gravity, increasing stability without adding ballast weight.
- Shorter cord length at top and tip, improving laminar flow and lower drag.

- The increased stability gives better performance and seaworthiness.

## RUDDER

The cantilevered balanced spade rudder is made of GRP. The 60 mm solid stainless steel shaft (Special ordered Swedish stainless steel with three times tensile strength of AISI 316) passes through a low friction, non water absorbent bearing, mounted and strongly bonded to the hull. The rudder was originally developed for our racing yachts, design the Swedish Royal Technical Institute. It has an impact zone, with external forces above 2.0 tons, the lower part of the rudder will give away, still possible to navigate the yacht.

## ENGINE BED

Designed by VOLVO PENTA is incorporated into the hull. Special care is taken to ensure a rigid foundation and correct bonding.

## CHAIN PLATES

Stainless steel through-bolted to longitudinal bulkheads which are securely bonded to hull and deck. The plates, large in areas, provided with backing plates.

## TOE RAIL

Anodised aluminium toe rail with one pair of haw saw holes, amidships drain holes where necessary.

## HARDWARE AND FASTENINGS

Best quality marine standard used throughout. Several of them designed and produced by WASA YACHTS.

## INTERIOR

All joiner-work is done in accordance with the best yacht practice using first grade materials. Selected teak is used for all visible wood-work. Floor boards with laid teak veneer, providing access to the bilge, topsides lined with teak ribs. Overhead lined with vinyl panelling. All doors provided with retaining hooks and swing stops. Kick plates on steps and chafing pieces on sills are provided. Hanging lockers are equipped with rods and hooks and their doors are provided with ventilation louvers.

## EQUIPMENT

### COMPASS

Silva 6" card compass mounted in dome pinnacle of steering pedestal with appropriate lighting.

### SAFETY EQUIPMENT

A pulpit and push pit of best quality stainless steel (AISI 316) are through-bolted to the bow and transom. Double life lines are installed, passing through stainless steel (AISI 316) stanchions. The life lines are stainless steel wire and plastic coated. The pulpit is

fitted with navigation lights and the push pit with a stern light. The height of the pulpit, stanchions spacing distance etc, conform to Off-shore Racing Committee requirements.

#### HATCHES AND VENTILATION

- Fore hatch - hinged type with tinted glass. LEWMAR
- Amidships hatch - hinged type with tinted glass. LEWMAR
- Main companionway hatch - sliding-tinted LEXAN with lock and wash-boards.
- Aft cabin - two opening ports with screw-down fasteners mounted i cockpit well. LEWMAR

#### WINDOWS

The windows in cabin trunk are made of tempered glass with anodised aluminium frames, bolted through the cabin trunk. They meet class 3 specification for off-shore racing yachts.

#### VENTILATION

- 2 Electrolux stainless steel ventilators.
- 2 Dorade ventilators

#### HAND RAILS

Ample hand and grab rails provided in teak.

### **MACHINERY**

#### ENGINE

Engine: VOLVO PENTA 2030  
No of cylinders: 3 in line  
Power output 30 Hp  
Electrical: 12 volts, insulated return  
Alternator: 12 V 55 amps  
Gearbox: S-drive or shaft  
Propeller: 2 blade folding

Flexible engine mountings. "Wet" exhausted with special rubber tubing and muffler. Fuel consumption approximately 4 liters / hour, depending on weather and throttle.

#### FUEL SYSTEM

Fuel capacity approx 120 litres (32 US gallons) in one stainless steel (AISI 316) tank with shut-off valve. Water separator on fuel feed line. The tank is vented to cockpit aft

coamings, and are single deck mounted fill, marked FUEL. All fuel lines and shut-off are to standards. Extra fuel tanks as option.

#### PROPELLER SHAFT

The propeller shaft is made of 30 mm diameter, stainless steel ((AISI 316) fitted with flexible shaft coupling. Outboard end supported with bearing. Stuffing-box with hose connection to stern tube. Zinc anode on shaft.

## **ELECTRICAL**

#### BATTERY AND WIRING

12 V/DC two-wire system for lights, instruments and battery charger Two battery switches, for engine and electrical installations, are mounted in the aft cabin. 4 x 75 amp hours marine deep cycle batteries, secured in GRP boxes. Selected high grade insulated copper wire, with different diameter, prevent minimum voltage drops. The system is numeric coded for easy check and maintenance.

#### CONTROL PANEL

The control panel is designed and manufactured by WASA YACHTS. To help achieve a trouble free electrical system, the panel is a printed circuit board, with LED indicators showing operating status. A two bank volt meter together with a water / fuel gauge are incorporated in the panel. All functions on the panel are hand ingraved on a non corrosive aluminium plate. The panel is hinged for easy inspection.

#### EXTERIOR LIGHTING

Pair side lights (red/green). Stern light (high intensity white). Mast-head light (white). Compass light (red).

#### INTERIOR LIGHTING

Navigator's light. 6 spot lights. 2 lights saloon. 2 lights rooftop.

#### CHARGING SYSTEM

55 amp 12 v alternator on the engine. Starting and service batteries charge simultaneously with separation provided by current blocking diodes.

## **PLUMBING**

#### SEACOCKS

Sea cocks of forged bronze chrome plated for all below water-line through-hull fitting. Sea-water and fresh water piping of reinforced PVC and copper marine quality.

## DRAINAGE SYSTEM

The cockpit is self draining and the installation is made in accordance with Off-shore Racing Committee's category 3 specifications. The galley sink drains through a separate seacock. There are two manual bilge pumps - one at the mast foot one in the cockpit with outlets above water-line. In addition to the two manual bilge pumps, there is an electric pump in the bilge.

## FRESH WATER SYSTEM

1 stainless steel (AISI 316) tank with a capacity of 120 litres (approx 32 gallons) with deck filling, marked WATER. Separate shut-off. Extra water tank are option.

## SEA WATER SYSTEM

Electrical pump for galley sinks.

## TOILETS

1 PAR toilets with sea water pump, shut off and drainage pump. Septic tank. in stainless steel (AISI 316)

## STOVE

Gimballed gas stove with oven. Drained gas-bottle stowage in cockpit, vented outboard. Shut-off valve at stove and gas-bottle.

## **SPARS**

### MAIN MAST

Manufactured by SELDÉN/WASA YACHTS. Silver anodised aluminium alloy hollow with oval section. The mast is wired internally for head light, bow and deck flood light. The mast has aluminium aerofoil section spreaders, halyards are internal. Appropriate exit sheaves and swivel exits for topping lifts and spinnaker halyard blocks are provided. Spinnaker pole track and heel hoist.

### MAIN BOOM

Silver anodized aluminium alloy hollow section. Slab reefs with cheek blocks.

### SPINNAKER POLES

Anodized aluminium alloy with fitted sheave on outboard end and stud fitting on inboard end, as option.

## **STANDARD RIGGING LIST**

### GENERAL

Rigging is in stainless steel (AISI 2343) wire with appropriate fittings and toggles.  
1/19 stainless steel ( AISI 2343) wire:

1 headstay

1 backstay

2 upper shrouds      2 lower shrouds  
2 main shrouds      2 intermediate shrouds  
2 running back stays

#### RUNNING RIGGING

7/19 stainless steel (AISI 2343) wire plus terylene tails as standard.

Main halyard with stainless steel	10 mm
Main topping lift	10 mm
Main sheet	12 mm
Reefing line	10 mm
Flattening reef	10 mm
Cunningham line	10 mm
Boom vang	12 mm
Genoa sheet	16 mm
Spinnaker halyard	10 mm
Spinnaker sheets	12 mm
Spinnakerpole lift	10 mm

## WINCH LIST

- 2 LEWMAR 46 self tailing
- 4 LEWMAR 43 self tailing

## WINCH HANDLES

2 x Lock in 10"

## **STANDARD EQUIPMENT**

- Anchor line 85m - 16 mm (250 feet x 5/8")
- 6 fenders (air-filled)
- 1 flagpole
- 4 LEWMAR genoa sliders
- 1 15 kg anchor
- Manuals for engine, plumbing and electrical system.