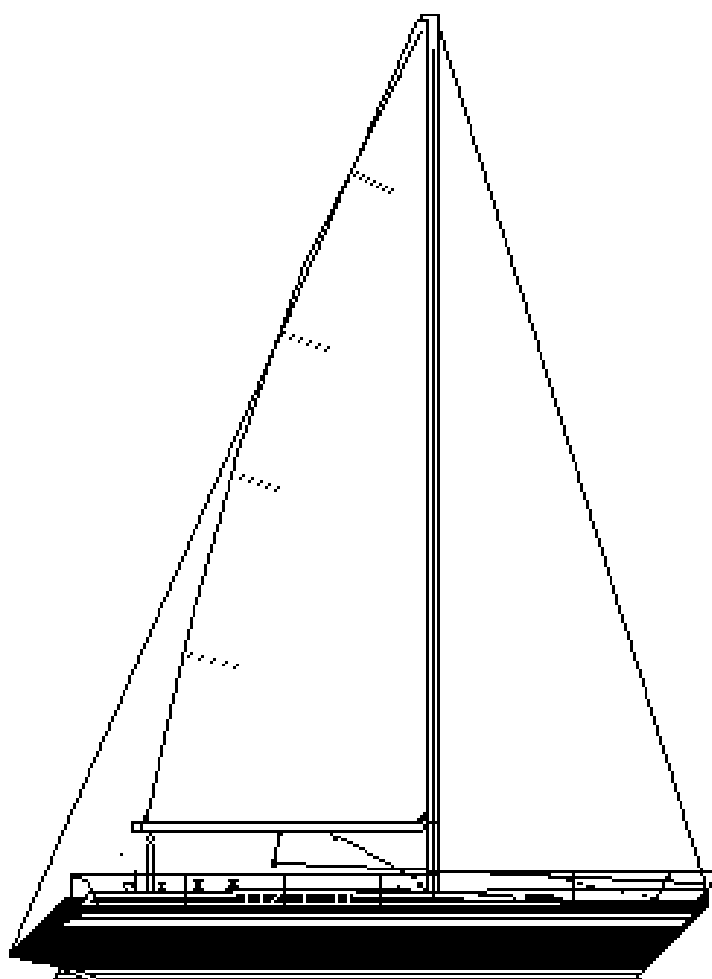


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SWEDEN

# WASA 420

## CRAFTSMANSHIP AND PERFORMANCE



# WASA 420

## CRAFTSMANSHIP AND PERFORMANCE

Wasa 420 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 outmoust to give you the best comfort and pleasure of your sailing.



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## THE WASA 420 CONCEPT

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The concept behind Wasa 420 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.

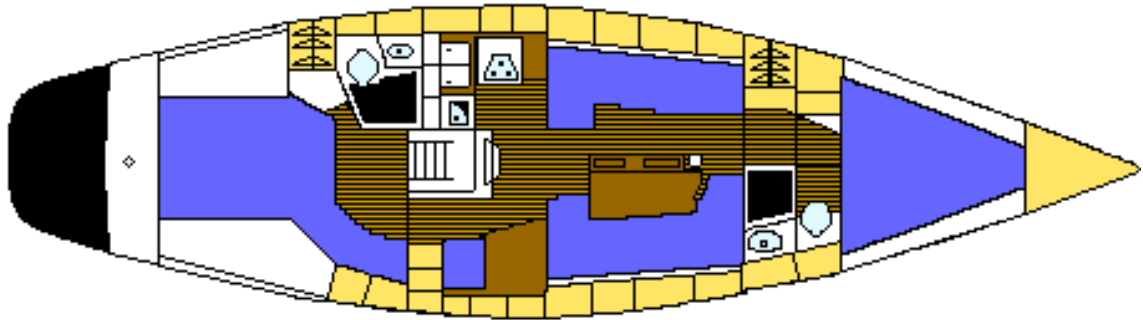


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## BUILT FOR SAILORS BY SAILORS

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With Wasa 420 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 420 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 420 the interior layout is built on experience from many years of offshore racing and cruising with the family.

**BASIC DATA**

L.O.A.	12,85 M
L.W.L.	10,24 M
BEAM	3,60 M
DRAFT	2,20 M
DISPL.	8 000 KG
BALLAST	3 300 KG
I	16,21 M
J	5,00 M
P	14,50 M
E	5,25 M
IOR RATING	34,5 FEET

## THE SAIL OF MY LIFE

Forty knots, on the nose. Like a rocket ship! The WASA 42.

It began with a call from a man I'd never met. It ended circling in Marina Del Rey for three and a half hours waiting for slack winds and a chance to bring the WASA into her slip.

I have a small yacht customising; business in San Diego that gives me enough flexibility to take in an occasional delivery job. Perry Houselander is importing a new high performance sailboat from Sweden. A mutual friend thought we would enjoy each others company on a trip from Sausalito to Marina Del Rey. He was right, the experience of sharing thirteen adrenalized hours has cemented a friendship that will last through the years.

The WASA 42 competes in the half million dollar Baltic and Swan area at half that price and with much better performance. Kevlar-Balsa sandwich.. Swedish cabinetry, Volvo turbo diesel, real refrigeration and a truly competent electrical system are only a few of the many nice appointments that you don't expect in sailboats. These \_\_\_\_\_ don't exit in real OCEAN sailing yachts. Or do they. The WASA displaces seven tons. This is less than half the seventeen plus tons of her competitors. The displacement to ballast ratio is 50 %. Seven thousands pounds of load in a six foot keel.

I began to realise what I would be sailing. This is a Ferrari in Rolls Royce clothing. I thought. She'd be stiff enough to stand and carry some sail, and yet light enough to carry some speed. I really began to anticipate the great winds of Northern and Central California. Happily these winds were jut a warm up for an <E> ticket upwind ride I'll never forget.

We made a very enjoyable but routine straight run from San Francisco to Santa Barbara. Six to twelve knots of wind from San Fransisco to San Simeon and fifteen to twenty-five knots from Morro Bay to Point Conception. Santana's began to nullify the normal long shore winds at Santa Barbara, so we pulled in for the night. The Santana's really began to fill in and we suspected an exiting run to Marina del Rey the following day.

When we motored out the next morning it was clear, hot and still. Within twenty minutes of Stern's Wharf a little wind got a double reefed main and a working jib up.

An hour later we still wanted to know what the boat could do but the issue was survival not performance.

A sudden blast of forty-five knots nearly knocked us down. We quickly relashed the dinghy, stowed the flyables below and put on the harnesses. As the wind clocked around, we found ourselves in a good steady forty knots of wind with an occasional gust. By pinching as tightly as possible we could just make course AND THE BOAT JUST TOOK OFF.

The sensation of speed was astonishing. The wind noise, flying spray, brilliant sunlight and clear skies all accentuated the excitement Step below into quiet and luxury for a cold drink? Come topside again for an adrenaline rush? I felt like a schizophrenic! WONDERFUL, WONDERFUL SAILING.

The trick with Santana, when you are near shore, is to get as near the shore as possible. This doesn't allow the seas enough time to build and you can have speed without discomfort. As we neared Ventura and Port Hueneme, the shoal water found us further offshore and the Santana had time to generate as nasty, very short four to six foot swells which set against the normal three to five foot long shore swell meant - INSTANT - MIX - MASTER.

You've got to understand that in the shipping of this quarter of a million dollar vessel, I alone had full responsibility to that she comes in, and in one piece. I'm trying to feel the boat out. How is she doing? Is this too much? Are we over stressing the rig? It seemed she just went faster. No pounding, no

twisting or falling off waves. She cuts through whatever is in the way and seems to literary jump over the troughs. In thirteen hours we took water in the cockpit only three times and fell into holes twice. She never felt over stressed although there were times when I did. What a ride! We only saw one other boat out that day, a destroyer about two miles further our, and she was taking water over the bow. Even the tankers stayed in.

The WASA took us to Marina del Rey in thirteen hour at 7.8 knots. She stood up to the worst Santana I've ever sailed with in grace and performance of a Viking Princess. She not only gave us a survival but also luxury and performance.

IT WAS THE SAIL OF MY LIFE!

WHAT A ROCKET SHIP.

Curt Nutter  
San Diego, California

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## WASA 420

### TECHNICAL SPECIFICATION

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WASA has designed a special moulding technique, unique in boat construction, which allows WASA to mould the hull in one piece. To achieve a first rate product, WASA is using a specially selected polyester with supreme test results. During the moulding process it is very important to keep temperature and humidity at a predetermined constant level. The hull is made GRP sandwich construction, using end grain balsa core and fibre-glass mats of different specifications. Specially designed KEVLAR combination mat, high density unidirectional CARBON FIBRE and fibre-glass heavy weight reinforced rowing. All high stress areas are specially strengthened with unidirectional rowing reinforcement in the direction of the stress. All through hull fittings 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 around a high density core. There are limber holes in the floors to allow drainage.

#### DECK

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

#### RUDDER

The cantilevered balanced spade rudder is made of hollow marine grade aluminium filled with polyurethane foam. The 60 mm solid stainless steel shaft (special ordered Swedish stainless steel with three times the 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, designed by the Swedish Royal Technical Institute. It has an impact zone, with external forces above 2 tons, the lower part of the rudder will give away but it will still be possible to navigate the yacht.

#### ENGINE BED

Originally 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 and provided with backing plates, are grounded to a keel bolt.

#### STEAM HEAD FITTINGS

Custom stainless steel fabricated fitting provided with jib tack fittings.

#### TOE RAIL

Anodised aluminium toe rail with one pair of hawsaw holes amidships and drain holes where necessary.

#### COLOUR PIGMENTS

High quality abrasion-resistant colour pigments are used in the gelcoat.

## HARDWARE and FITTINGS

Best quality marine standard used throughout.

### INTERIOR

All joiner-work is done accordance with the best yacht practice, using first grade materials. Selected teak is used for all woodwork. Floor boards with laid teak veneer, providing access to bilge; topsides lined with teak ribs. Overhead lined with vinyl covered panelling. All doors provided with retaining hooks and swing tops. 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.

### SAFETY EQUIPMENT

A pulpit and pushpit of best quality stainless steel (AISI 316) tube are through bolted to the bow and transom. Double life lines are installed passing through stainless steel (AISI 2343) stanchions. The life lines are stainless steel wire with plastic coating. The pulpit is fitted with navigation lights and the pushpit with a stern light. The height of the pulpit, stanchions spacing distance etc. conform to O.R.C. requirements.

### HATCHES and VENTILATION

Forehatch - hinged type with tinted glass. LEWMAR midship hatch - hinged type with tinted glass. LEWMAR Main companionway hatch - sliding-tinted LEXAN with loch and wash-boards. Aft cabin - two opening ports with screw-down fasteners mounted in cockpit well.

### WINDOWS

The windows in cabin trunk are made of tempered glass with water tight anodised aluminium frames, bolted through the cabin trunk. Meets IOR class 3 specification for offshore racing yachts.

### FUEL SYSTEM

Fuel capacity, approx 120 litres (32 US gallons) in one stainless (AISI 316) tank with shut-off valve. Water separator on fuel feed line. The tank is vented to cockpit aft comings, and it has a single dock mounted fill, marked FUEL. All fuel lines and shut-off's are to standard. Extra fuel tanks is an option.

### PROPELLER SHAFT

The propeller shaft is made of 33 mm diameter, stainless steel (AISI 329) fitted with flexible shaft coupling. Outboard end supported with rubber 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 charging. 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 diameters to prevent minimum voltage drops. The systems is numeric coded for easy check and maintenance.

## PLUMBING

### SEACOCKS

Seacocks are of forged bronze and come plated for all below waterline through-hull fittings. Seawater and freshwater pipes are of reinforced PVC marine quality.

### DRAINAGE SYSTEM

The cockpit is selfdraining and the installation is O.R.C. specifications. The galley sink drains through a separate seacock. There are two manual bilge pumps - one at the mast foot, one in cockpit with outlets above waterline. In addition to the two manual bilge pumps there is an electric pump in the bilge. Both showers have electric bilge pumps.

### FRESH WATER SYSTEM

2 stainless steel (AISI 316) tanks with a capacity of 120 litres each (32 US gallons) with deck filling marked WATER. Separate shut-off for the tank. The tank vent pipes drain into gallery sink. Extra water tanks as option.

### CONTROL PANEL

The control panel is designed and manufactured by WASA. 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 engraved on a non corrosive aluminium plate. The panel is hinged for easy inspection.

### SERVICE LIGHTING

Inside the control panel compartment. Under the pantry, (water pumps, and refrigerator compressor.) Motor room (maintenance oil check.) Aft locker (steering mechanism aft equipment)

### EXTERIOR LIGHTING

Pair side lights (red/green). Stern light (high intensity white). Bow light (white). Deck flood light (white). Masthead light (white). Compass light (red). Night light (red).

### INTERIOR LIGHT

Navigator's light. 8 dome lights. 4 fluorescent lights. 4 foot lights (red). 4 night lights (red).

### CHARGING SYSTEM

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

### LIGHTING PROTECTION

Chain plates, backstay and headstay all grounded to keel bolts.

### SEA WATER SYSTEM

Electrical pump for galley sinks.

### TOILETS

2 Kempax toilets with seawater pump shut off and drainage pump. Septic tank.

## STOVE

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

## RUNNING RIGGING

7/19 stainless steel (AISI 2383) wire plus terylene tails as standard. Main halyard with stainless steel shackle 12 mm, main topping lift 12 mm, main sheet 14 mm, Marlow line 10 mm, flattening reef 10 mm, Reefing line 10 mm, main clew outhaul 10 mm, Cunningham line 10 mm, Boom vang with snap shackle 10 mm, Genoa sheet 14 mm, Spinnaker halyard with snap shackle LEWMAR 12 mm, Spinnaker sheets with snap shackle LEWMAR 12 mm, Spinnaker pole lift with snap shackle LEWMAR 10 mm.

## WINCHES

2 LEWMAR 46 self tailing, 2 LEWMAR 56 self tailing, 2 LEWMAR 52 self tailing (option) 1 LEWMAR 43 self tailing. Winch handles: 2 x Lock in 10"

## MAST

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

## BOOM

Silver anodised aluminium alloy hollow section. Slab reef with cheek blocks.

## SPINNAKER POLES

Anodised aluminium alloy with fitted sheaves on outboard end and stud fitting inboard end, as option.

## STANDARD RIGGING LIST

### GENERAL

Rigging is in stainless steel (AISI 2348) wire with appropriate fittings and toggles. A hydraulic backstay adjuster is provided as option. 1/19 stainless steel (AISI 2348) wire, one midstay with adjuster.

### STANDARD EQUIPMENT

1. Anchor line 85 m - 16 mm (250 x 5/8")
2. 6 fenders (air-filled)
3. 1 flagpole
4. 4 LEWMAR genoa sliders
5. 1 15 anchor and chain
6. Instruction manuals for engine, plumbing and electrical systems.