

# LIKIA 40

KLASİK GRP DOUBLE ENDER

discover the privileged life

“Discover the privileged life”

LIKIA 40 a work of art designed by Turhan SOYASLAN and her interior designed by Aleks BANAKIS was manufactured to combine the ergonomomy of the classics with modern technology to make the enthusiasts enjoy sailing and comfort.

CE category of LIKIA 40 is A- unlimited ocean voyages. The certifying body is DCI – Dutch Certification Institute. What makes her unique is not just her quality but also the classical, comfortable and exclusive design.

The strength and performance identified with her specific colors.

The hull and the deck are manufactured by laminated CTP with hand moulded matrix method. The standard colors are green (RAL 6005) for the hull and crème white for the deck.

High sailing performance thanks to 'Selden' spars and rigging with double crosstrees and spreaders.

Sport (low boom) and Comfort (high boom) options available.





## Technical details

Length Overall : 12.20 m.

Length of Hull : 11.00 m.

Waterline : 9.30 m.

Maximum Beam : 3.65 m.

Draft : 1.40 m.

Displacement : 8.850 kg.

Ballast : 2.500 kg.

Sail Area : 65 sqm.

Engine : YANMAR 40HP

Fuel : 200 l

Fresh Water : 400 l

Waste Water : 100 l

Grey Water : 130 l

Tank Material : PE fresh water, black water and grey water tanks, stainless steel diesel tank

Ballast : 2,500 kg

## **Hull & DECK**

The hull and deck is made of approved hand moulded laminated CTP in matrix. The standard color of the hull is green (RAL 6005), of the deck creme (RAL 9001).The hull is coated with two layers of isoftalic gel coat (Poliya F 215) and from bulwark to waterline strengthened with 3 mm. Coremat. The closer the 450 mat and 500 texture combination comes to the keel the thicker it gets. On the first layers of the deck and the hull isoftalic resin is applied (Poliya 383 T). Between the hull and the bulkhead Crystic Crestomer 1152 PA was used for the bonding and filleting application. The keel of the vessel was strengthened with two longitudinal main battens of 9 cm. in a distance of 80 cm. from the midline. At the connection of the main mast with the keel the gap of 9 cm. between the main battens was filled and fibred with 20 mm. marine plywood and hard wood. The main mast was supported with the King Post "interior mast" .The deck was connected to the hull with M8 SS bolts every 20 cm. Crestomer 1186 was applied as adhesive to provide watertightness. The ballast is totally integrated to the hull design. All horizontal surfaces of the deck are made of 10 mm. plywood cored sandwich system. All connections of the stem, stern post, deck equipment and shrouds are strengthened. To provide an extra protection against osmosis below the waterline, one layer of two component epoxy was applied.

## **DECK EQUIPMENT**

- Side deck area covered with teak
- Well deck and stern well deck covered with teak
- Special place for the gas bottle in the well deck sitting group at the starboard side
- The deck and the sheer are made of solid teak.
- U-shaped cockpit sitting group (with a locker down below) and table made of teak.
- 316 L stainless steel pulpits, port, starboard stern pulpits, guardrail stanchions and plastic covered guardrail wires.
- Cutwater made of 316 L stainless steel and anchor windlass system with delhrin rollers.
- 2 x 44 inch genoa winches with stopper (Harken)
- 2 x 40 inch halyard winches with stopper (Harken)
- 1 x 16 inch genoa furling winch with stopper (Harken)
- Deck stoppers
- Blocks, runners, mast foot blocks and sheeting systems
- 2 x low profile 202x347mm hatches, 1 x classic "Skylight" low profile 442x442mm hatch, 8 x round portholes of 250 mm diameter, 1 x hinged bulleye porthole of 176x323 at the stern cabin
- 4 x stainless steel air scoops and stainless steel protections
- 316 L stainless steel shroud plate to the hull
- Emergency tiller
- Embedded shower system in the stern well deck
- 10 – 12 mm. polyester genoa- fore and main sail sheets
- 3 water drainings in the cockpit and 2 in the stern cockpit, total 5 water drainings
- Hydraulic steering
- 35 mm stainless steel rudder shaft with three different bearings

## **INTERIOR DESIGN**

- Option of one or two double cabins, U-shaped sitting group in the saloon – convertible to a double bed
- Two wings wooden dining table in the saloon
- Ergonomic galley with LPG cooktop oven with two cookers on the port side, deep single sink, refrigerator with shelves and cupboards.
- Board plankings of crème formica and mahogany sapelli
- Ceiling plankings ; leather and mahogany sapelli beam
- Sitting groups and bed : Produced of polyester-cotton fabric, removable upholstery covers with zipper
- Wood : Mahogany sapelli – sipa
- In the port side toilet one closet with manual or electric pump, sink group made of polyester and lockers made of marine plywood covered with four layers of marine varnish.

## **RIGGING**

- Selden spars with double spreaders(mast, boom, martingale, genoa furling, fore furling, wire and lifting sets)
- Sport (low boom) and Comfort (high boom) options available.
- Furlex furlings
- One Line Reefing system
- "Backstay Tentioner" system with backstay blocks
- Channel in the main mast for the radar
- First quality (360 gr) dacron main sail with standard batten, furling genoa (310 gr/sqm) and furling foresail (310 gr/sqm)

## **ENGINE**

- Fresh water cooled 40 hp 4 cylinder Yanmar diesel engine
- Hydraulic ZF gearbox
- Three bladed bronze screw
- Shaft bearing and deep seaseal
- Flexible coupling between the screw shaft and the gearbox
- Access to the engine room from the stern cabin (oil filter, oil dipstick and the secondary fuel filter) from the saloon ( impeller, oil filling, belts, alternator ) and from the well deck (starter )
- Oil ladle under the engine

## **BALLAST**

- Cast iron ballast in the original keel : 1.700 kg
- Outer ballast : 800 kg
- Total : 2.500 kg

## **FUEL & WATER SYSTEMS**

- PE fresh water tanks under the master cabin groups : 150 Lt.
- PE fresh water tank in the bilge : 250 Lt.
- Total capacity of the fresh water tanks : 400 Lt.
- Fuel tank in the port locker in the cockpit : 200 Lt.
- PE grey water tank in the bilge : 130 Lt.
- PE Black water holding tank with gravity discharge : 100 Lt.
- Piping system with anti-lime PVC pipes
- 12 Volt automatic water pressure pump
- 12 Volt macerator

## **ELECTRIC AND ELECTRONIC**

- Modern design dashboard with automatic fuses and lightened buttons
- 2 x 120 Amp house batteries, 1 x 120 Amp. battery for the engine, 1 x 120 Amp. battery for the anchor windlass and the bowthruster, total 4 AGM batteries of each 120 Amp.
- 220 Volt inlet for shore power, 15 m. cable with plug, inboard installation, 4 x 220 Volt & 25 Amp. Sockets, automatic fuses
- 4 stage 12 Volt contact breaker
- 2 x 500 gl/hour bilge pumps, 1 manual bilge pump + bilge alarm on the dashboard
- Level gauges for the tanks
- Starboard – port – stern navigation lights, deck lighting and anchor light
- Music system in the saloon and the cockpit
- 10 x stainless steel like interior lamps with switches and 2 x bracket lamps
- 2 x 12 Volt outlets
- CE approved 12 – 220 Volt electric installation
- Compass
- 50 amp/h battery charger with three outputs
- 90 Amp battery isolator with three outputs
- 550 Watt inverter
- Electric winch of 1200 Watt
- Galvanic isolator
- Dynaplate ground plate
- Zinc anode for the shaft
- Copper anodes connected to the bonding system
- Tridata ST 60 (speed, depth and wind indicator)
- ST 60 command unit
- Remote control of the anchor winch in the cockpit
- VHF radio
- Contact breakers for the general and engine batteries + emergency switch for electrical shunt
- Chain locker in the engine room and illuminated lockers
- 220 V and 12 V distribution panel in the locker at the fore cabin
- Boiler – 30 Lt. 800 W stainless steel









