JAC M IVERSEN 40 FT MOTOR YACHT 1954

Specification

SONJA

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Designer	Jac M Iversen	Length waterline	36 ft 1 in / 11 m	Engine	FPT Iveco NE60 Common Rail c400 hp diesel (2007)
Builder	Gräddö båtvarv Sweden	Beam	10 ft 0 in / 3.05 m	Location	Sweden
Date	1954	Draft	3 ft 3 in / 1 m	Price	EUR 200,000
Length overall	39 ft 4 in / 12 m	Displacement	6.5 Tonnes		
Length deck	39 ft 4 in / 12 m	Construction	Carvel mahogany planking on composite frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

SONJA is from the skilful hand of Jac M Iversen, one of Norway and later Sweden's most important designers and boat builders – and one noted competitor among others for the design of the Nordic Folkboat. Iversen had spent some time in the USA and perhaps it was his exclusive knowledge of the latest techniques developed there that enabled him to create faster and lighter craft with such a sweetness of line. Iversen's yard built fast boats for the customs men and possibly even faster ones for the local Baltic smugglers – SONJA was a smuggler in her early years; the cachet does lend a certain excitement! SONJA is one of the most attractive motor boats of this size to have come our way and is testament to the care taken by her dedicated owner of some 30 years always wintering the boat inside – she is a most interesting prospect.

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RESTORATION / REFIT

Practically everything on the boat has been restored or kept in good condition. One year; two boat builders renovated the hull, during two winter seasons the entire interior was removed, new diesel tanks mounted, hydraulic steering, and all electric replaced. In 2009 the present 2007 FPT Iveco NE60 Common Rail Diesel was fitted. In 2016 all rivets on the bottom were checked and a new trestle in stainless steel. In 2016 all interior soft furnishings were new, also the boat covers. During winter 2018/19 some new mahogany frames were been glued in place and the hull re-faired.

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OWNERS COMMENTS

We have had SONJA since 1987. She has spent winter every year indoors – and every year the same boat builder has carefully maintained her to high standards. During our ownership the family has spent up to seven weeks during most summers aboard around the Baltic Sea. Indeed she is the perfect vessel for a family with two cabins and all facilities for a wonderful time afloat.

Specification

HISTORY NOTES

The history of Jac Iversen design no. 881 from the first owners, the Hannell brothers, is known to the present day. Her original name was YVONNE and when built it was probably for smuggling, and therefore she was customised for offshore operation in the Baltic sea at that time with 960 litre diesel tanks (now replaced with new stainless tanks of about 800 litre capacity). She changed hands for the first time in 1958 to Kungliga Motorbåt Klubben (KMK) member Karl Eine Johansson from Sollentuna, and again in 1966 when Karl Erik Andersson was the owner who changed her name to SONJA after his wife, and Lake Vänern became home waters. Her present owner is her sixth.

Originally fitted with a Gray Marine (Detroit/GM) 6-71 c200hp Diesel, at some point SONJA was re-engined with a 150hp Scania-Vabis M8 diesel, In more recent years the power source has been a modern, efficient and environmentally certified FPT Iveco NE60 400hp common rail diesel.

SONJA was the first vessel to be classed as a "Listed Pleasure Boat" by the Swedish Maritime Museum, and has been registered with the Motor Yacht Society (MYS) since 1987.

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CONSTRUCTION

- Carvel mahogany planked hull
- Composite frames; every third rib in galvanized steel
- Deck partly of teak
- Oregon pine coach roof covered with West method sheathing

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft
- Stainless steel and varnished teak bathing platform extending aft from transom
- Fixed stainless steel boarding ladder contiguous with long pushpit
- Sternlight
- Lifting mahogany gate and cap rails over pushpit each side
- Chromed ensign staff socket
- Fairleads in transom
- Chromed and raw teak mooring cleats
- Aft cabin with windows aft, to sides and coach roof extending to cockpit coaming forward
- Chromed mushroom vent to port and chromed cowl vent to stbd
- Mahogany handrails each side
- Sliding hatch fwd
- Deep aft cockpit with double doors aft into aft cabin
- Seating to sides
- Bench cushioned seating
- Helm wheel, instruments, engine controls to port
- Large windows to sides and screens forward
- Canvas cover over skylight in deck house roof
- 2 x Chromed vents in deck each side
- Name plate and navigation lights port and stbd
- Mahogany hand rails each side radome, antenna and searchlight on roof
- Opening windscreens to lower trunk cabin forward
- Chromed cowl vent
- Mahogany handrails on coach roof each side
- Chromed cylindrical vents each side fwd
- Demountable wooden signal mast in chromed socket with deck light
- 3 x Large windows each side
- 2 Windows forward to fore deck
- Hinged forehatch with port light
- Chrome and raw teak mooring cleat on centreline

- Seating forward over engine casing and forward
- Table normally recessed, can be mounted for three or fully up for six persons
- Large demountable awning over cockpit aft
- Semi bulkheads and access forward to raised enclosed deckhouse bridge
- Chromed Panama style fairleads each side at bow

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- From deckhouse doors and lifting hatch fwd to stbd and companionway steps down
- Varnished mahogany period joinery
- L shaped settee berth dining to port stowage under
- Drop leaf dining table
- Settee berth to stbd
- Lockers and cubbies outboard
- Hanging brass oil lamp over
- Half bulkheads fwd with reading lights
- Galley to port with lockers and shelves over and outboard
- 2 Burner hob and oven with locker below
- Stainless steel double sink, fresh water mixer and salt water taps
- Drawers and locker fwd
- Fridge opposite to stbd and locker outboard above
- Double door access to head compartment fwd
- China wash basin to port
- Jabsco electric WC on centreline fwd
- Locker fwd
- Forehatch with skylight port above

Moving aft through cockpit

- Seating over lockers aft
- Double door and sliding hatch access to aft cabin
- Large windows in trunk cabin elevations to sides and aft
- Single berth to stbd aft; drawers under, shelves above and outboard
- Large chest of drawers on centreline aft
- Single berth to port
- China washbasin to stbd
- Hanging cupboard to port by exit

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Latest FPT Diesel engine 2007, environment certified, installed 2009
- 4 blade 'skrewback' prop and Aquadrive
- Top speed 20 knots
- Cruise speed say 11 – 12 and 16 – 17 knots dependent on water conditions
- New trestle in stainless steel fitted 2016
- 12 and 24 v system separate generators
- 2 x 12 V 100 Ah Domestic batteries in series for 24 V output (2019)
- 2 x Global 12 V 100 A engine start batteries
- Inverter; 24 V- 230 V
- Thermocool 24 V refrigerator
- Webasto D3L 24 V Diesel air heater with thermostat
- Seawater and freshwater pumps
- 3 x Stainless steel Diesel tanks total 176 gallons / 800 litres
- 1 x c 37 gallon / 170 litre fresh water tanks.....
- Water heater

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Furuno 7 radar
- Garmin 198 GPS
- Raymarine RC 435 Chartplotter
- Interphase probe depth sounder
- Raymarine VHF
- Searchlight on coach roof c 300 m range

Specification

SAFETY

- Fire extinguishers in all cabin areas
- 2 x Bilge pumps (2019)
- 1 x Life ring

Specification

IMAGE CREDIT

Original Jac Iversen drawings from https://digitaltmuseum.se

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY

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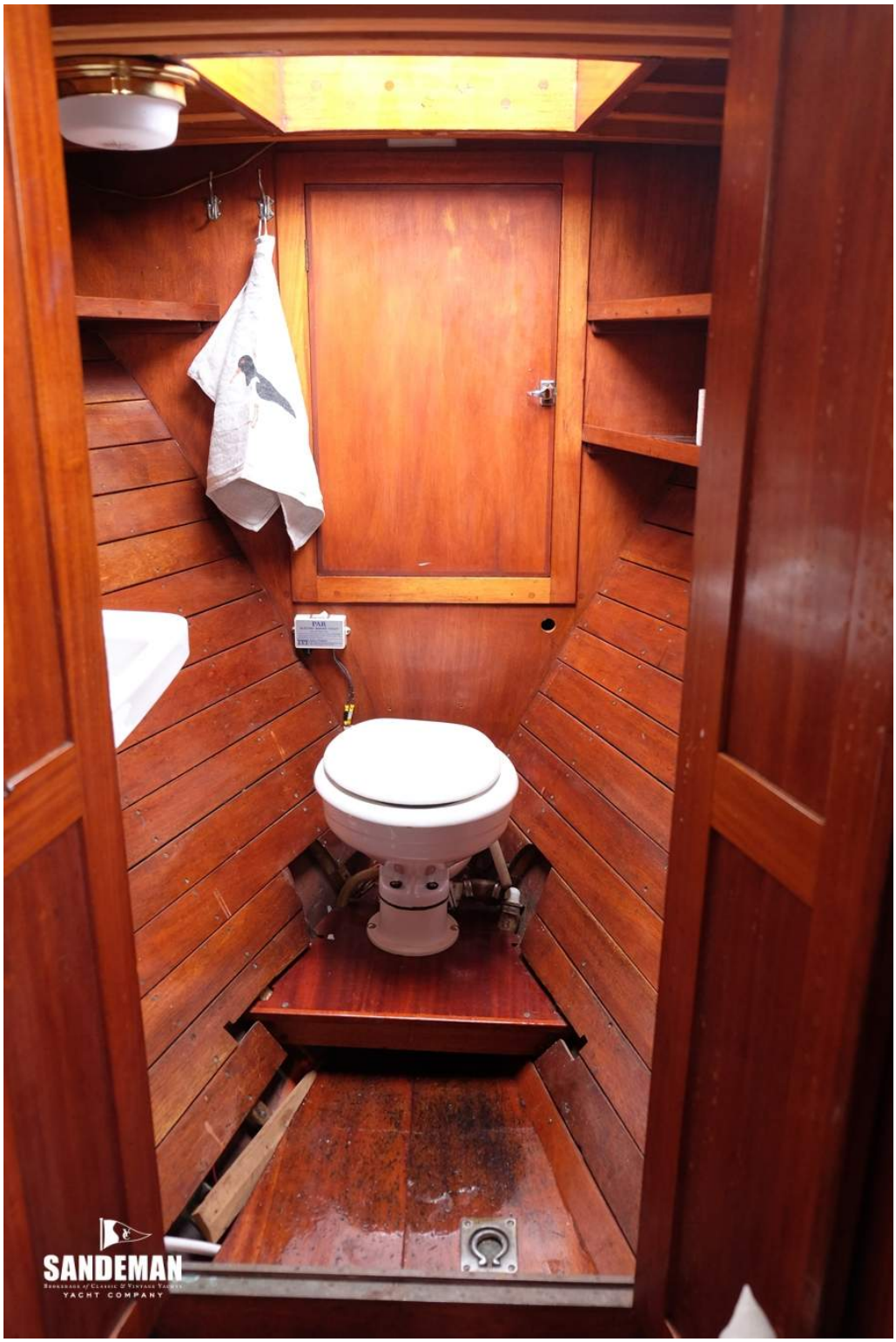
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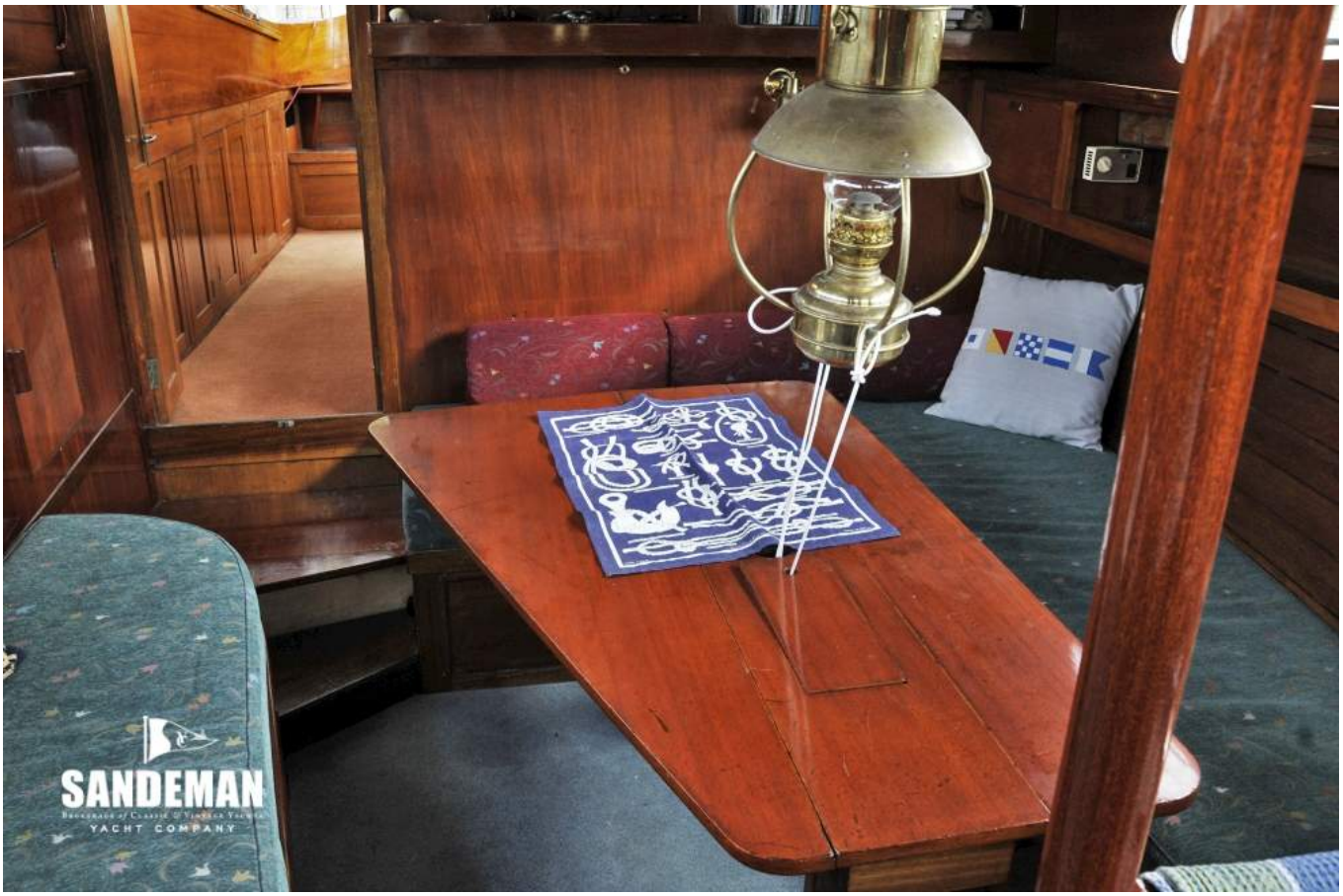
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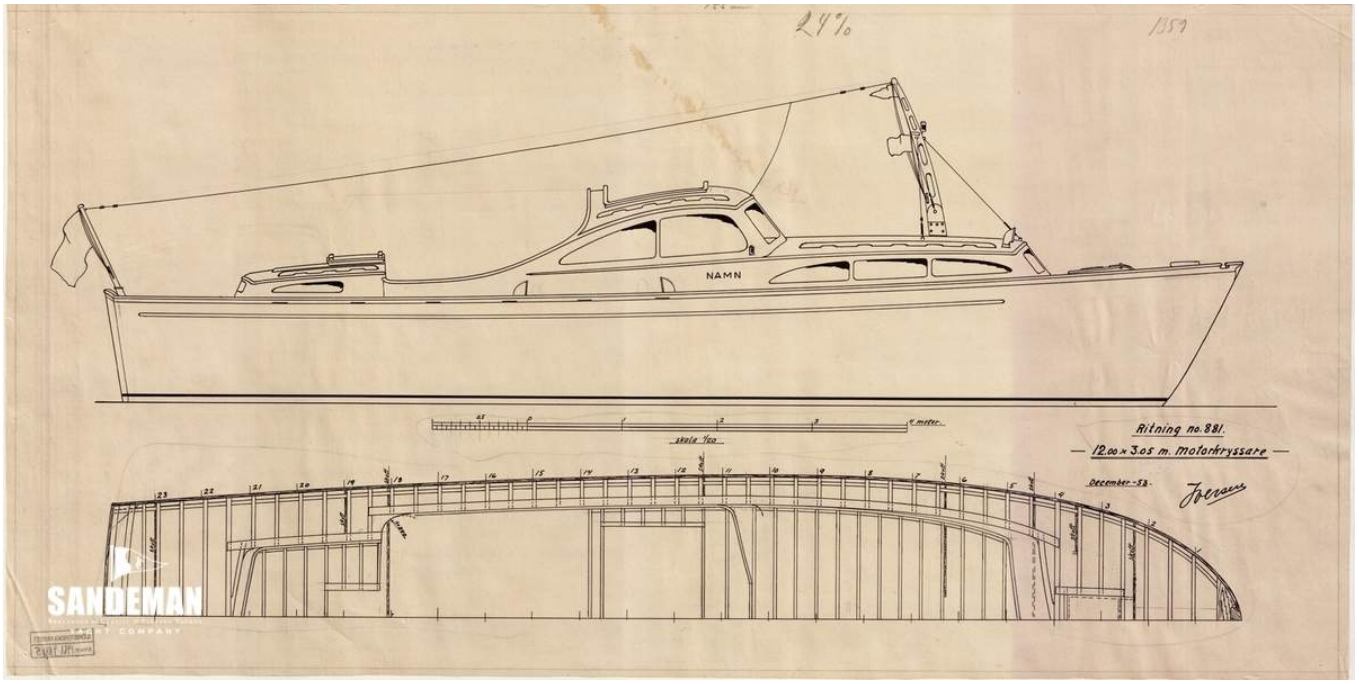
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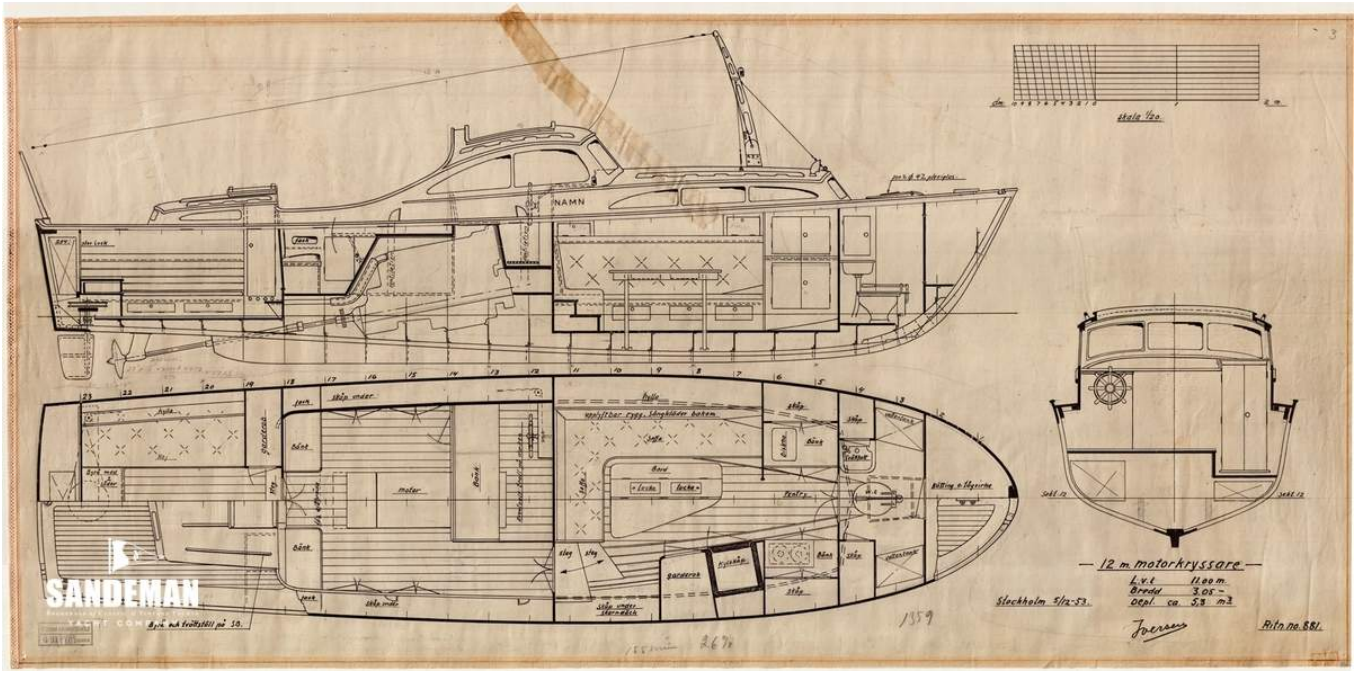
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