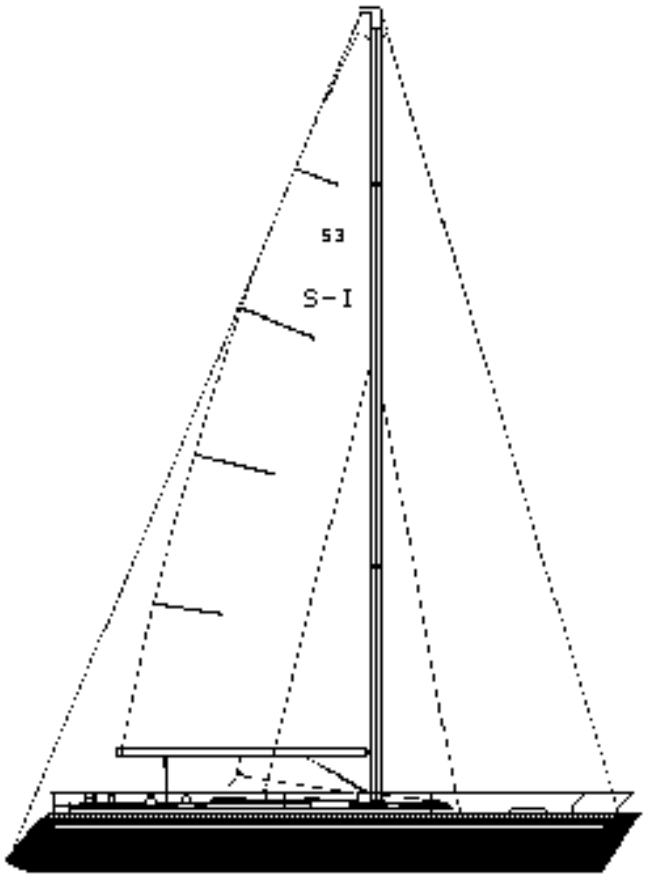
WASA YACHTS AB
VARVSVÄGEN 1
151 39 SÖDERTÄLJE
SWEDEN

WASA 530

CRAFTSMANSHIP AND PERFORMANCE



WASA 530

CRAFTSMANSHIP AND PERFORMANCE

Wasa 530 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 then 400 yachts, all of the over 36 feet.

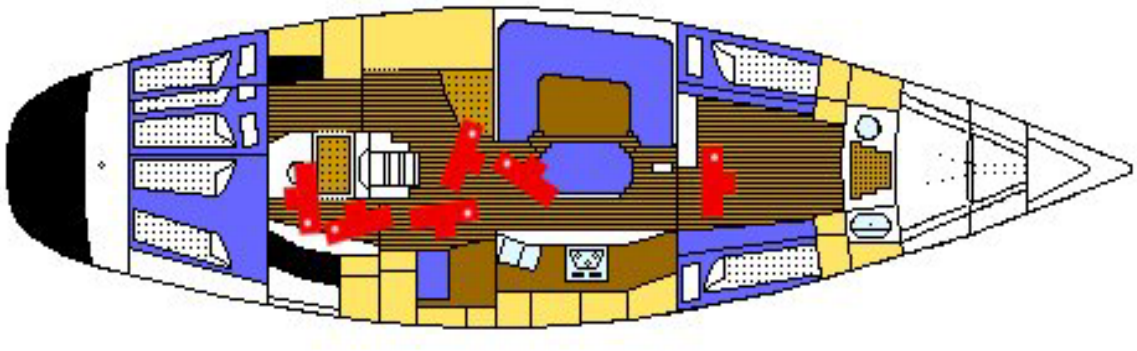
Leif Ängermark designs our boats. A Swedish designer well known for designing fast sailing yachts. Every single detail of our boats is specified to meet the requirements of safety, maneuver capability, speed and convenient living. Equipment such as engines, winches mast etc is delivered by manufactures 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.

THE WASA 530 CONSEPT

The concept behind Wasa 530 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.

BUILT FOR SAILORS BY SAILORS

With Wasa 530 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 530 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..



COMFORT BOTH AT SEA AND IN THE HABOR

To live comfortably booth at sea and in the harbor is A and Z if all onboard will enjoy the voyage. In the Wasa 530 the interior layout is built on experience from many years of offshore racing and cruising with the family.

BASIC DATA

L.O.A.	15.98 M
L.W.L.	13.25 M
BEAM	4.35 M
DRAFT	2,60 M
DISPL.	14 900 KG
BALLAST	KG
I	20.10 M
J	6.00 M
P	18.00 M
E	6.25

TECHNICAL SPECIFICATION

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 molding 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, high densitity and fibre glass heavy weight reinforced rowing.
Specially designed KEVLAR combination mat in hull and deck (option) All stress areas are specially strengthened with 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.

DECK

The deck is made in GRP balsa core sandwich construction. All high stress areas are specially reenforced 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 an 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 seawortiness.

The fin keel, casted to high accuracy in lead with added antimony. The keel is through bolted to the hull with 11 cast in stainless steel keel bolts, (1 1/4" x approx 2' AISI 329).

RUDDER

The cantilevered balanced spade rudder is made of GRP.. The 80 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 3. tons, the lower part of the rudder will give away, still 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, provided with backing plates.

TOE RAIL

Anodized aluminium toe rail with one pair of hawsaw 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 louvres.

EQUIPMENT

COMPASS

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

SAFETY EQUIPMENT

A pulpit and pushpit 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 pushpit with a stern light. The height of the pulpit, stanchions spacing distance etc, conform to Off-shore Racing Committee 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 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 anodized aluminium frames, bolted through the cabin trunk. They meet class 3 specification for off-shore racing yachts.

VENTILATION

4 Elektrolux stainless steel ventilators. 4 Dorade ventilators.

HAND RAILS

Ample hand and grab rails provided in teak.

MACHINERY

ENGINE

Engine:	VOLVO PENTA TMD 31 Turbo
No of cylininders:	4 in line
Power output:	98 Hp
Electrical:	12 volts, insulated return
Alternator:	12 V 55 amps
Gearbox:	reverse gear 2,63:1
Propeller:	3 blade bronze folding propeller

Flexible engine mountings. "Wet" exhausted with special rubber tubing and muffler. Fuel consumption approximately 8 liters / hour, depending on weather and throttle

FUEL SYSTEM

Fuel capacity approx 340 litres (75 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 35 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. 3 x 200 + 1x98 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.

SERVICE LIGHTING

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

EXTERIOR LIGHTING

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

INTERIOR LIGHTING

Navigator's light. 12 spot lights. 12 dome lights. 4 Foot 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. Separate diesel marine generator set, 220 v AC, as option.

PLUMBING

SEACOCKS

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

DRAINAGE SYSTEM

The cockpit is self draining and the installation is made in acordance 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.
Both showers are equipped with electric pumps.

FRESH WATER SYSTEM

4 stainless steel (AISI 316) tank with a tot capacity of 400 litres (approx 90 gallons) with deck filling, marked WATER. Separate shut-off. The tank vent pipe drains into the galley sink.
Extra water tank are option. Fresh water maker as option.

SEA WATER SYSTEM

Electrical pump for galley sinks.

TOILETS

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

STOVE

Gimbaled gas stove with oven. Drained gas-bottle stowage in cockpit, vented outboard. Shut-off valve at stove and gas-bottle. Stove and combined oven and micro-oven for 220 v AC as option.

SPARS

MAIN MAST

Manufactured by SELDEN/WASA YACHTS. Silver anodized 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. A hydraulic backstay adjuster is optional.
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 stay	1 baby stay

RUNNING RIGGING

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

Main halyard with stainless steel	14 mm/7mm
Main topping lift	14 mm/7mm
Main sheet	16 mm
Reefing line	16 mm
Flattening reef	16 mm
Cunningham line	14 mm
Boom vang	14 mm
Genoa sheet	20 mm
Spinnaker halyard	16 mm
Spinnaker sheets	20 mm
Spinnakerpole lift	16 mm

WINCH LIST

- 2 LEWMAR 66 self tailing
- 2 LEWMAR 56 self tailing
- 1 LEWMAR 43 self tailing

WINCH HANDLES

2 x Lock in 10"

STANDARD EQUIPMENT

- Anchor line 200m - 20 mm
- 6 fenders (air-filled)

- 1 flagpole
- 4 LEWMAR genoa sliders
- 1 20 kg anchor and chain
- Manuals for engine, plumbing and electrical system.