Class 40

~~€ 110,000~~

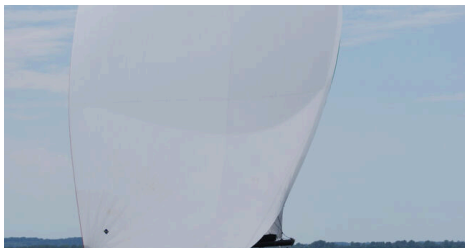
€ 99,000

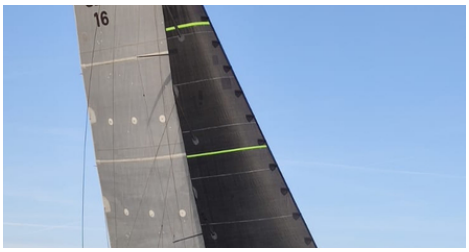


Boat builder:	Class	Length:	12.18 m
Boat type:	sailboat	Beam:	4.24 m
Category:	used boat	Year built:	2006
Location:	Germany, Rostock Hohe Düne	Cabins:	3
		engine:	Lombardini, 27 hp (20 kW), diesel

Supplier:
YACHTBROKERBALTIC
Gary Krosnoff
Am Yachthafen 1
18119 Rostock - Hohe Düne
Germany

Mobile: +49 175 6967077
Web site: https://www.yachtbrokerbaltic.de
Languages: German, English











Details

Boat ID	**s276152**
berths	**6**

Technical data

Draught	**3 m**
Hull material	**GRP/polyester**
Water tank	**170 ltr**
Fuel tank	**215 ltr**

engine

Model	**Lombardini**
Power	**27 hp (20 kW)**

Equipment

Navigation	**AIS - Automatic Identification System, autopilot, compass, echo sounder, GPS, on-board computer, plotter, radar, VHF radio, wind indicator**
Technical equipment	**anchor, battery, battery charger, position lights, pressurized water system, shore supply 220V, solar plant, underwater paint**
Interior equipment	**cockpit table, sink**
Entertainment instruments	**radio, television, satellite TV antenna**
Safety	**EPIRB, fire extinguisher, life jackets, life ring**
Sails	**gennaker, genoa, roller-furling jib, fully battened main**

Description

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CLASS 40 “ANDASTRA” – GER 40
History, technical documentation, refit & equipment

ANDASTRA is a Class 40 / AXION 40 built in 2006, originally registered in Latvia under the name VISION FUTURE and later sailed under the German flag as ANDASTRA.

The yacht combines the consistent construction of a Class 40 regatta boat with extensive technical equipment for long-distance and offshore use. Over the past years, considerable investment has been made in navigation, energy supply, sails and the upkeep of the yacht. Key work and equipment items are documented by invoices, wiring diagrams and official documents.

Vessel data
Vessel name: ANDASTRA
Sail number: GER 40
Type: AXION 40 / Class 40
Year built: 2006
Shipyard/manufacturer: Lion Yacht SIA, Riga/Latvia
Designer: Bulder Lion Yacht
Hull length: approx. 12.19 m
Beam: approx. 4.15–4.24 m
Displacement: approx. 5,627 kg
Material: GRP
CE category: A – Ocean
Approved number of persons: 8
Rig: Carbon
Steering: Tiller
Ballast: Water ballast, approx. 750 l, pumpable
Engine: Lombardini LDW 1003M5-S
Power: 22.1 kW / approx. 30 hp
Drive: Saildrive

The Lloyd's Register Certificate of Conformity identifies the yacht as AXION 40, CIN LV-LIOAX4A1A606, CE design category A, hull length 12.19 m and a maximum of eight persons.

Origin and registration

The history of the vessel can be traced back to its original registration in Latvia.
The vessel was entered in the Latvian ship register under the name VISION FUTURE on 09.05.2006. Place and year of build are documented as Latvia and 2006. The manufacturer and then owner was Lion Yacht SIA.
On 16.05.2011 the vessel was deleted from the Latvian register, expressly on the grounds of registration in another state. The Certificate of Deletion also notes that no ship mortgages or other encumbrances were registered.
Later, German registration and operation under the name ANDASTRA followed.
CE conformity

A Certificate of Conformity from Lloyd's Register Quality Assurance GmbH is available for the yacht.
The yacht conforms to the tested AXION 40 type and was certified under the European Recreational Craft Directive.
Documented are, among others:
• CE category A
• AXION 40
• CIN LV-LIOAX4A1A606
• Hull length 12.19 m
• Maximum recommended load 1,390 kg
• Maximum 8 persons

The original CE conformity documentation of the vessel is therefore traceably available.
ORC measurement and regatta documentation
An ORC International Double Handed Certificate from 2020 is available for ANDASTRA.
The ORC document identifies the yacht as:
ANDASTRA – GER 40 – AXION 40 Class 40
.

Documented are, among others:
• LOA 12.192 m
• Beam 4.248 m
• Displacement 5,627 kg
• Draft 2.969 m
• Carbon rudder
• Carbon rig
• Water ballast
• 2-blade folding propeller
• GPH 537.5

The certificate also contains the complete ORC polar data and performance values for different wind speeds and courses.
A buyer therefore has reliable documentation of the vessel's measurement and performance parameters.
Safety certificate / BG Verkehr
An especially important part of the documentation is the German safety certificate for recreational craft issued by BG Verkehr – Dienststelle Schiffssicherheit.
The vessel is recorded there as:

ANDASTRA – call sign DK6285
registered.
Documented are:
• Hull length 12.19 m
• Year built 2006
• Maximum 8 persons
• Operating area C
The safety certificate confirms the inspection of hull, engine installation, electrical system, fire protection, life-saving appliances, and navigation and radio equipment.
Following the extension in 2023, BG Verkehr carried out a further inspection in Greifswald on 28.03.2025.
The safety certificate was thereupon extended until 16.07.2027.
Especially relevant for a prospective buyer:
No defects were found in the inspection report of 28.03.2025.

Safety equipment

The equipment list belonging to the safety certificate documents, among others:
• Liferaft for 8 persons
• 2 life rings
• 8 life jackets
• 3 portable fire extinguishers
• VHF radio system
• Satellite EPIRB
• Radar transponder / SART
• VHF radio
The officially documented safety equipment is therefore comprehensively traceable.

Technical modernisation

Raymarine navigation – extensive conversion
In 2018 the navigation system was extensively converted to Raymarine and was installed and commissioned by a specialist company.
The Raymarine registration documents record, among others:

• Raymarine i70s multifunction colour displays
• Raymarine eS75 7" multifunction display
• Raymarine AXIOM 9 multifunction display
• DST800 analogue transducer 200 kHz
• Short arm wind transducer
• HS5 SeaTalkHS network switch
• RMK-10 remote keypad
• SeaTalk1 to SeaTalkNG adapter
• NMEA converter
A detailed system drawing of the complete Raymarine installation is also available.
Plotter update 2022

At the end of 2022 the navigation was updated again.
Existing devices were checked and software versions updated. In addition, a new Raymarine Axiom+ 9" MFD was supplied.
The invoice of 30.11.2022 documents a total amount of €1,926.59 for this.
The already extensive Raymarine installation was thereby modernised once more.

Mastervolt lithium energy system

One of the most technically significant modernisations of ANDASTRA took place as early as 2018 with the extensive conversion of the onboard electrical system to a Mastervolt lithium system.
Installed and/or documented, among others, were:
• 2 × Mastervolt MLI Ultra 12/2500 lithium-ion batteries
• approx. 5 kWh total nominal lithium battery capacity
• Mastervolt ChargeMaster 12/70-3
• Mastervolt EasyView 5 touchscreen
• MasterBus USB interface
• Mastervolt Alpha Pro III
• 120 A alternator
• Solar ChargeMaster SCM-60
• Magic 12/12-20 DC/DC converter
• MasterBus serial interface
• MasterConnect DC Distribution 500
• Corresponding high-current wiring, fuses and relays

In addition to the hardware, the work included extensive installation work and new wiring.
The documented total of the invoice amounts to €13,596.07.
A detailed Mastervolt system wiring diagram is also available, documenting the integration of lithium batteries, charger, alternator, solar, DC distribution and MasterBus communication.
For a buyer this is particularly valuable, as the electrical system was not only modernised but its structure is technically traceably documented.

Sails
In 2018 ANDASTRA received new performance sails from Ullman Sails.
Documented are:
Mainsail
• specially for Class 40
• Fiberpath
• approx. 71 m²
• 6 battens
• 3 reefs
• Taffeta on both sides
• Technora and carbon laminate
• Epoxy RBS battens
Genoa
• Fiberpath
• approx. 47 m²
• Taffeta on one side

• 4 battens
• parallel luff
• Hanked on
• Technora and carbon laminate

The documented invoice value including sails and battens was €18,677.
In addition, the current equipment inventory includes an approx. 180 m² gennaker and further headsail inventory.

Hull and deck refit 2023/2024

In 2023, extensive work on the hull and deck was carried out at Yachtwerft Greifswald GmbH.
Documented are, among others:
• Removal of the previous hull wrap and adhesive residues
• Repair of various gelcoat and laminate damage
• Filling work
• Laminating work
• Sanding work
• New cleats and/or reworking of the cleat areas
• Protective rails
• New teak strip including V4A strip on the coachroof
• Adjustment of the cradle
The documented yard invoice alone amounts to €5,273.16.
During the refit the hull was subsequently re-wrapped. Thus not merely the appearance was reworked; before wrapping, existing gelcoat and laminate areas were professionally repaired.
Current technical equipment status
ANDASTRA today has an offshore and long-distance equipment package that is unusually extensive for a Class 40.
Navigation & communication
• Raymarine Axiom / Axiom+ multifunction displays
• i70s instruments
• GPS
• Plotter
• Radar
• AIS
• Autopilot
• Wind indicator
• Depth sounder
• Compass
• VHF radio
• EPIRB
• SART
• Raymarine network
• SeaTalkNG / NMEA integration
Electrics & energy
• Mastervolt lithium system
• 2 × MLI Ultra 12/2500 lithium batteries
• approx. 5 kWh nominal lithium capacity
• Mastervolt ChargeMaster
• Mastervolt EasyView touchscreen
• MasterBus
• powerful 120 A alternator
• Alpha Pro charge controller
• Solar charge controller
• Solar plant
• DC/DC converter
• Shore power connection
• extensively documented DC distribution
Rig & sails
• complete carbon rig

• Carbon mast
• Ullman Fiberpath mainsail approx. 71 m²
• 3 reefs
• Ullman Fiberpath genoa approx. 47 m²
• Jib
• Gennaker approx. 180 m²
• 7 manual winches

Deck

• consistent Class 40 deck layout
• Tiller steering
• Anti-slip deck
• New or reworked cleats
• Teak/V4A protective rail on the coachroof
• Extensive regatta and offshore deck equipment

Below deck

Despite its clear performance focus, ANDASTRA offers equipment suitable for long-distance passages, including:

• up to 6 berths
• Galley
• Cooker
• Sink
• Pressurized water system
• approx. 170 l fresh water
• Toilet
• Heating
• Stowage
• On-board electronics

Engine and drive

The yacht is powered by a Lombardini diesel engine.

Documented are:

• Lombardini LDW 1003M5-S
• Power 22.1 kW
• Saildrive
• 2-blade folding propeller

The ORC measurement certificate also documents the folding propeller.

Documented investments

The invoices available alone already show considerable investments:

Mastervolt lithium and energy system: €13,596.07
Ullman performance sails: €18,677.00
Axiom+ plotter / update 2022: €1,926.59
Yard work hull/deck 2023: €5,273.16

These four invoices alone document investments of around €39,500.

Further investments – in particular the extensive Raymarine system conversion, wrapping, and further ongoing maintenance and equipment measures – are not yet fully included in this amount.

Documentation on board

Extensive documents are available for prospective buyers, including:

• Lloyd's Certificate of Conformity / CE proof
• Original Latvian registration documents
• Certificate of Deletion
• ORC International measurement certificate
• ORC polar diagram
• BG Verkehr safety certificate
• BG Verkehr equipment list
• BG Verkehr inspection report 2025
• Raymarine product and installation documentation
• Raymarine system plan
• Mastervolt system wiring diagram

• Invoices for the lithium conversion
• Ullman Sails invoice
• Plotter update invoice
• Yard invoice for hull/deck refit

Summary for prospective buyers

ANDASTRA is not a Class 40 whose technical past has been passed down only orally. A substantial part of its history, its approvals and its technical modernisations is traceably documented by original records.

Particularly noteworthy are the traceable CE documentation, the earlier and current registration, the ORC measurement certificate, the German safety certificate, and the comprehensive modernisations of energy supply and navigation.

The renewed BG Verkehr inspection of 28 March 2025 provides an important current condition record: no defects were found at the time of this inspection, and the safety certificate was extended until 16 July 2027.

Together with the Mastervolt lithium system, the Raymarine navigation, the Ullman performance sails and the documented hull and deck refit, this results in a technically extensively modernised and exceptionally well-documented Class 40.

ANDASTRA is therefore suited both to ambitious regatta and double-handed sailing and to fast offshore and long-distance projects.