

ASGARD

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SPECIFICATION.



Asking price
EUR 8,900,000



Built
1993, Abeking & Rasmussen, Germany



Length
42.8m (140.4ft)



Beam
8.5m (27.8ft)



Draft min/max
3m (9.8ft)/8.7m (28.5ft)



Displacement
197 tonnes



Cruising speed
12 knots



Maximum speed
13 knots



Lying
West Mediterranean



Exterior designer
Bruce King Design



Interior designer
Winch Design



Construction
Hull - Cold Molded Mahogany, Deck - Teak



Crew
4



Guests
10



Cabins
5 (3 x double, 2 x twin)



Engines
1 x 985hp MTU

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OVERVIEW.

ASGARD is a 43-metre (140.5ft) 'spirit of tradition' centreboard ketch designed for world cruising by Bruce King with interiors by Andrew Winch. She was built by Abeking & Rasmussen in cold-moulded mahogany with laid teak decks and delivered in 1993. She was refitted in Southampton, UK in 2010-2011 and had a mechanical refit, including a full rebuild of her engine and generators, in 2020. A past winner of the Superyacht Cup and winner in class at the Rolex Maxi Worlds, she is known to be a good performer under sail.

She has a low-profile deckhouse at the forward end of the guest cockpit and a flush, cambered deck with a graceful sheer. Traditional skylights are set into the deck fore and aft to illuminate the interior.

Her 152GT interior is configured to host up to eight guests on board in four cabins, with separate quarters for six crew. Two extra guests can be accommodated in pipe cots when she is operating in expedition mode. The décor is traditional, with fine mahogany joinery, polished brass and gold plated fittings. Inside the deckhouse, which offers good views out in all directions, are the upper saloon and two-seater nav station. Steps lead forward from here into the spacious lower saloon which has lounge and dining areas and a solid fuel stove.

The master cabin is a full-beam suite located aft on the lower deck with private access from the deckhouse. It has three large skylights overhead, a large double bed, office and lounge areas, en suite heads and shower. The other guest cabins are forward of the lower saloon: two twins and a double, each with en suite heads and a shared shower. The galley is forward on the lower deck, with crew's quarters in the bow.

Her main engine is a 985hp MTU 12V 183 TE92 diesel, which had a full rebuild in 2020. She cruises at 10kts with an approximate motoring range of some 2,500nm and has a top speed of around 12kts. She carries two tenders on deck: a 70hp ZAR 49SL RIB for guests plus a 40hp Zodiac 470 for crew operations.

The sailplan comprises a 272sqm mainsail, 335sqm overlapping genoa, 137sqm staysail and 136sqm mizzen, plus spinnaker and mizzen staysail. All sails are by Doyle. Her masts, booms and poles are carbon, by Southern Spars, with in-boom mainsail and mizzen furlers. She has hydraulic sail control systems and deck hardware by Lewmar including six captive winches under the deck, plus Reckmann hydraulic headsail and staysail furlers.

Key features

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WORLD CLASS.
WORLD WIDE.

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