Market value Class 40 hull nr. 110, McTec RCII, ex"Gustbuster", ex"Crazy"

The market evaluation has been conducted for Mr. Alessandro Fiori with materials available in the public domain and surveys after a catastrophic keel damage from a grounding at speed.

Class 40 yachts are ocean racing yachts, entering the stage in the early years of this millennium. While these yachts have been intended as dual purpose yachts for racing and fast ocean cruising passages, approximately from hull number 90, the yachts have become purely racing oriented. A Class40 yacht does become a Class40 yacht by obtaining and holding a valid class certificate. The Class 40 rule does define parameters and dimensions (min and max) a yacht comply with in order to receive a valid class certificate after being thoroughly checked and measured by an accredited class measurer. Some measurements limit dimensions (eg. Mast height, sail area), others define a minimum like the displacement (which must be met to be competitive). Not achieving these objectives does seriously reduce the market value of a boat.

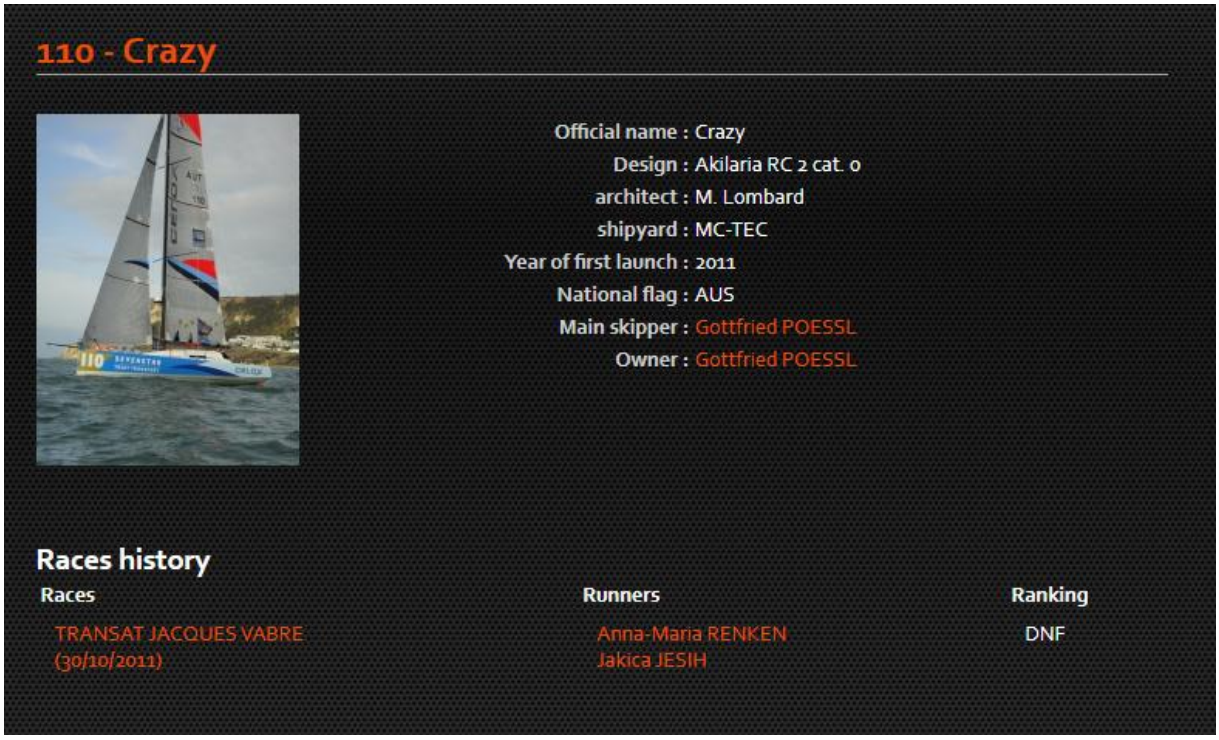
The length is limited with 12.19m, the beam with 4.5m and the minimum weight is 4.580kg. The draft of the keel must not exceed 3m.

History of Class 40, hull #110:



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Firmenbuch KG Wiener Neustadt | UID / VAT ID: ATU 37720409 | Bank: Wiener Neustädter Sparkasse, BLZ 20267, Ktnr. 0200003481 | BIC: WINSATWN | IBAN: AT492026700200003481

Hull #110 has been built in 2010 and first launched in 2011 as “Ghustbuster”, owned by an Austrian, Mr. Gottfried Pössl. Having his own ideas, Mr. Pössl created a boat with more
equipment on the boat as any previously built version of the same type and generatrion, with more winches on deck and additional structure inside. Due to the added weight the boat was not competitive against other Class40 yachts that were properly built and sailed. The Class 40 Cass Association does hold weight records of every registered Class 40 yacht.



The Class 40 class association still does list Mr. Pössl as the owner (screenshot of class association boat and owner list).

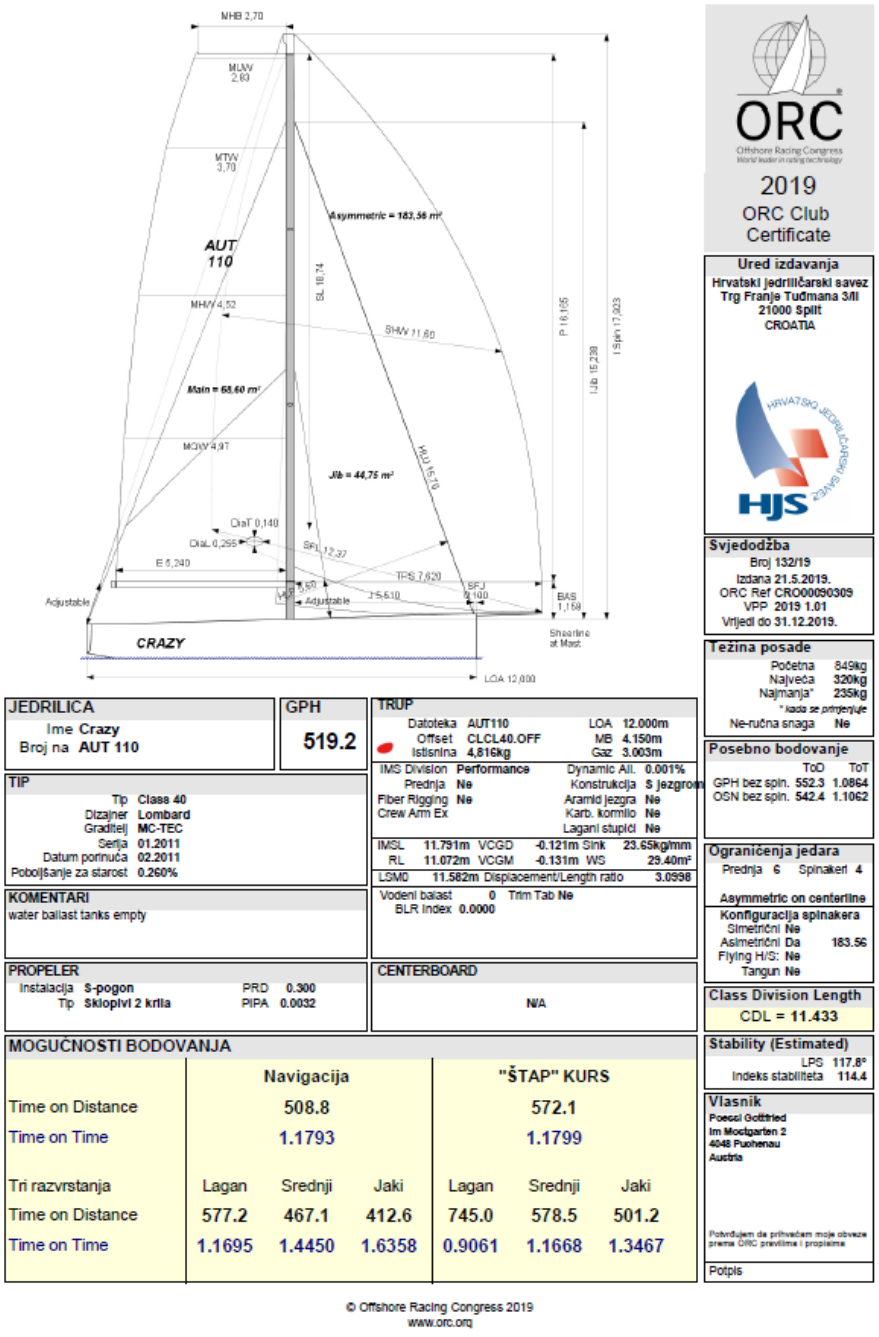
Other sources list Mr. Pössl among the skippers on the boat until 2015 and after a break of approximately 3 years Mr. Fabian Roic from Croatia, while not crediting him as the owner of the yacht.

In early 2012 the boat grounded heavily causing major damage to the hull around the keel area. As the damage was too substantial to be repaired easily, a section of the bottom had to be cut out and replaced by one built by the McTec shipyard. Bonding this section to the boat did require additional laminate and glue, again adding more weight to the already overweight boat. The repair has been conducted by the Ocean Tec boatyard in Jesenice / SLO, a yard who has previously built Class 40 and other racing yachts.

Weighing protocols from 2013 did list #110 as an overweight boat caused by additional composite parts and an excessive number of winches. If I recall correctly the boat has been 10

to 15% overweight (TBC). The hull repair should account for an estimated additional 5% (200kg) of material, pending confirmation by the shipyard. In total this leads to an estimated overweight of approximately 20% above minimum weight.

An ORC Club certificate from 2019 states the boat weighing 4.816kg . ORC Club doesn't require an official weighing protocol but does rely on owner supplied weights. I assume that the weight provided is the official weight of the new boat, given by the shipyard. I suspect that this weight does not take the additional weight added during the keel damage repair. I strongly recommend weighing the boat. The Class 40 rule does limit the draft with 3m, the additional sink due to the excess weight could render the boat not measuring as a Class 40 yacht. The correction of the excess draft would require a modification of the lead bulb, also effecting drag and righting moment negatively.



JEDRILICA
Ime **Crazy**
Broj na **AUT 110**

GPH **519.2**

TIP
Tip **Class 40**
Dizajner **Lombard**
Graditelj **MC-TEC**
Serija **01.2011**
Datum porinuća **02.2011**
Poboljšanje za starost **0.260%**

KOMENTARI
water ballast tanks empty

PROPELER
Instalacija **S-pogon** PRD **0.300**
Tip **Sklopivi 2 krila** PIPA **0.0032**

TRUP
Datoteka **AUT110** LOA **12.000m**
Offset **CLCL40.OFF** MB **4.150m**
Istisnina **4,816kg** Gaz **3.003m**

IMS Division **Performance** Dynamic All. **0.001%**
Prednja **Ne** Konstrukcija **S jezgrom**
Fiber Rigging **Ne** Aramid jezgra **Ne**
Crew Arm Ex Karb. kormilo **Ne**
Lagani stupići **Ne**

IMSL **11.791m** VCGD **-0.121m** Sink **23.65kg/mm**
RL **11.072m** VCGM **-0.131m** WS **29.40m²**
LSMD **11.582m** Displacement/Length ratio **3.0998**

Vodeni balast **0** Trim Tab **Ne**
BLR Index **0.0000**

CENTERBOARD
N/A

MOGUĆNOSTI BODOVANJA

	Navigacija			"ŠTAP" KURS		
Time on Distance	508.8			572.1		
Time on Time	1.1793			1.1799		
Tri razvrstanja	Lagan	Srednji	Jaki	Lagan	Srednji	Jaki
Time on Distance	577.2	467.1	412.6	745.0	578.5	501.2
Time on Time	1.1695	1.4450	1.6358	0.9061	1.1668	1.3467

ORC
Offshore Racing Congress
2019
ORC Club Certificate

Ured izdavanja
Hrvatski jedriličarski savez
Trg Franje Tuđmana 3/II
21000 Split
CROATIA

HRVATSKI JEDRILIČARSKI SAVEZ
HJS

Svjedodžba
Broj 132/19
Izdana 21.5.2019.
ORC Ref CRO00090309
VPP 2019 1.01
Vrijedi do 31.12.2019.

Težina posade
Početna 849kg
Najveća 320kg
Najmanja* 235kg
* kada se primjenjuje
Ne-ručna snaga **Ne**

Posebno bodovanje

	ToD	ToT
GPH bez spin.	552.3	1.0864
OSN bez spin.	542.4	1.1062

Ograničenja jedara
Prednja 6 Spinakeri 4
Asymmetric on centerline

Konfiguracija spinakera
Simetrični **Ne**
Asimetrični **Da** 183.56
Flying H/S: **Ne**
Tangun **Ne**

Class Division Length
CDL = **11.433**

Stability (Estimated)
LPS **117.8°**
Indeks stabiliteta **114.4**

Vlasnik
Poecci Gottfried
Im Modgarten 2
4048 Puchenau
Austria

Potvrđujem da prihvaćam moje obveze prema ORC pravilima i propisima
Potpis

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If repaired correctly, the yacht is safe for cruising and amateur racing. Whether the yacht can be pushed hard during racing would need assessing and testing. A structural surveyors report about the quality of the repair should accompany a transparent maintenance and repair record of the yacht.

The boat has never achieved any remarkable racing result against other Class 40 yachts which will be partly due to the weight of the yacht, the general setup and the competence of the crew.

Market overview as per March 17, 2025:

#65: Akilaria RC2 (McTech), €135.000,-, tax not paid. Prototype RC2, did race successfully.
#66: Owen Clarke, €130.000,-, tax paid.
#104: Mach 40.2, GBP 159.000,-, fully updated to next generation. Initially successfully sailed by the designer, tax not paid
#118: Farr 40, USD180.000,-, tax not paid

Boats on the secondhand market are usually offered overpriced and if negotiated well a transfer of ownership should be envisioned 20% below that initial price. This price usually still includes a 5% to 8% finder's fee which has to be paid by the seller of the yacht.

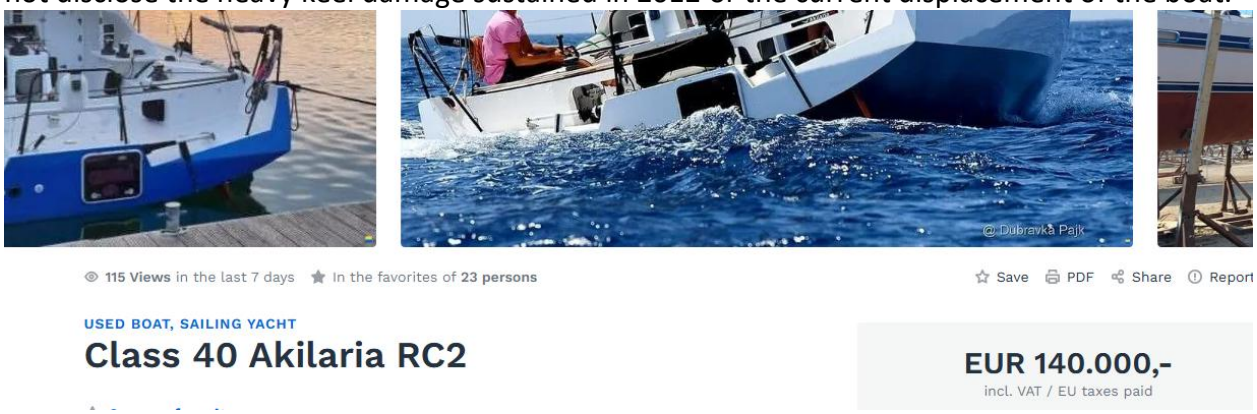
Most of the boats listed above have not been sold for over 6 month which is an indication for an unreasonable asking price.

Boats of the same age date are offered in the range of €140k (Akilaria RC2 2011, same boat) to €170k (Farr 40 2011).

As Class40s are planning boats the overweight is extremely critical for the performance as the transition into planning mode is delayed by an estimated 2 to 3 knots of true wind speed. No sailor seriously interested in competitive Class40 racing will buy a boat that is materially prejudiced by excessive weight. This limits the market for #110 to owners who do not intend to race the boat competitively against other Class 40s but experience just a decent sailing boat, what the boat certainly is. The additional weight changes the performance potential from pure racing to cruiser racing like the Pogo 1250 for example, just lacking the cruising interior of a cruiser race. In short – too slow for a racing boat and too scarce interior for cruising.

Price evaluation of #110:

The yacht is currently on offer for €140.000,- (vat paid) on boat24.com. The specifications do not disclose the heavy keel damage sustained in 2012 or the current displacement of the boat.



If a boat on minimum weight and in good condition is offered for €160.000,-, under current market conditions, the overweight already at first launch and a keen buyer and seller, she will probably be sold for €125.000,-. The sales commission for a broker reduces the value to €115.000,-. Under the assumption of a 40% deduction to compensate for the keel damage, lack of documentation and the added weight a realistic price is for this specific boat is €70.000,- to €80.000,-.
Under the assumption that the boat does have an excessive draft of more than 3m, the reduction of the draft will cost in the range of €10.000,- which should be catered for in the purchase price. Bear in mind that the reduction of the draft will make the boat less competitive.

Appendix 1: Keel damage assessment

A non destructive survey of the damage has been undertaken by Q.I. Composites s.r.l on July 19, 2012 in Marina Portoroz. Q.I. Composites s.r.l. is approved as laboratory for technical competence in the field of Non_Destructive Testing in the Range of Motor and Sailing Yachts by Germanischer Lloyd – Approval nb. GL-LZ 2312 HH

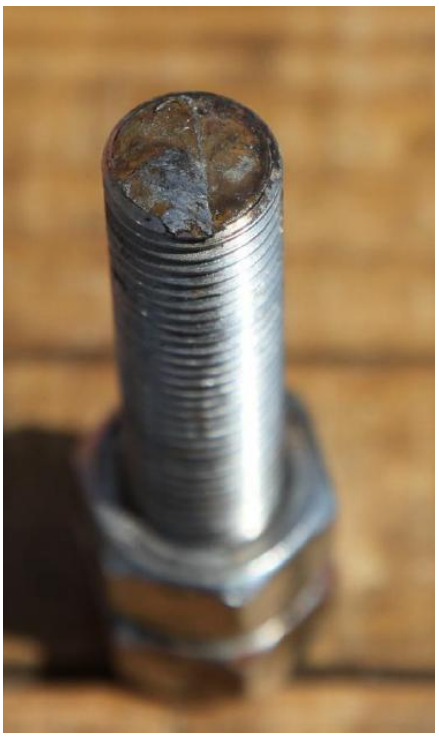
As a result of the impact, delamination has been found around the keel box and the recess for the keel.

During a meeting at the boat on June 26, 2012, the manager of the McTec shipyard who initially built the boat suggested construction of a new keel area to replace the existing one. Fotos underneath are a result of this meeting and the report written.

The force of the impact became apparent when keel bolts were found to have been ripped off completely, cracks appeared in the monolithic laminate and even the keel bulb detached from the keel fin. As the keel head does slide tightly into a structural box, the keel bolts are only bearing the weight of the keel, while all other forces are being transferred into the boat's structure via the keel box. Usually the bolts are made of high strength Duplex steel material, either EN 1.4462 or EN 1.4410 with a minimum ultimate tensile strength of 650MPa. For a keel bolt to snap, the structure must have been deformed so heavily and the keel bolt loaded up so excessively that it snapped. If the exact dimension of the keel bolt is known, the forces to snap can be reconstructed and the minimum speed of the impact estimated.



Keel fin detached from the bulb.

Excessive forces deforming the structure of the boat did lead to overloading the keel bolt.



Cracks around the keel box.

Damage interpretation by Andreas Hanakamp:
Approximately 50% of the total weight of such a yacht is located in the keel bulb, made of (soft) lead. Therefore a lot of the kinetic energy set free during the impact has been absorbed by the bulb itself. This reduces the forces structural elements will observe during a grounding, in contrary to “normal” yachts with lighter and sometimes harder cast iron keels and a much higher proportion of the weight in the hull. The Class 40 rule demands, that yachts are built to withstand all forces professional sailors can possibly create by wind and wave action. In heavy weather conditions those yachts are being pushed to the absolute limits and do not sustain damage. In order to sustain such catastrophic damage as seen in the report the impact must have occurred at planning speed.

There is no evidence of a rig assessment. The shock forces exerted to a mast and its fittings during a grounding usually surpass the design loads at lower speeds. A proper professionally rig survey report or evidence of parts changed is deemed an absolute necessity.

Tahiti, May 5, 2025

