

TECHNICAL SPECIFICATIONS	MEASUREMENT
Maximum Length (LOA including engines and anchor)	40' 3"
Maximum Beam	12'
Minimum Draught (with engines up)	2'3"
Light Craft Mass	17,400 lbs
Clearance	9'8"
Deadrise Angle at Transom	18°
Fresh Water Capacity	74.5 Gallons
Fuel Capacity (inboard)	182 Gallons
Fuel Capacity (outboard)	273 Gallons
Passenger Capacity	14
Passenger Capacity (overnight)	4
Designer	Marcio Schaefer
POWER SUPPLY	
BATTERIES	
Two 105Ah 12V DC batteries for engines (one per engine, parallel system)	
Two 105Ah 12V DC batteries for Service circuit	
POWER	
50 Amp inlet	
ENGINE PERFORMANCE*	
Triple Mercury Verado 300 (V8)	
Fuel Capacity (US Gallon)	273 gallons
Cruise Speed (knots/mph)	33 kts / 38 mph
Fuel Burn in gallon at cruise speed (10% reserve)	45.9 gph
Range in nms at cruise speed (10% reserve)	175 nms
Top Speed (knots/mph)	44 kts / 50.6 mph
Fuel Burn in gallon at top speed (10% reserve)	68 gal/h
Range in nms at top speed (10% reserve)	161 nms
Triple Mercury Verado 400 (V10)	
Fuel Capacity (US Gallon)	273 gallons
Cruise Speed (knots/mph)	33 kts / 38 mph
Fuel Burn in gallon at cruise speed (10% reserve)	43 gph
Range in nms at cruise speed (10% reserve)	171 nms
Top Speed (knots/mph)	46.5 kts / 53.5 mph
Fuel Burn in gallon at top speed (10% reserve)	100 gal/h
Range in nms at top speed (10% reserve)	116 nms
Volvo D4-320 EVC DPI Diesel	
Fuel Capacity (US Gallon)	182 gallons
Cruise Speed (knots/mph)	25.5 kts / 29.3 mph
Fuel Burn in gallon at cruise speed (10% reserve)	n/a
Range in nms at cruise speed (10% reserve)	n/a
Top Speed (knots/mph)	35 kts / 40.3 mph
Fuel Burn in gallon at top speed (10% reserve)	27.7 gal/h
Range in nms at top speed (10% reserve)	207 nms

Schaefer Yachts reserves the right to make changes without prior notice.

October 1, 2023

*The maximum speed and cruising speed data as well as fuel consumption and trip duration depend on the onboard loading conditions, ambient temperature, ambient pressure, fuel line, sea state, current, hull bottom condition and stern drive, axles, propellers. There may still be a variation of 7%.