

SWAMP FOX — NAUTOR SWAN



Builder: NAUTOR SWAN

Year Built: 1997

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 77' 0" (23.47m)

Beam: 19' 6" (5.94m)

Min Draft: 9' 6" (2.90m)

Max Draft: 9' 6" (2.90m)

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **SWAMP FOX — NAUTOR SWAN** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **SWAMP FOX — NAUTOR SWAN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Basic Information

Category: Cruising Sailboat

Model Year: 1997

Year Built: 1997

Refit Year: 2012

Country: United States

Dimensions

LOA: 77' 0" (23.47m)

LWL: 60' 3" (18.36m)

Beam: 19' 6" (5.94m)

Min Draft: 9' 6" (2.90m)

Max Draft: 9' 6" (2.90m)

Speed, Capacities and Weight

Cruise Speed: 8 Kts. (9 MPH)

Cruise Speed RPM: 1600 Kts.

Max Speed: 10 Kts. (12 MPH)

Max Speed RPM: 2000 Kts.

Displacement: 123479 Pounds

Water Capacity: 362 Gallons

Holding Tank: 22 Gallons

Fuel Capacity: 608 Gallons

Accommodations

Total Cabins: 5

Sleeps: 8

Total Heads: 4

Crew Cabin: 2

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak

Hull Configuration: Bulb Keel

Hull Designer: German Frers

Engine Information

Engines: 1

Manufacturer: Perkins

Model: SABRE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

VESSEL OVERVIEW:

Designed by German Frers, the Swan 77 is known for blending superb sailing performance with luxurious interior accommodations typically found only on much larger vessels. SWAMP FOX takes this one-step further, being the only yacht in this class incorporating a pilothouse featuring a second completely protected steering station as well as protected on-deck seating aft. A versatile five-stateroom layout, both American and European power capability, and the completion of an exhaustive one year refit in May 2012 make her ready to travel anywhere in the world reliably and in top condition, in either Charter or Private operation.

ACCOMMODATIONS:

A versatile five-stateroom layout, affording either four staterooms for owners and guests plus crew quarters, or three staterooms for the owner's party and two crew cabins, assure she's able to cater to virtually any private or charter need. Top quality soft furnishings and numerous custom details create a casually elegant ambiance, and atmosphere that is beautiful, simple, and classically Nautor Swan.

MASTER STATEROOM:

Located aft with large double berths to both port and starboard and a useful fold down communication desk between. With the desk folded up, a 5-step companionway ladder fits in place to give private and direct access to the deck. Forward and centerline is a mirrored vanity and chair, which is flanked by several drawers, cabinets, bookshelves and lockers. Forward to port is an en-suite head with shower, sink and Vacu-Flush marine toilet.

GUEST STATEROOM / SKIPPERS CABIN:

Located just forward and to starboard of the Master, this cabin can alternatively can be used as a small single guest cabin, or dedicated skippers cabin if an owner desired a large crew. There are over / under berths, a hanging locker, and good storage areas. En-suite and forward, is a head with Vacu-Flush toilet, shower and sink which is also accessible, via separate door, from the passageway allowing for use as a day head. Electrical panels and engine room access is located across from this cabin on centerline.

GUEST STATEROOMS:

Mirror image port and starboard staterooms are located just forward of the SALON, each with a

double berth, hanging locker, cabinets and drawer storage and a mirrored desk / vanity. Each stateroom also has an en-suite head with Vacu-Flush toilet and shower.

CREW QUARTERS:

Located forward, the crew quarters provide for both versatile and flexible crew needs. A single berth is located to starboard while located to port is a convertible settee and dining table that will make in to a comfortable double berth. Another fold up single berth is located above. A good amount of locker storage is also found here. An en-suite head is located forward with washbasin, shower, and manual saltwater flush toilet. Access to the crew area is found through either the Starboard guest head or the large overhead deck hatch. The entire structure, plumbing, wiring, etc; of the crew area is all brand new.

- (2) overhead deck prisms (2012)
- 30" x 30" Goyot overhead hatch (2012)
- Reading lamps (2012)
- GE Sensor System washer/dryer (2012)
- Raymarine ST70 display (2012)
- Mattresses and soft goods (2012)

SALON:

Continuing forward on starboard and opening into the Salon is a custom L-shaped bar area, which includes a sink, refrigerator / icemaker and bottle and glass storage. Two barstools coupled with a counter surrounded by a teak handrail and stainless foot rail make this a functional and social guest area. Crossing over to port, past the main companionway, is the large U-shaped GALLEY

- Stainless 4-burner gas stove w/oven and stainless hood
- Stainless Black and Decker microwave (2012)
- Stainless double basin sink
- In-Sink disposal (2012)
- Coran countertops
- (2) Cold plate refrigerators
- (1) Cold plate freezer
- Assorted pots, pans, and dishware
- Oyster Toaster
- Coffee maker
- Mr. Coffee espresso maker
- Lots of storage for food

The SALON has a large U-shaped settee and dining table to port while and L-shaped settee and coffee table to star board provide a separate lounge area. Bookshelves and cabinets are

outboard on the hull sides

- Westinghouse flat screen TV (2012)
- AM/FM/SAT stereo with iPod connection (2012)

RAISED PILOTHOUSE:

Reached by three centerline steps leading up from the main salon, or three steps down from the on deck mid cockpit. To port is a lounge / dining area consisting of an L-shaped settee, a table that can be enlarged, and two removable stools. Forward to port is the interior helm station complete with engine instruments, joystick steering control, throttle, and a full complement of electronics. The entire area is surrounded beneath wraparound windows, which afford excellent visibility and protection from any weather.

- Navigation panel (2012)
- Iridium handset (2012)
- B&G instruments (2 x 10/10 displays and 20/20 displays on mast surround)(2012)
- B&G depth transducer (2012)
- ICOM IC-M604 VHF (2012)
- ICOM IC-M802 VHF (2012)
- (2) Argonaut displays
- Marine PC computer w/wireless mouse and keyboard (2012)
- SAAB AIS display (2012)
- Furuno GPS/WAAS GP-32 display
- Raymarine S100 autopilot remote (2012)
- Stereo w/waterproof remote controls (2012)
- Saloon speakers (2012)
- Ambient weather station (2012)
- Autohelm ST6000 plus autopilot
- Furuno 4kw radar system with 3.5' open array mounted on gimbaled post aft (2005)
- Furuno ARPA capability
- Furuno video sounder (2005)

DECK AND HULL EQUIPMENT:

- All thru hulls serviced (2013)
- Majestic Blue Awlgrip hull
- White boot stripe
- Red bottom paint (2013)
- Gold cove stripe (2013)
- Prop speed on all running gear (2013)
- Toe rail completely stripped and varnished with 10 coats Epiphanies (2013)

- Deck prisms (2012)
- 12mm Teak deck seams repaired (2012)
- Pilothouse windshields (2012)
- Bow running lights (2012)
- Boom light (2012)
- Lexan and hardware for 10 Goyot hatches (2012)
- Transom painted (2012)
- Gas spring shocks in cockpit lockers (2012)
- Stainless raised grill mount on stern rail (2012)
- Transom door decking (2012)
- Gangway step (2012)
- Plexi cockpit panel doors (2012)
- Binnacle panels (2012)
- G10 binnacle gauge panel (2012)
- Bow thruster panel (2012)
- Stainless dorade vents (2012)
- Reaching pole painted with Awlgrip (2012)
- 400' anchor chain (2012)
- Lewmar Bruce Type anchor
- Ventilation plates stripped and painted (2012)
- Cockpit table w/hinged leaves to seat six
- (2) Spray hoods for entrances to pilothouse and master cabin
- Hot and Cold deck shower located on transom platform
- Deck wash-down systems in cockpit and foredeck
- Stainless foredeck dinghy chocks
- Dinghy with 40HP Yamaha outboard engine
- Elevated platform for helmsman
- Custom Marquipt passarelle
- Lewmar 3000 MK2 Hydraulic windlass w/hand held remote and remote cockpit remote
- Hydraulic swim platform with ladder (serviced 2013)
- 3-blade-feathering propeller
- Hull port lights replaced and re-bed (2005)

MECHANICAL AND ELECTRICAL EQUIPMENT:

Centrally located below the pilothouse is a decent sized engine room with enough room to easily get at machinery and equipment. Forward and below the saloon floor is the generator encased in a sound shield.

- Perkins Sabre 6-cylinder 225hp diesel (complete servicing 2013)
- Engine exhaust discharge elbow (2012)
- Westerbeke 20kw generator w/PTO for the bow thruster
- Separ filter unit for generator with "water in fuel" alarm (2012)

- Lewmar R300 20hp “swing away” hydraulic bow thruster (completely rebuilt 2012)
- Sea Recovery 52gal/day water maker (NEW membranes and hoses 2013)
- (2) Nautic Boiler 60L hot water heaters w/plumbing, valves, and insulation (2012)
- Mixing valves (2012)
- In-line biocide growth control for AC raw water system (2012)
- Sea strainer baskets (2012)
- Seacocks all fully serviced (2013)
- Secondary (main) bilge pump added
- (5) Turbo Marine Air conditioning units (61,000 total BTU's)(2012)
- Engine room camera (2012)
- 230V 50hrz / 115V 60hrz AC electrical system
- 24V / 12V DC electrical system
- (2) Victron Atlas 24/300 inverters
- Shore power inlets are 50amp
- NEW gel-cell start batteries (9/2012)
- (2) Mastervolt 100amp battery chargers

The yacht is equipped with a 15kVA export transformer converting the boat's 230v 50hertz European system to the American 115V 60hertz system allowing for a fully capable world cruising yacht that will be at home in any harbor.

SAILS AND RIGGING:

- Lewmar Commander 5 hydraulic system
- (2) Lewmar 88 hydraulic self-tailing 3-speed primary winches (fully serviced 2012)
- (2) Lewmar 77 hydraulic self-tailing 3-speed secondary winches (fully serviced 2012)
- (1) Lewmar 66 hydraulic self-tailing 2-speed main sheet winch (fully serviced 2012)
- (2) Lewmar 66 hydraulic self-tailing 2-speed halyard winches (fully serviced 2012)
- Pedestal mount hydraulic safety shut-down switch
- Reckmann hydraulic furling head stay (fully serviced 2012)
- Reckman RS-2000 manual furler for stay-sail
- Navtec hydraulic mast jack (fully serviced 2012)
- Navtec hydraulic system for backstay, baby stay, inner for-stay, boom vang and radar gible (fully serviced 2012)
- All sub-deck hydraulic motors cleaned and painted (2012)
- Inner forestay ram and stern door ram (2012)
- Entire hydraulic system was flushed; oil changed, and new filters added (2012)
- All standing rigging was tuned (2012)
- Triple spreader masthead rig with discontinuous shrouds
- Harken system “C” track for full batten mainsail
- Harken stainless steel recessed genoa tracks
- Harken stainless steel recessed staysail sheet tracks
- Storm trysail track on mast, port side

- Lazy jacks and nice looking and functional sail bag
- Aluminum vertical shroud rollers
- 2007 North full batten main (serviced 2012)
- 2005 North Spectra staysail (serviced 2012)
- 2006 North Spectra Gatorback Yankee w/high clew (serviced 2012)
- 2005 North genneker (serviced 2012)
- 2007 North full battened Spectra Gatorback 395 TX main w/two reef points (serviced 2012)
- 2003 Hood Vectran full batten main w/low hours (serviced 2013)
- 2002 North 135% all-purpose Spectra Gatorback genoa
- 2005 Hood storm jib
- 2005 Hood storm tri-sail
- Hood asymmetrical spinnaker with sock, 2.2oz nylon cloth
- Rig Measurements: I=30.00m / J=9.10m / P=27.40m / E=9.10m

COMMENTS:

SWAMP FOX had a small onboard fire in early 2011, which started in the crew quarter from a halogen-reading lamp that was left on. The damage was concentrated in the crew area and forward guest cabins while some smoke damage occurred in both the salon and the pilothouse. The fire ultimately extinguished its self from lack of oxygen. Core sampling and surveys were done immediately following the incident with the findings showing no signs of structural damage. The Captain as well as a Marine Engineer (Bruce Merek) have monitored the full refit of the yacht closely, with all work being done in keeping with Nautor Swan quality by Cape Fear Yacht Works. You will find the yacht absolutely fresh and clean throughout, thanks to all new headliners, mattresses, soft goods, wiring and plumbing forward of the mast, entirely new LED interior lighting, many new appliances and electronics, and fresh Epiphanies rubbed effect varnish throughout the interior. She is absolutely stunning and absolutely ready to go cruising now!

Exclusions

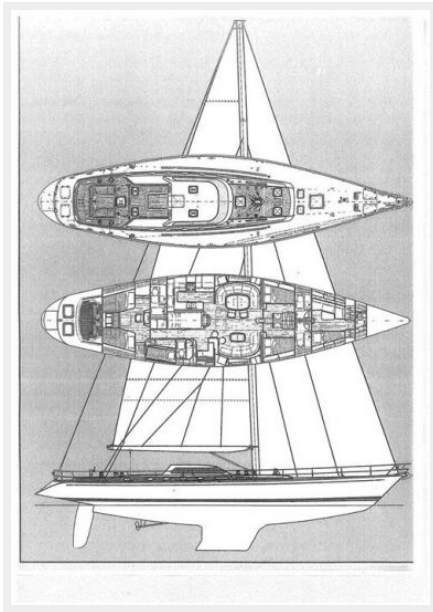
Owner's personal belongings.

Disclaimer

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PHOTOS

Layout



Salon to Port



Foredeck



Sailing Profile 4



Pilothouse Forward



Pilothouse Aft Seating



Salon to Starboard



Salon to Starboard Looking Aft



Galley



Salon Looking Aft



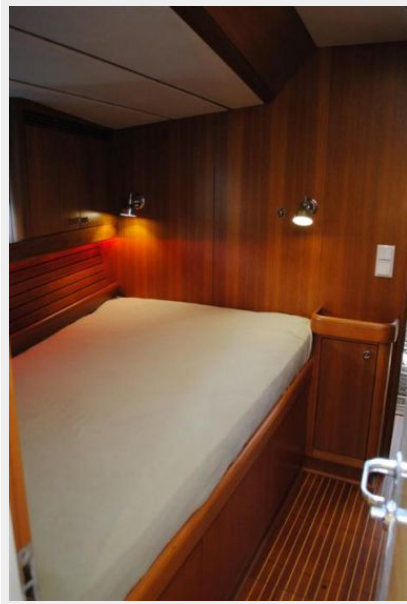
Master Head 2



Starboard Guest Cabin



Starboard Guest Looking Aft



Starboard Guest Head



Port Guest Cabin



Port Guest Looking Aft



Master Stateroom



Master Stateroom 2



Master Head



Crew Accommodation



Crew Accommodation Looking Aft



Mid Deck Mast Area



Center Cockpit Seating



Aft Cockpit Looking Forward



Swim and Boarding Platform



Sailing Profile



Sailing Profile 2



Sailing Profile 3



CONTACTS

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