

WILD CAROL — NAUTOR'S SWAN



Судостроитель: NAUTOR'S SWAN

Год постройки: 1994

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Spain

Длина общая: 40' 3" (12.27m)

Ширина: 12' 10" (3.91m)

Мин. осадка: 7' 1" (2.16m)

Крейс. скорость: 7 Kts. (8 MPH)

Макс. скорость: 8 Kts. (9 MPH)

Купить **WILD CAROL — NAUTOR'S SWAN** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **WILD CAROL — NAUTOR'S SWAN** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

Well known to Berthon and in the same ownership for the past 7 years. A great example of the Frers-designed Nautor Swan 40 in good condition and offered at a very fair price.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Cruising/Racing Sailboat

Модельный год: 1994

Год постройки: 1994

Страна: Spain

Размеры

Длина общая: 40' 3" (12.27m)

Длина по ватерлинии: 32' 3" (9.83m)

Ширина: 12' 10" (3.91m)

Мин. осадка: 7' 1" (2.16m)

Скорость, вместимость и масса

Крейс. скорость: 7 Kts. (8 MPH)

Крейсерская скорость поворота: 2500 Kts.

Макс. скорость: 8 Kts. (9 MPH)

Макс. скорость поворота: 3000 Kts.

Водоизмещение: 19400.679056 Pounds

Вместимость воды: 112.2731221 Gallons

Объем топливного бака: 63.40129248 Gallons

Размещение

Всего кают: 2

Всего коек: 8

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: GRP

Материал палубы: Teak

Отделка корпуса: Stainless Steel

Дизайнер корпуса: German Frers

Информация о двигателе

Двигатели: 1

Производитель: Nanni

Модель: 4.150HE

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

Launched in April 1995, this stunning German Frers designed Swan 40 was delivered with a very high original build specification and the more practical aft cabin arrangement, making this beautifully appointed fast cruising yacht is one the nicest of the 58 examples launched by the Nautor yard in Finland between 1992 and 2000.

Purchased by her current owner in July 2006, WILD CAROL was purchased as a cruising yacht, a task she fulfilled with aplomb, having been specified by her original owner for cruising, and updated appropriately in her present ownership.

Owner's Comments

After purchasing Wild Carol in 2006 we delivered her to Arisaig on the West Coast of Scotland which would be her summer base for the next few years. She was usually wintered indoors at either Fairlie Quay near Inverkip or Silvers yard at Rosneath. We cruised extensively among the islands of the west coast and made a trip to Orkney one summer, returning to Arisaig via the Caledonian Canal. We also did the round Mull race a couple of times and West Highland Week once but that is the only racing she has done in our ownership. Having experienced everything that the weather in Scotland could throw at us we decided to head for the sun.

So, in 2011 we sailed Wild Carol across the Bay of Biscay, south to Portimao in Portugal with brief stops in Falmouth, Loctudy (gale dodging) and La Coruna. Having run out of time to deliver her all the way to her intended destination in the Mediterranean she spent that winter in the water in Portimao on the Algarve. In spring 2012 we sailed to Alicante and she spent the summer there with a couple of trips to Ibiza and back. Summer 2013 was spent cruising the waters around Mallorca and Menorca and she is now on her way back to Alicante for the winter. The intention is to sail her back to Lymington next spring unless she has a new owner by then who wants to keep her in the Med.

We have found the Swan 40 to be an outstanding long-distance cruiser with excellent sailing performance. The layout is perfect for extended passages and we particularly like the design of the galley which is very easy to use at sea. The quality of the joinery and the robustness of construction is better than anything we have seen on any other model of yacht.

Construction

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Hull construction drawings are approved by the American Bureau of Shipping (US Lloyds equivalent).

Hull Construction:

- The hull is built of single skin construction using GRP/Kevlar reinforced polyester laminate. A high proportion of the fibres are unidirectional, giving a stiff laminate with excellent strength and fatigue properties.
- Two layers of epoxy tar are applied over unpigmented gelcoat beneath the waterline for added resistance to osmosis.
- Structural bulkheads are marine grade water-proof marine plywood (except saloon aft bulkhead which is of GRP sandwich) and are laminated to the hull.
- Hull stiffness is further increased by foam-cored stiffeners reinforced with unidirectional glass fibre.
- The hull is finished in white gelcoat with mid-blue waterline hull stripes, mid-blue caveta line and mid-blue style lines on the superstructure.

Deck, Superstructure & Cockpit Construction:

- The deck is of GRP sandwich construction using low-density closed-cell PVC foam core (does not absorb water or rot like end-grain balsa) with high density foam inserts and aluminium back-up plates under deck-fittings.
- The deck is overlaid with hand picked teak planking vacuum bonded to GRP subdeck.
- The cockpit seating, sole, bridge-deck and foredeck are also teak laid.
- Aluminium Goyot opening deckhead hatches are fitted throughout.
- Stainless steel grab bars along superstructure with further grab bars at companionway.
- Aluminium toerail.

- Fold-out transom to create swimming platform and aid boarding.

Keel & Rudder:

- The fin keel is of elliptical bulb shape with short root chord.
- The keel ballast is cast lead alloyed with antimony.
- Cast-in keel bolts are of high-tensile stainless steel.
- The rudder blade is foam filled GRP with a tapered, tubular, S-glass/epoxy composite stock supported by two self-aligning bearings (Bottom bearing renewed 2001).

Machinery

Engine & Gearboxes:

- Nanni 4.150 HE 4-cylinder marine diesel engine (based on Kubota) producing 35hp @ 3000rpm.
- Engine control via Morse lever and control panel in cockpit (starboard side).
- Thermostat controlled freshwater cooling with heat exchanger and raw water intake and strainer.
- Hurth HBW 150A mechanical reverse gearbox with reduction ratio of 2.63:1.
- Engine mounted on GRP beds with steel inserts.

Maintenance & Performance:

- Engine hours – approx 1810 as of September 2013.
- Maximum speed – 8 knots @ 3,000rpm.
- Cruising speed – 7knots @ 2,500rpm.
- Fuel consumption at cruising speed – approx 4.2 l/h.
- Range at cruising speed – approx 407Nm.

Propulsion & Steering:

- Vetus Uniflex 1630 flexible coupling to 30mm stainless steel shaft (reduces vibration) through Deep Sea Seal driving propeller through a cast p-bracket and cutlass bearing (stern gland replaced autumn 2004).
- Max-prop 3-bladed feathering prop (510mm diameter).
- Nautor white powder-coated helm pedestal with cable & hydraulic steering controlled by Elk-hide covered large diameter stainless steel wheel.

Electrical Systems

Voltage Systems:

- 12v DC service battery circuit.
- DC & AC panel at navigation area with battery monitor system.

Battery Banks:

- 1x 12v 88Ah engine start battery.
- 6x 2v single cell service batteries joined in series to supply 320Ah @ 12v (upgraded over standard, renewed 2010).

Note: Batteries located under main cabin table and vented to the mast area.

Battery Chargers:

- Victron Pallas 50Amp battery charger running from shore-power (Charging service batteries only).

Alternators:

- 50Amp 14v DC engine-mounted alternator for charging engine start battery.
- 105Amp 14v DC engine-mounted alternator for charging service battery bank (replaced 2007).

Shore Power:

- 220v AC shore-power supply with 220v sockets throughout yacht.

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised hot & cold water system using 12v DC pressure pump assisted by pressure accumulator (water pump was replaced in 2008).
- Water heated by 22 litre engine driven calorifier with 220v AC 700w immersion element.
- Thermostatic mixer taps supplying galley and both heads.
- Manual freshwater foot-pump supply at galley.
- Bronze seacocks are fitted throughout.

Bilge Pumps:

- 2x 85 l/min manual bilge-pumps (in saloon and cockpit).
- 1x 12v DC electric bilge-pump.

Tankage

Fuel:

- 240 litres in two stainless steel tanks located beneath saloon sole (120l each).
- Single point deck filling.
- Tank gauges at engine control panel in cockpit.

Fresh water:

- 425 litres in two stainless steel tanks located beneath saloon seating (port 225l & starboard 200l).
- Single point deck filling with overflow at galley sink.
- Water level gauged by sounding rod stowed in forward cabin.

Grey/Blackwater holding tanks:

- Holding tank (Tek Tanks) fitted to forward head 2010.

Navigation Equipment

In cockpit:

- Autohelm ST7000 autopilot.
- B&G Network Wind display (at forward end of cockpit).
- Raymarine RL70C Radar/Chartplotter display (at forward end of cockpit) (2007).
- B&G Network Data (Wind, Speed, Depth, Log).
- B&G Network Compass (2002).
- B&G Network Nav (GPS) (2002).
- Suunto binnacle compass.
- Icom Commandmic VHF handset with cockpit speaker (2003).

At navigation area:

- B&G Network Quad (Speed, Depth, Log, Temperature, Timer) repeater.
- Raymarine RL80C large screen Radar/Chartplotter (2002).
- Raymarine 125 GPS (display via radar/plotter) (2010).
- MLR FX312 GPS (2001) (dismounted to make way for SSB but can still be connected, antenna and power supply still in place).
- ICS Nav6 digital Navtex (2002).
- Icom IC-M601 VHF with DCS (2003).
- Icom SSB IC-M802 fitted 2010.
- Sea Me active radar reflector control (2006).
- McMurdo 406 EPIRB.

- Clock & Barometer.

Domestic Equipment

Galley:

- Alpes Inox stainless steel 3-burner gimbaled gas stove with oven and 240v AC grill + rotisserie.
- 100 litre front opening refrigerator with ice-cube box.
- 12v Danfoss compressor with TEC temperature controller.
- 2x Stainless steel sinks with hot & cold water supply.

Heads/Showers:

- 2x Jabsco / ITT Par manual marine heads (replaced 2010 together with all pipework).
- Hot & cold pressurised showers in forward and aft heads with 12v DC 3.3gpm electric pump-out (both shower pumps have been replaced in this ownership).
- Hot & Cold pressurised transom shower in aft locker (new 2012).

Heating and Ventilation:

- Webasto 3.5kW heater (fitted 2006) mounted in starboard cockpit locker with 3 x outlet vents – in aft heads (for drying wet gear), in aft cabin and in saloon.
- 12V Fans fitted at chart desk, galley and aft cabin (2010)

Entertainment:

- Pioneer radio cassette player with CD changer and speakers in saloon.

Lighting:

- Halogen interior lighting with extra reading lights over berths.

Accommodation

Summary of Accommodation:

- 8 berths in 2 cabins plus saloon (v-berth, 1 double and 4 singles).
- 6ft+ headroom throughout.
- Burma teak interior joinery made up of faced marine plywood with solid teak where appropriate.
- Joinery is hand rubbed satin finish.
- Teak battening to exposed hull sides.
- Teak soleboards with holly inlay.
- White vinyl headlinings with teak trim (Velcro affixed for easy access to deckhead).
- Red/navy Microcare upholstery in saloon (new 2007).
- Pale pink cloth curtains (renewed 2010).
- Blue canvas lee-cloths for berths.
- Elk-hide cover for mast (keel-stepped spar).

Description of layout from forwards:

Forward cabin:

Double berth with extensive stowage for sails beneath. Side settee aft of berth with full length hanging locker aft to starboard.

Forward heads:

Positioned aft of forward cabin to port and accessed en-suite to forward cabin. GRP module with tiled floor and mirror on bulkhead. Stowage in lockers. Manual marine heads (replaced 2010 together with all pipework). Holding tank located under port forward bunk fitted 2010. Faucet with thermostatic hot & cold pressurised water supply and separate shower head. Electric pump out for shower.

Saloon:

Settee berths to port and starboard. Folding leaf table over centreline. Lockers and bookshelves to starboard. Pilot berth outboard to port.

Navigation area:

Aft of saloon to starboard. Forward facing chart table with double navigators seat. Chart stowage & further stowage in drawers and lockers. 12v fan.

Galley:

Aft of saloon to port in walkway through to aft cabin. Gimballed gas stove with stainless steel guard and 12v extractor fan. 12v fan. Corian worktops. Twin stainless steel sinks (with Corian covers) mounted over centreline above engine box. Stowage for pans, crockery and food. Front opening refrigerator.

Aft cabin:

Split berth with single to port and narrow double to starboard. Full length hanging locker to port. Lockers and shelving outboard. Stowage beneath berths. Access to helm cockpit via hatch and removable stainless steel ladder. 2 x 12v fans.

En-suite aft heads:

On starboard side of aft cabin. GRP module with tiled floor and mirror on bulkhead. Stowage in lockers. Manual marine heads. Faucet with thermostatic hot & cold pressurised water supply and separate shower head. Electric pump out for shower.

Deck Equipment

Rig:

- Nautor aluminium alloy anodised keel-stepped mast and boom with three sets of spreaders.
- Discontinuous Navtec Nitronic rod rigging (Renewed 2006).
- Insulators fitted in backstay when rigging renewed (2006).

- 1x19 stainless steel wire babystay.
- Removable inner forestay (1x19 wire) for hank-on storm jib.
- Checkstays with Harken multi-purchase block & tackle tensioners.
- Reckmann RS2000 stainless steel genoa furling system.
- Harken adjustable genoa cars (with Lewmar jammers).
- Harken System 'A' fully adjustable mainsheet traveller with multi-purchase mainsheet.
- Fully battened mainsail system with stackpack lazyjacks/sail cover (Owen sails 2008) & Harken ball-bearing batten-cars on mast track.
- Navtec hydraulic solid-strut boom vang (replaced 2013 with new cylinder one size up from original).
- Navtec hydraulic split backstay.
- Navtec System V multifunction manual hydraulic system for vang & backstay.
- Halyard lines led aft through Harken blocks & sheaves to Lewmar jammers by companionway.
- Harken spinnaker track & full spinnaker kit with Harken deck-mounted aluminium spinnaker pole.

Winches:

- Lewmar Ocean 54ST 2-speed self-tailing manual genoa winches.
- Lewmar Ocean 48ST 2-speed self-tailing manual spinnaker winches.
- Lewmar Ocean 44ST 2-speed self-tailing manual halyard winches.

Sails:

- Owen Sails fully battened DCP Pentex mainsail (2007).
- Owen Sails 140% roller furling DCP Pentex genoa (2007).
- North Sails 95% (No.3) high cut Dacron roller furling jib (1995) – (ideal for passage-making).
- North Sails 0.75oz nylon spinnaker (1995).

- North Sails hank-on Dacron storm jib (1995).
- Sanders Sails nylon cruising chute with snuffer (2001).

General:

- Stainless steel pushpit, pulpit (open front with teak seat) and guardrail stanchions.

Anchoring & Mooring Equipment:

- Additional mid-cleats for mooring.
- 45lb CQR anchor.
- Lewmar 12v 1000w vertical electric anchor windlass.

Covers, Canvas & Cushions:

- Blue canvas sprayhood for companionway.
- Blue canvas sprayhood for cockpit (Owen Sails 2007).
- Blue “stack pack” zip-up mainsail cover with lazyjacks & gooseneck cover (Owen Sails 2009)
- Custom awning which zips to stackpack covering deck up to mast and over cockpit. (Owen Sails 2009)
- Winch covers and helm pedestal cover.

Tender & Outboard:

- Forespar Novalift outboard hoist fitted at pushpit to port (2013).

Safety Equipment:

- Sea Me active radar reflector
- Passive radar reflector

- Plastimo 8-man canister liferaft mounted forward of companionway.
- Danbuoy.
- 2x Horseshoe buoys.
- MOB recovery system.
- Webbing jackstays.
- Emergency tiller.

Fire-fighting equipment:

- Fire-extinguishers (some replaced 2011).
- Fire-blanket.

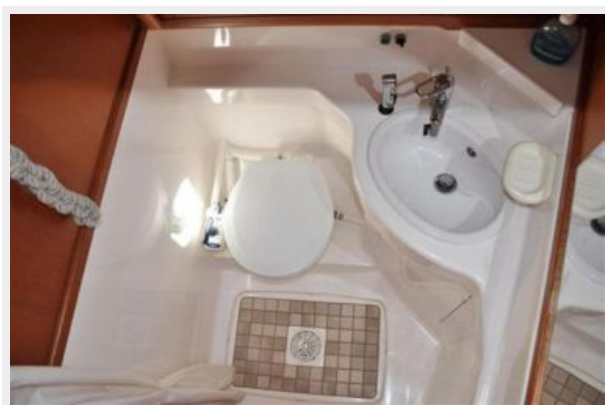
Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

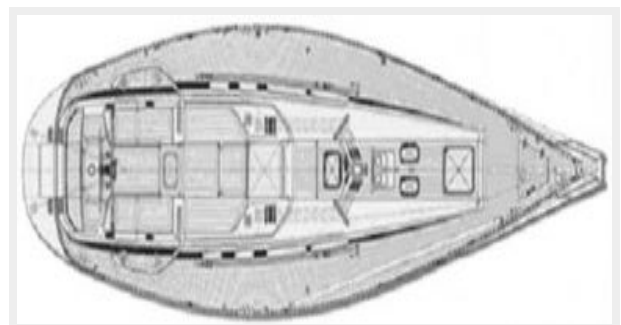
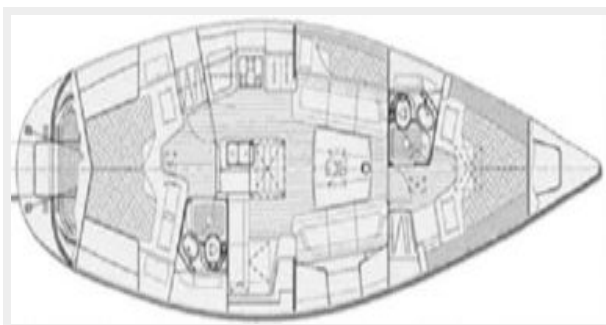














КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрито**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004