

EPSILON CYGNI — NAUTOR SWAN



Судостроитель: NAUTOR SWAN

Год постройки: 1990

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United Kingdom

Длина общая: 43' 11" (13.39m)

Ширина: 13' 8" (4.17m)

Мин. осадка: 8' 2" (2.49m)

Крейс. скорость: 5 Kts. (6 MPH)

Макс. скорость: 8 Kts. (9 MPH)

Купить **EPSILON CYGNI — NAUTOR 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 **EPSILON CYGNI — NAUTOR 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

Massively updated example of the Frers-designed Swan 44. Benefitting from new hull paint, rigging, electrics, batteries, recent engine and pretty much anything replaced that could be replaced, she is a fantastic opportunity for anyone seeking a turn-key example of this popular and surprisingly affordable fast aft-cockpit cruising yacht.

Основная информация

Тип судна: Крейсерская яхта	Модельный год: 1990
Год постройки: 1990	Год обновления: 2011
Вид обновления: 2012 & 2013	Страна: United Kingdom

Размеры

Длина общая: 43' 11" (13.39m)	Длина по ватерлинии: 34' 7" (10.54m)
Ширина: 13' 8" (4.17m)	Мин. осадка: 8' 2" (2.49m)

Скорость, вместимость и масса

Крейс. скорость: 5 Kts. (6 MPH)	Крейсерская скорость поворота: 1800 Kts.
Дальность на крейсерской скорости: 650	Макс. скорость: 8 Kts. (9 MPH)
	Макс. скорость поворота: 2300 Kts.
Водоизмещение: 24471.311082 Pounds	Вместимость воды: 89.81849768 Gallons
Объем топливного бака: 70.00559378 Gallons	

Размещение

Всего кают: 2

Всего коек: 5

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: GRP

Материал палубы: GRP

Отделка корпуса: Stainless Steel

Дизайнер корпуса: German Frers

Информация о двигателе

Двигатели: 1

Производитель: Volvo

Модель: D2 55C

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

Many works have been made since the present owner bought EPSILON CYGNI in 2011.

In the first winter a full refit program was made at Berthon Boat Co Ltd in Uk with a topsides repaint in white (she had been dark blue); electrical upgrades; new batteries; new B&G instruments and other navigation updates; all new standing rigging; various plumbing upgrades, a new dinghy and much more.

Further updates and improvements followed in 2012 and 2013 – including:

2013 a new North Sails Gennaker A3 with snuffer; the Autopilot hydraulic arm (from B&G) was replaced; further navigation and equipment upgrades with the plan for blue water sailing.

Please note that earlier improvements to the yacht had included a replaced Mk2 rudder was installed 2002; and a new Volvo D55c engine was installed 2005.

EPSILON CYGNI is ready for a new owner to enjoy.

Design & Build Comments

When introduced the Swan 44 set new standards in the cruiser-racer market. German Frers hull lines combined with styling from Andrew Winch produced an outstanding yacht. The interior is particularly light and airy and was a big change from the traditional Swans. She features wrap-over windows, a light and spacious interior and efficient sail handling systems.

The side decks are expansive for both ease of movement and lounging. With full teak coverage, the decks offer additional security – there is not any “bridge deck”. The cockpit is long and deep and carefully shaped for comfortable seating when heeled or upright.

The Swan 44 was built by Nautor to high standards of manufacture and quality control – standards that set Nautor apart from other builders. This is reflected in many aspects – numerous

stainless steel fittings crafted by Nautor's own metalworkers; the rivet free mast and boom custom made in Nautor's own spar shop; the hand laid teak deck; the hydro-dynamically efficient ballast keel, with cast in stainless steel bolts; the teak interior with hand-rubbed satin finish; a perforated aluminium strip running the periphery of the cabin sole which permits free air flow and eliminates the need for cutouts or louvers in doors and drawers; ... the list goes on.

Notes from Owner - Changes, Updates and Works

Many works have been made since 2011 and last year I also got a new North Sails Gennaker A3 with snuffer and a new Autopilot hydraulic arm (from B&G) was replaced. Note also, the interior teak boards have been sanded and recoated with 5 layers of varnish. This yacht has a MKII rudder as the original one was lost at sea 500nm off Cape Horn by the second owner.

Refit details 2013:

- New furler line (8mm Dyneema)
- New BEP ultrasonic fuel tank sender installed starboard fuel tank
- Victron Phoenix inverter (350W) installed
- New elk hide fitted on boom and spi-pole
- Serviced entrance hatch and lock mechanism
- Replaced rope clutches (stb) in cockpit with Spinlock 2x XTS, 3xZR1014
- Replaced furler clutch with Spinlock 1xXTS
- Replaced genoa halyard clutches with XX0812 clutches
- Smoke detectors installed in aft/fwd cabin and saloon
- New North G3 gennaker w/snuffer
- Installed EPIRB (McMurdo)
- New handheld VHF w/DSC (programmed as handset to main VHF MMSI)
- Replaced water heater, new 40L unit installed
- Replaced entrance door with plexiglass
- In July lifted out for cleaning and new antifouling.

Refit details 2012:

- New Simrad 3G radome installed
- New “valve” for forward toilet plumbing
- New Ocean Safety 6 person life raft installed
- Overhaul of fuel system and fuel filters replaced
- Cockpit speakers replaced with new Bose 131 speakers
- Recabling of service battery bank for optimal charging
- New Victron 502 battery monitor installed
- New under-pressure valve for engine installed
- All heads serviced
- Webasto air heater fully serviced.

Refit details 2011 (at Berthon, Lymington):

- New extractor fan in pantry and engine room
- All service and engine batteries replaced
- New Service battery charger Victron Skylla 24V/80A installed
- New Starter battery charger Cristec 12V/25A installed
- Isolation switch installed for emergency 12V supply to engine starter
- Battery box repaired
- New sprayhood, pedestal and main cover
- New B&G Zeus 8” chart plotter with modification to pedestal
- New B&G Radar interfaced with the chartplotter
- New Scanstrut mast mount installed
- New Navico AIS transceiver installed (NAIS 300, class B)
- New port spinn and port genoa halyards
- All standing rigging replaced including babystay, inner forestay and backstay runners

- Complete rig checked (whilst mast was unstepped)
- Full service to main engine
- New toilet plumbing aft toilet
- Plumbing for engine under-pressure valve replaced
- Replaced rope clutches (port) in cockpit with Spinlock 3x XTS
- Refrigeration overhaul
- New AVON dinghy – 3.1m inflatable with 6hp outboard
- Repainted topside lines and complete hull to white with dark blue decor
- New antifouling
- Sea cocks checked and serviced as required
- Halogen lights in forward cabin replaced with Frensch Lighting F19 LEDs
- Halogen light over navigation area replaced with Frensch Lighting F19 white/red LED
- Halogen light in saloon replaced with Frensch Lighting LED spot
- New Vetus vents installed and venting box serviced
- Navtec A hydraulics serviced
- New sea water pumps for refrigeration compressor installed

Refit details 2005:

- New Volvo Penta D55C engine installed.

Refit details 2002:

- New rudder (44' MKII type) of foam filled GRP with high strength stainless steel stock supported by roller bearings.

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:

- The hull is built of GRP by the hand laying-up method, using a layup with high glass content.
- Single skin construction is used, with a synthetic surface mat for increased resistance against water penetration.
- Stiffeners are laid up over foam cores and reinforced with unidirectional GRP, resulting in an extremely stiff structure.
- Structural bulkheads are of marine grade water-proof plywood laminated to the hull. Engine beds are of GRP with steel inserts.
- The hull-deck join is sealed with polyurethane-based mastic, through-bolted on 100mm centres and stiffened with an aluminium toe rail.
- Laminated reinforcements on the main bulkhead for the through-bolted stainless steel anchor plates, which are connected with tie rods to the through-deck chain plates.
- High quality NGA gelcoat is used, giving improved weather durability and high water resistance. Double gelcoats are used over the entire hull.
- Repainted topsides, complete hull to white with dark blue waterline and cove stripes, 2011.
- Coachroof stripes dark blue, repainted 2011.
- The underwater sections are treated with a double layer of epoxy (from new).
- July 2013 she was lifted for cleaning and new antifouling.

Deck & Superstructure Construction:

- The Deck is constructed in GRP sandwich using low-density closed-cell PVC foam core.
- Wood inserts and aluminium backing plates under deck fittings.
- Teak laid side-decks, coachroof, cockpit seating and cockpit sole, all original.

Keel & Rudder:

- The keel is an elliptical bulb shape with short root chord.

- Ballast is cast lead alloyed with antimony.
- Cast-in keel bolts are of stainless steel with substantial washers.
- The rudder is an elliptical spade rudder of foam-filled GRP with tapered tubular s/s stock, supported by two roller bearings – note she has the later Mk 2 version rudder.

Machinery

Engine & Gearboxes:

- 1 x Volvo D2-55C 4-cylinder diesel engine producing approx 55hp, 2005.
- Original Perkins reverse gearbox.
- Wet exhaust system with sea water cooling
- Fresh water engine cooling via raw water intake and heat exchanger.

Maintenance & Performance:

- Fully serviced during 2011 refit and yearly maintenance since.
- Overhaul of fuel system, fuel filters replaced and under-pressure valve for engine installed – 2012.
- Cruising speed under engine – approx 5-6 knots @ 1,800rpm.
- Maximum speed under engine – approx 7.9knots @ 2,300rpm.
- Fuel consumption @ cruising speed – approx 1.8-2.5lph (5 or 6 knots).
- Maximum range @ cruising speed – approx 650-730 Nm (5 or 6 knots).

Propulsion & Steering:

- Cable steering with sprocket and chain, cable led over low-friction roller bearing sheaves to aluminium quadrant bolted to rudder stock.
- Elk hide-covered aluminium 42” destroyer type wheel connected to aluminium steering pedestal with roller bearings and friction brake.
- Emergency tiller of aluminium alloy.

- 2-bladed bronze Max-prop connected to engine via stainless steel shaft through P-bracket.

Electrical Systems

Voltage Systems:

- 24vDC domestic system with 220vAC ring main via shore-power.
- 220vAC and DC power sockets in interior.

Battery Banks:

- All service and engine batteries replaced, 2011 refit.
- 1 x 170Ah engine start battery.
- 8 x 190Ah 6v service batteries connected in two banks of 4 and joined in parallel and series to supply 380AH @ 24vDC.
- Batteries stowed in vented GRP battery box, (battery box repaired 2011 refit).
- Isolation switch installed for emergency 12V supply to engine starter 2011 refit.
- Recabling of service battery bank to obtain better equalisation of charge voltage over the batteries, 2012.

Battery Chargers:

- New Starter battery charger Cristec 12V/25A installed 2011 refit.
- New Service battery charger Victron Skylla 24V/80A installed 2011 refit.
- Victron Phoenix inverter (350W) installed 2013.
- New Victron 502 battery monitor installed 2012.

Alternators:

- Volvo 115Amp 12v engine mounted alternator for engine battery charging.
- Valeo 60Amp 24v engine mounted alternator for service battery charging.

Shore Power:

- 220vAC shorepower connection.
- Shorepower supply providing 220vAC to battery charger, mains sockets and water heater.

Other Electrical:

- 24vDC-12vDC converters for supply to stereo and B&G navigation instruments.
- AC/DC panel with MTC Magnetronic DCV/A2000 amp and voltmeters at navigation area.

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised water supply via 24vDC pressure pump.
- Hot water supplied via engine-driven calorifier or via 220vAC immersion heater element in hot water storage tank (powered by shorepower).
- Replaced water heater, new 40L unit installed 2013.
- Fresh and Salt-water manual water pumps at galley.
- Hot & cold pressurised fresh water supply to galley and heads.
- Bronze seacocks. Sea cocks checked and serviced as required 2011 and again 2013.

Watermaker:

- Provision for future fitting of 24vDC watermaker with dedicated seacock and mounting plinth outboard of port saloon settee.

Bilge Pumps:

- Serviced 2013 and cockpit unit refitted with new interior pump elements.
- 2 x manual bilge pumps (one on deck and one below).
- 1 x 24vDC electric bilge pump.

Tankage

Fuel:

- Total capacity of 265 litres in 2 x stainless steel tanks, located beneath saloon settees.

Fresh water:

- Total capacity of 340 litres in 2 x stainless steel tanks, located beneath saloon sole-boards.

Grey/Blackwater holding tanks:

- Grey water discharges directly to sea by manually or via 24vDC sump pumps in forward and aft heads.
- Black water discharges directly to sea from heads.

Navigation Equipment

In Cockpit:

- B&G Hydra autopilot (2002) - (with new Autopilot hydraulic arm from B&G, 2013 – needs tuning at sea).
- B&G Hydra 2000 multi-repeater at helm (1999).
- Suunto steering compass.
- 2 x B&G 20/20 displays at companionway (1999).
- B&G Synchro analogue wind direction display (1990).
- B&G Synchro analogue wind speed display (1990).
- B&G Synchro analogue magnified wind display (1990).
- B&G Synchro analogue depth display (1990).
- B&G Zeus 8" chart plotter installed in 2011 (with modification to pedestal).

At Chart Table:

- New Simrad 3G radome installed, 2012.
- Scanstrut mast mount installed in 2011 refit.
- B&G Radar interfaced with the chartplotter, 2011.
- Navico AIS transceiver installed (NAIS 300, class B), 2011.
- B&G Hydra 2000 multi-repeater (1999).
- Furuno GP-32 GPS (2002).
- Furuno NX-300 Navtex receiver (2002).

Communications Equipment:

- Furuno HS-2721 VHF with DSC (2005).
- Icom SP-24 speaker at navigation area.
- Navico VHF speaker in cockpit.
- New handheld VHF with DSC (programmed as handset to main VHF MMSI), 2013.

Domestic Equipment

Galley:

- Twin stainless steel sinks with manual and pressurised water supplies.
- Force 10 cooker with grill.
- 24v DC extractor fan above stove.
- Engine-driven refrigeration and freezer.
- Refrigeration overhaul and new sea water pumps for refrigeration compressor installed, 2011.

Heads/Showers:

- ITT Par manual salt-water flush heads (x 2).

- Hot & cold pressurised sinks and showers.
- New toilet plumbing to aft toilet, 2011.
- New “valve” for forward toilet and all heads serviced 2012.

Heating & Ventilation:

- Extractor fans in pantry and engine room renewed, 2011.
- Webasto diesel-fired hot air cabin heating with outlets throughout interior, fully serviced 2012.

Entertainment:

- Sony CD/Radio with speakers in saloon.
- Cockpit speakers replaced with new Bose 131 speakers, 2012.

Lighting:

- DC halogen lighting throughout.
- Reading lights in all accommodation cabins.
- Halogen lights in forward cabin replaced with Frensch Lighting F19 LEDs, 2011.
- Halogen light over navigation area replaced with Frensch Lighting F19 white/red LED, 2011.
- Halogen light in saloon replaced with Frensch Lighting LED spot, 2011.

Accommodation

Summary of Accommodation:

- Interior designed by Andrew Winch.
- Standard 2-cabin layout offering up to 7 berths in two double cabins plus three pilot berths in saloon. All berths approx 2m long including saloon seating/berths.
- Varnished teak joinery with hand rubbed satin finish (interior completely revarnished 1999).

- Teak and holly veneered sole-boards – revarnished.
- Interior of topsides where visible lined with varnished teak battens.

Soft Furnishings:

- Blue Alcantara upholstery throughout (1999) with matching padded mast sleeve.
- Blue canvas crew covers for upholstery in saloon, saloon table, chart table seat and aft cabin bunks.
- Lee-cloths throughout. Blue/green cloth curtains throughout.
- Integral skyscreens for deckhead hatches in accommodation cabins.
- Headlinings in cream vinyl-covered panelling.

Description of layout from forwards:

Forepeak:

- Stowage accessible from forecabin.

Forecabin:

- Double bed with full-length shelves and lockers over each side.
- Two drawers under aft end of bed.
- Starboard side settee and dresser with fold-up top.
- Hanging locker outboard at aft end.
- Shelf lockers with mirror above.
- Headroom approx 1.87m.

Forward Heads:

- White GRP interior module with tiles on floor.

- GRP cover over toilet with removable front for easy cleaning.
- Water-resistant NGA gelcoat is used for mouldings.
- Acid and impact resistant enamelled wash basin with mixer tap, mirror, lockers and shelving. Shower head.
- Headroom approx 1.82m.

Saloon:

- Saloon table with fiddles and condiment rack.
- Centreline bench seat with battery stowage beneath.
- Starboard settee seating with small fold-up table over.
- Bar locker outboard, shelves and lockers over.
- Pilot berth outboard to port.
- Headroom approx 1.95m.

Galley

- Aft of saloon area to port.
- Insulated and stainless steel sheathed space for gimballed stove with stainless steel guard.
- Pot & pan lockers aft and below stove recess.
- Extractor hood with built-in lighting over stove.
- Double stainless steel sinks with mixer-tap and garbage bin beneath.
- Front opening 140l refrigerator and top-opening 140l freezer.
- Work area each side of stove and above drawers with white laminate top.
- Crockery and food lockers outboard.
- Headroom approx 1.95m.

Navigation Area:

- Opposite galley to starboard.
- Forward facing chart table with upholstered seat.
- Panels for navigation and communication equipment outboard and forward.
- Wet locker aft.
- Headroom approx 1.95m.

Aft Heads:

- As per forward heads.
- Headroom approx 1.90m.

Aft Cabin:

- GRP cockpit linings with textured surface.
- Two berths with infill to create large double.
- Sitting headroom above both berths.
- Stowage beneath berths.
- Full-length shelf with lockers over the port side, hanging locker forward and dresser with mirror at starboard forward end.
- Headroom approx 1.95m.

Deck Equipment

Rig:

- During the 2011 refit at Berthon, all standing rigging was replaced including babystay, inner forestay and backstay runners and the complete rig checked (whilst mast was unstepped).
- Nautor aluminium alloy oval section keel-stepped mast with 3-sets of inline spreaders
- Nautor aluminium alloy boom.
- The keel-stepped mast sits on a metal mast step with movable shoe for mast rake adjustment.

- Spinnaker pole and jockey pole.
- Sparcraft spinnaker track on mast.
- Sailman batten-car system fitted on back of mast (1999).
- Tri-sail track on mast.
- Navtec rod standing rigging.
- Wire checkstays, babystay and removable inner forestay for storm-jib.
- Navtec hydraulic backstay adjuster connected to single rod backstay (insulated for use with SSB).
- Navtec hydraulic vang. Navtec hydraulic babystay adjuster. Hydraulics serviced 2011.
- Single-line reefing system with two-reefs.
- Further provision for third reef (non single-line).
- Lazyjacks.
- Harken manual roller furling for genoa (2002).
- Lewmar genoa tracks and mainsheet system.
- Wibo metal halyard blocks.
- Antal jammers.
- Aluminium rigging screw protectors.
- Port spinnaker and port genoa halyards replaced in 2011.
- New furler line (8mm Dyneema), 2013.
- New elk hide fitted on boom and spi-pole, 2013.

Winches:

- 2 x Lewmar 66 ST 2-speed manual self-tailing primary winches.
- 2 x Andersen 52 EST 2-speed electric self-tailing secondary winches (located immediately aft of primaries and can be used from helm as primary winches for short-handed sailing) (2002).
- 2 x Lewmar 43 ST 2-speed manual self-tailing halyard/mainsheet winches on coachroof.

- 2 x Lewmar 46ST 2-speed manual self-tailing halyard winches adjacent to mast.

Sails:

- Hood Sails Dacron fully-battened mainsail (38sqm/410sqf) – 2004 (fair condition).
- Sanders Sails Dacron furling genoa (67sqm/720sqf) – 2006 (fair condition).
- Dacron storm tri-sail (little used).
- Dacron storm jib (little used).
- Sanders Nylon symmetrical spinnaker (2007) – good condition.
- New North A3 gennaker with snuffer, 2013.
- I = 17.48m (57.35')
- J = 5.10m (16.73')
- P = 15.47m (50.75')
- E = 4.93m (16.17')

Note: Figures c/o original Nautor Swan technical specifications and not guaranteed.

General:

- New Vetus vents installed and venting box serviced, 2011.
- Replaced rope clutches (port side at cockpit) with Spinlock XTS x 3, 2011.
- Replaced rope clutches (starboard side in cockpit) with Spinlock 2 x XTS and 3 x ZR1014, 2013.
- Replaced furler clutch with Spinlock 1 x XTS, 2013.
- Replaced genoa halyard clutches with XX0812 clutches, 2013.
- Cockpit table.

Anchoring & Mooring Equipment:

- Lofrans Monza 24vDC reversing anchor windlass with controls on foredeck and remote control at helm.
- CQR anchor with 50m chain.
- 15kgs Danforth kedge anchor (stowed in cockpit locker).
- Warps and fender.

Covers, Canvas & Cushions:

- New sprayhood, pedestal and main covers, 2011.
- New elk hide fitted on boom and spi-pole 2013.

Tender & Outboard:

- New AVON dinghy – 3.1m inflatable with 6hp outboard 2011.
- Outboard bracket.

Safety Equipment:

- New Ocean Safety 6 person life raft 2012, next service due in 2014 (to be confirmed).
- Installed EPIRB (McMurdo), 2013.

Fire-fighting equipment:

- New Fire extinguishers (some not installed).
- Fire blanket.
- Smoke detectors installed in aft/fwd cabin and saloon 2013.

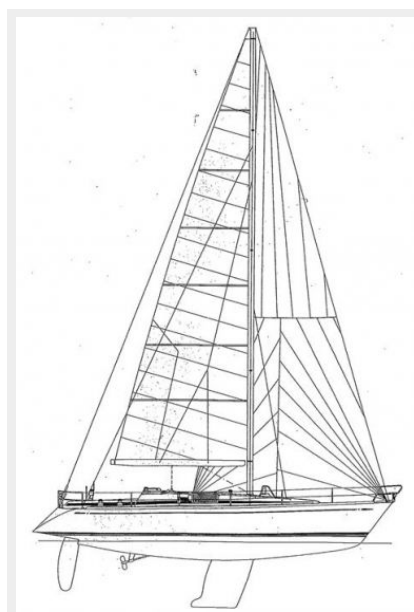
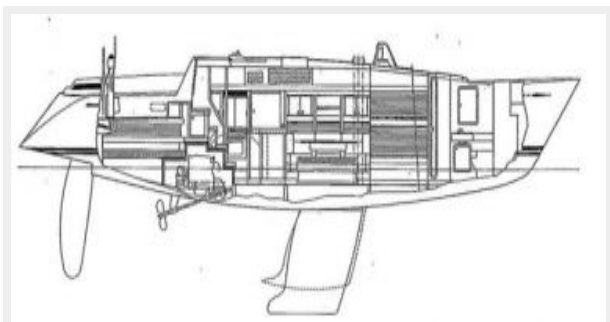
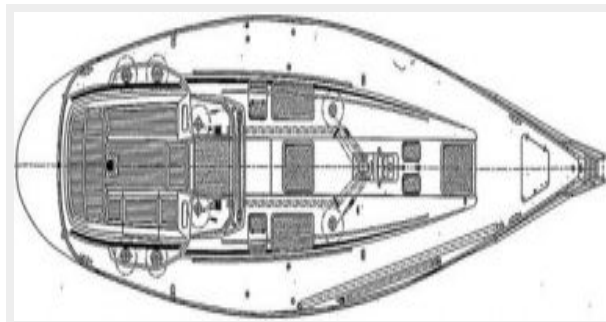
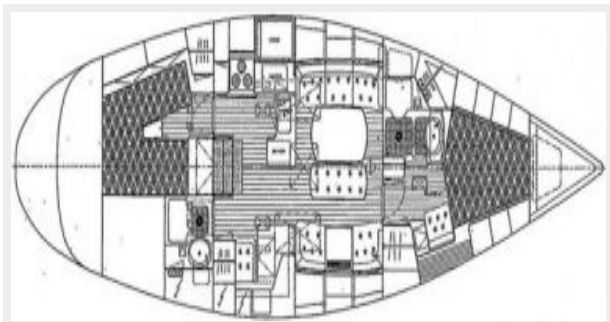
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При продаже яхты исключаются личные вещи владельца.

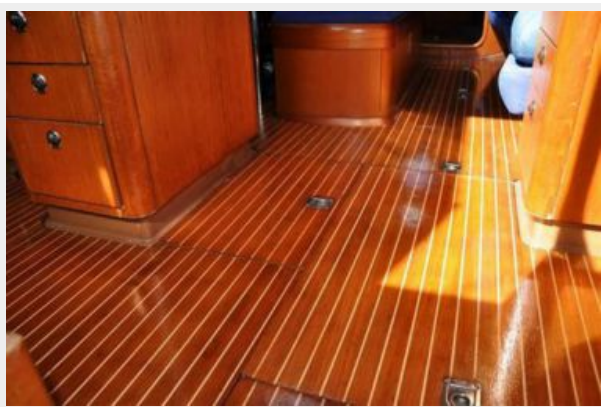
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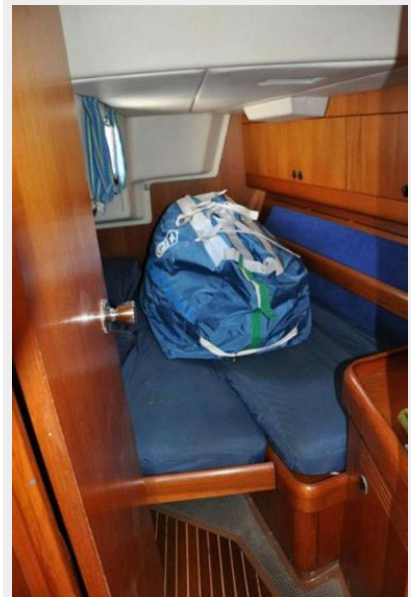
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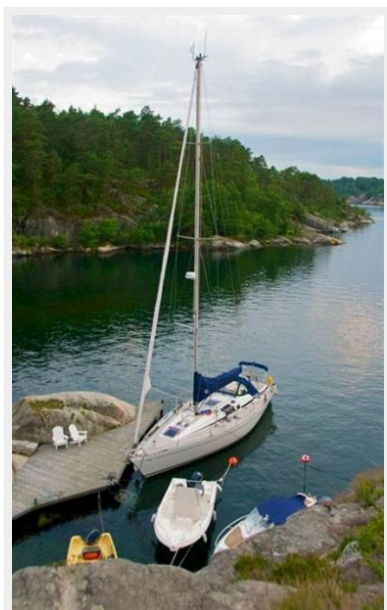












КОНТАКТЫ

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.

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

Время работы

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

Воскресенье: **Закрыто**

Адрес



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