

KALEVALA — NAUTOR'S SWAN



Builder: NAUTOR'S SWAN

Year Built: 2003

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Spain

LOA: 64' 0" (19.51m)

Beam: 17' 6" (5.33m)

Min Draft: 9' 10" (3.00m)

Max Draft: 9' 10" (3.00m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs Kalevala — NAUTOR'S 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 Kalevala — NAUTOR'S 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

Overview

A very special Swan 60 with many extra custom features making her unique.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 2003

Year Built: 2003

Country: Spain

Dimensions

LOA: 64' 0" (19.51m)

LWL: 52' 2" (15.90m)

Beam: 17' 6" (5.33m)

Min Draft: 9' 10" (3.00m)

Max Draft: 9' 10" (3.00m)

Speed, Capacities and Weight

Displacement: 62831.74467 Pounds

Water Capacity: 221.90452368 Gallons

Fuel Capacity: 237.7548468 Gallons

Accommodations

Total Cabins: 3

Sleeps: 7

Total Heads: 3

Crew Cabin: 1

Crew Sleeps: 2

Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak

Hull Designer: German Frers

Engine Information

Engines: 1

Manufacturer: Perkins

Model: Sabre M135 6 cylinder Diesel

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Mechanical

EQUIPMENT Kalevala has all of the major components that define a true luxury yacht. The main engine is a Perkins, rather than the standard Yanmar, chosen for its low RPM and less high-pitched sound. The bow thruster is a retractable Maxpower unit, and shares an hydraulic tandem pump with the headstay roller furling unit. This system is located under the port bunk in the crew quarters forward and has its own gel batteries and charging system. The Air Conditioning is a water-borne Condaria central A/C system, with blowers in all cabins. The interior of the yacht remains cool even in the hottest conditions. The Water Maker is a Spectra Newport 400. Kalevala also has an Eberspacher heating system, connected to the A/C ducting system, for cruising in cold areas. • Main Engine is Perkins Sabre M135, 127 HP 6 cylinder Diesel • Bow Thruster Maxpower 208.1 retractable bow thruster with own battery and charging system - controls at helm • Air Conditioning Condaria water borne system, blowers in Aft Stateroom, each Guest Cabin, Crew Quarters, Gallen, and (2) in Salon • Water Maker is Spectra Newport 400 with automatic back flush. Control panel at Nav Station. • Ice Maker Raritan, is located in main salon • Washer Dryer, Splendid, is located in galley • Mass 6kVA Transformer with both 110 volt and 220 volt inputs Additional Equipment Includes • Reverso oil change pump for both main engine and generator • One water tank converted to fuel tank. 900 l fuel total • Additional stainless steel holding tank for forward heads • Propeller inspection window in hull • Internal mast jack on main mast

Accommodations

Kalevala, although a Swan 60 is very different to the standard Swan 60. She has many custom extras and alterations.

To mention a few, she has large hull windows, flush with the outside of the vessel each side of the main salon, providing not only more natural light but a wonderful view from inside the boat. A carbon rig was specified, along with a very custom deck layout. Completely custom steering pods were designed and built for the twin steering wheels. The interior layout was completely redesigned, and a substantial amount of custom cabinetry added. Extra soundproofing was added to the interior of the hull aft to help deaden prop noise and hull slap. The interior received an extra four coats of varnish for a substantially richer, more lustrous look. The main engine was changed from the standard Yanmar to a lower RPM Perkins. Virtually every detail on this boat was considered, from the cabinetry to the deck layout to the interior design to the functionality of the boat. Kalevala is truly one of kind. Kalevala has always had a full time professional crew aboard her. She appears in new condition, even though she has circumnavigated the world. Every system on the boat is in excellent working condition. Every light, switch, relay, meter, gauge, and pump is working properly. She has an impressive selection of spare parts. Kalevala has been cared for to the highest possible standards. Her decks show very little wear. She comes complete with dishes, cutlery, and cooking utensils. Simply add some food (the fuel tanks

are kept full), and Kalevala is ready to go to sea. **ACCOMMODATIONS Main Salon** Those who are familiar with the Swan 60 will notice a major difference in the main salon of Kalevala. Instead of the dining area and table on the port side next to the galley, it has been reversed so it is on the starboard side. While Nautor may have thought it efficient to have the dining table right next to the galley, Kalevala's owner didn't really want to "eat in the kitchen", and moved the dining table to the other side of the boat, creating a more luxurious and intimate feeling in the salon. Large hull windows were added to provide both more light in the salon and a view from below decks. The standard bench seat was replaced with two comfortable chairs. There is reversible backgammon board on the cabinet between the chairs. Across the salon, behind the couch, there is a large pop-up LCD TV. A lit custom glass cabinet was added to the port forward bulkhead, a liqueur cabinet and ice maker are below. With her extra four coats of varnish, built-in roman blinds, raised panel cabinetry, soft leather upholstery, and decorative fluting on posts, the main salon of Kalevala is rich, lustrous, and simply stunning. **Aft Stateroom** Great attention was paid to the aft stateroom on Kalevala. The large Dux Continental bed was placed to port with custom cabinetry to make it a true sea berth. A large couch is to starboard, big enough to sleep on, providing a good port tack sea berth. Beautifully rounded lockers were added aft. On the forward end of the cabin there is a vanity/desk. With the push of a button the vanity mirror can drop down to expose an LCD TV behind it on a swing arm. Extra sound insulation was added to the aft bulkhead and, against standard practice, it was specified that machinery not be mounted on this bulkhead. It is amazing how much more peaceful it is not to hear the hum of a transformer in the dead of night! **Starboard Forward Stateroom** The starboard forward stateroom is considered the VIP stateroom; it has a double bed with a removable extension at the foot to make it wider. Thoughtful additions like teak trays and shelves have been added. There is an en-suite head with an electric Jabsco Quiet Flush toilet. **Port Guest Stateroom** The port guest cabin serves as the walk through cabin from the main salon to the crew quarters forward. It has a fixed single lower berth and a Pullman upper berth that stows vertically. The en-suite head has a second door leading to the crew quarters forward. The crew do have the option of exiting the crew quarters via a deck hatch when guests are on board. There is a B&G FFD display on the bulkhead, as this cabin is often used by the captain when at sea. There is also an intercom speaker and A/C control panel. **Crew Quarters** At the front of the boat is the crew cabin which has two, large fixed single berths. Unlike the standard Swan 60, it also has an en-suite head forward. There are large lockers under the beds for sail, spare parts, and tool storage. There is a hanging locker at the aft end of the cabin and extra lockers above both berths. A pull out table and removable swinging stool provide a desk for the crew. There is a B&G FFD display and A/C control panel on the forward bulkhead. This head is the only manual flush head on the boat, a good thing to have in the event of an electrical failure. **Galley** The galley, like the main salon, gleams under extra coats of varnish. The counter tops are a beautiful Oceanic Blue Corian. There is a large refrigerator on the aft bulkhead and a freezer aft of the stove. The refrigeration has the option of running off shore power, generator, or an engine driven compressor. Refrigeration controls are above the stove, digitally monitoring temperature. Below the refrigerators is a clothes washer/dryer combination unit. The galley has its own A/C unit, and there is an extra window installed into the cockpit. A Quooker water boiler is mounted at the sinks for instant boiling water. A microwave is outboard, aft of the stainless cook hood. The stove is propane.

Electronics

NAVIGATION Custom cabinetry continues at the navigation station, with changes to the original design which provide a more custom feel with extra shelving and cabinetry. The instruments are well laid out, with a monitor for the electronic chart system forward, and radar, B&G displays, electric barometer, Inmarsat C, Iridium phone, SSB, water maker control panel, intercom, and pump counters to the right. Directly across from the nav station is the yacht's electrical control panel, with breakers for all major systems aboard. Additionally, the panel contains the generator control panel, air conditioning control, battery monitors, and shore power displays. Following is a more detailed equipment list for the navigation area: Instrument package is the B&G Hercules 2000 Racing Pack FFD displays in Master Stateroom above couch, chart table, port fwd. guest cabin, & crew quarters • (4) 20/20 displays on mast • (2) 20/20 displays in cockpit • Analog 360° and magnified 45° close hauled in cockpit • FFD displays on both steering pedestals • Fore & aft depth transducers • NEMA display at chart table for interfacing instruments • B&G wireless remote • Icom HM127 VHF remote mic in cockpit box • ICOM M-802 SSB at chart table, insulated backstays and SSB tuner • Thrane & Thrane Inmarsat C receiver at nav station • Iridium Sailor SC4000 satellite radio at nav station • Raytheon Ray 430 intercom, with hailer on mast, speakers in Aft stateroom, nav station, port guest cabin, and crew quarters • Emergency VHF antenna which plugs in at port cockpit box. A VHF antenna switch is located at chart table • Active antenna at masthead for VHF, TV, AM/FM radio • Navigation Furuno Radar, 1833C NavNet with 10.4" display at nav station and a 7" display on each steering pedestal • Sea-me radar detector • VGA output for radar connected to salon TV monitor • Furuno FAX-30 weather fax • Furuno GP-37 GPS, DGPS. WAAS display at nav station • AIS transponder • Nav PC, with Nobletec charting software and AIS interface (new 2013) • Autopilot Autopilot is a B&G Hercules 890 with a Seastar hydraulic drive cylinder, rather than the standard Autohelm • There is a full, backup B&G Hercules 890 autopilot and Seastar cylinder with quick connect fittings • Autopilot displays at nav station, port pedestal. and starboard pedestal • Remote control for autopilot with a plug near the hatch and one on the mast • Communications Icom IC-M502 VHF at nav station Port Side Pedestal and Cockpit Box • Furuno Radar 7" display • B&G FFD display • B&G Autopilot display • Raytheon Loud Hailer • Stereo Volume controls • Remote VHF Starboard side Pedestal and Controls • Furuno Radar 7" display Nautor Swan 60-027 Page 5 of 13 • Bow Thruster Joy Stick • B&G FFD display • B&G Autopilot display • Depth Transducer Switch • Push Buttons for 20/20 Displays • Engine Controls • 12/24 Volt Outlet

Electrical Equipment

ELECTRICAL SYSTEMS Kalevala has a very sophisticated upgraded electrical and charging system designed to provide redundancy and maximum flexibility. Although the boat is set up as a 110/115 volt power scheme, shore power input for both US and European sources can be accommodated. Additionally, there are both US 110 volt and EU 220 volt outlets throughout vessel. • Mastervolt Ultra 15 kW generator, new 2011 • House batteries 600 Ah gel batteries • Radio battery bank, 240 Ah gel batteries • Mass 24/2500 VA Inverter for 110 volt systems • Mass 24/1500 VA Inverter for 230 volt systems • Mass 24/1000 VA Inverter for entertainment &

computer system • Mass 6kVA Transformer with both 110 volt and 220 volt inputs • Mastervolt 100 Ah battery charger for house batteries • Mastervolt 50 Ah battery charger for radio batteries • Mastervolt 25 Ah charger for bow thruster/furler batteries • Mastervolt charger for engine & generator start batteries • Mastervolt generator remote display in electrical panel

Rigging

RIG

The rig on Kalevala is outstanding. Offshore Spars designed a carbon rig that has added strength and stiffness. After a circumnavigation of the world, the rig was removed and inspected and found to be in perfect condition. The rig was again removed, completely disassembled, and inspected in 2013. The headstay roller furling unit is hydraulically controlled instead of the standard manual system. The Park Avenue boom has bolt rope tracks on each side to attach a custom split awning. The boom vang is increased from standard to accommodate the larger boom, and there is an emergency quick release button for vang in cockpit. Rig Measurements: • I = 25.70m ----- 84.32 ft • P = 23.00m ----- 75.46 ft • E = 7.25m ----- 23.79 ft • J = 7.20m ----- 23.62 ft • Offshore Spars carbon rig with 3 sets of spreaders • Offshore Spars Park Avenue boom • Reckmann RF-90 3R hydraulic jib furler • Navtec discontinuous rod rigging • Carbon spinnaker pole stored on mast • Hydraulic jib halyard cylinder mounted on mast • Kevlar fiber running backstays Navtec System 50 hydraulic panel with cylinders for: • Backstay • Oversized Vang • Inner forestay • Jib halyard

SAILS • North Spectra Mainsail, fully battened, new 2010 • North Spectra 104% genoa, new 2011 • North Spectra 104% genoa, 3DL, 2007 • North Dacron storm jib, 2003 • North Dacron storm trysail, 2003 • North Gennaker in sock, 2003 • 1.5 oz spinnaker, 2003 • 3/4 oz spinnaker, 2003

Deck Equipment

DECK The deck layout on Kalevala is highly customized. The concept behind the layout was to make a yacht that could be efficiently raced by a small crew and could also be cruised safely, short-handed in any conditions. To this end, the deck layout is entirely different from the standard Swan 60. The deck is very clean with halyards and control lines running aft through tubes under deck. The winch layout has been rearranged for more efficient use. For racing, the symmetrical spinnaker can be quickly hoisted at the mast. The topping lift and foreguy are controlled from the cockpit using the oversized traveler winches. The secondary winches have been moved aft, behind the helmsman, to help keep the cockpit less cluttered with both trimmers and ropes. A racing jib halyard is located forward for quick sail changes. The jib sheet cars are on recessed stainless tracks with floating cars, adjustable from the cockpit. For cruising, the mainsail is raised from the cockpit. Reef lines are lead aft under-deck to the cockpit. One person can drop the main halyard to a marked point, then quickly pull in one or two reefs without leaving the cockpit. The fixed genoa halyard is on an hydraulic ram and is controlled from the cockpit. A gennaker can be

raised from the cockpit and there is a removable bowsprit for the asymmetrical. Kalevala has 12mm thick teak decks, increased from the standard 9mm. The deck hatches are custom Nautor made flush hatches. A great effort has been made to create a very clean, modern look on deck with few lines visible. In most places Anderson push buttons were used instead of the Lewmar push buttons for the winches due to their smaller and more compact size. There are pop up cleats amidships. The windlass was recessed into the deck as much as possible for a cleaner look. A second anchor roller was added to the bow and seats were added on the stern pushpit.

WINCHES:

- (2) Primary Jib Sheets – Lewmar 77 electric 3-speed self tailing mounted recessed into combing Nautor Swan 60-027 Page 8 of 13
- (2) Secondary sheet winches -- Lewmar 66 electric self tailing, used for main halyard and reefing
- (1) Main sheet winch – Lewmar 66 electric self tailing
- (2) Special aft winches -- Lewmar 64 self tailing, used for runners, racing spinnaker winches, or stern-to docking
- (2) Halyard winches – Lewmar 64 self tailing, port winch for secondary jib halyard and stbd. winch for spinnaker halyard and staysail halyard
- (2) Traveler control winches – Lewmar 44 self tailing

ADDITIONAL DECK HARDWARE:

- Stainless Steel deck cowl vents instead of standard rubber cowls
- Nautor made flush hatches instead of standard aluminum raised Giot hatches
- Inflatable dingy with deck storage chocks
- Honda 15 HP 4 stroke outboard
- Hydraulic swim platform, with custom garage to accommodate life raft
- Varnished Teak toe rail
- Pop up cleats amidships, stainless steel cleats fore and aft
- Lewmar Series 3000 electric gypsy/capstan windlass with foot switches for and in cockpit
- Removable aluminum bowsprit
- Carbon fiber radar post with quick connect fittings, davit for lifting outboard, and swim platform lights
- A cockpit cold drink refrigerator is located under the starboard helm seat
- 550 liter fuel bladder
- Sun awning

Accessories and Safety

ENTERTAINMENT The custom entertainment system was designed by Criteria, a marine audio/video company in Florida. The concept was to build a region free DVD player with worldwide broadcast TV reception. There is an active antenna on the mast head for TV reception and AM-FM radio. Main salon has a Samsung 24" LCD monitor on a Phantom TV lift system. The TV is connected to the yacht's navigational system and can display radar and charts.

- Linn Classik Movie System AM-FM CD/DVD Receiver
- Linn Diskreet Round in-ceiling flush speaker system
- Pinnacle Bay powered sub-woofer
- Theater Master programmable remote control Aft Stateroom
- Samsung 22" LCD monitor mounted behind drop down mirror over vanity
- Linn Classik Movie System AM-FM CD/DVD Receiver
- Linn Diskreet Round in-ceiling flush speaker system
- Theater Master programmable remote control

SAFETY

- Man overboard module MOM MK VIII A
- Avon Ocean Canister liferaft, installed on hatch garage
- Man Overboard panic button at helm
- Radar SeeMe alarm
- Bilge pump cycle counter
- High water level in bilge alarm

EXCLUSIONS Owner's personal items, including clothes, books, foul weather gear, CDs and DVDs are excluded from sale. Painting in main salon is excluded from sale.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS



Saloon



Saloon



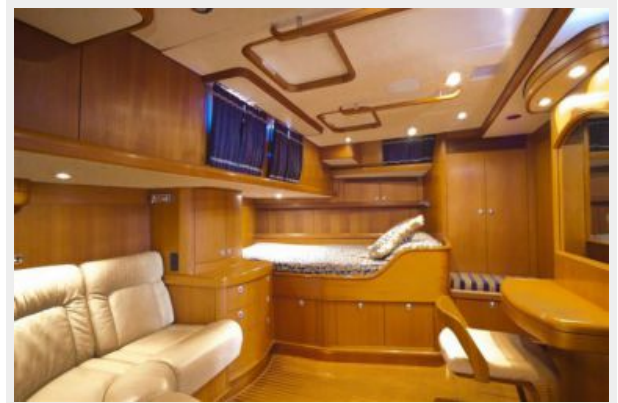
Nav Station



Galley



Aft stateroom



CONTACTS

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