

# CREUZA DE MĂ — NAUTOR'S SWAN



**Builder:** NAUTOR'S SWAN

**Year Built:** 1980

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Spain

**LOA:** 65' 0" (19.81m)

**Beam:** 16' 3" (4.95m)

**Min Draft:** 9' 6" (2.90m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **CREUZA DE MĂ — 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 **CREUZA DE MĂ — 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

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## Overview

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CRUEZA DE MA was originally named MEHETABEL. She was owned from new by an American and was mostly based in California. She remained with her original owner until 2007 when she was purchased by the current owners. The current owners have cruised and lived on board much of the time. Main refitting made in 2008/9 and 2011/12. Replaced engine. Replaced teak deck.

## Basic Information

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**Category:** Cruising Sailboat

**Sub Category:** Sloop

**Model Year:** 1980

**Year Built:** 1980

**Refit Year:** 2012

**Refit Type:** Engine 2008, deck 2012

**Country:** Spain

## Dimensions

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**LOA:** 65' 0" (19.81m)

**LWL:** 47' 0" (14.33m)

**Beam:** 16' 3" (4.95m)

**Min Draft:** 9' 6" (2.90m)

## Speed, Capacities and Weight

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**Displacement:** 70106.999316 Pounds

**Water Capacity:** 361.91571124 Gallons

**Fuel Capacity:** 256.24689044 Gallons

## Accommodations

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**Total Cabins:** 3

**Total Berths:** 8

**Sleeps:** 11

**Total Heads:** 3

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## Hull and Deck Information

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**Hull Material:** GRP

**Deck Material:** Teak

**Hull Color:** White

**Hull Designer:** Sparkman & Stephens

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## Engine Information

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**Engines:** 1

**Manufacturer:** Yanmar

**Model:** 4JH3G-DTE

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Hull and Deck

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The hull construction is of hand laid GRP. Structural bulkheads are marine grade water-proof plywood, laminated to hull and deck. Ballast keel is a lead casting with antimony. Cast in keel bolts are stainless steel. Mast step of galvanized steel. Engine beds are of GRP with steel inserts. Skeg hung rudder of foam filled GRP with s/s stock, 3 x polymer bushed bearings. Cable steering, aluminium quadrant. The steering system is with chain and s/s cable, (spare chain/cables and the pins under the berth on the aft cabin). Single, aft, cockpit with 40 inch Destroyer type stainless steering wheel, with Elk-hide cover. Emergency tiller system. New crash box added on the sail locker forward anchor chain locker in 2012. MOB pole stowage in transom, port side. Topsides: sprayed Gelcoat Norpol RAL 9010 in 2009 (but now the sun has turned it a little yellow) Underwater: Antifouling: "Coppercoat" 6 layers, 2008. Renewed with 3 more layers May 2012. Deck: is made in GRP sandwich construction with single laminate and aluminium back up plates under deck fittings (such as winches, tracks etc). Teak laid deck, replaced in 2012, by Cantiere Alto Adriatico, Italy (when the deck was replaced it was done without screws and is glued down).

Deck fittings & Equipment: Alloy pole at aft deck, port side, for radar scanner and aerials. Pulpit, pushpit, stanchions and guardrails. Opening in pushpit starboard side by gangway. Lofran's electric anchor windlass mounted on deck at bow. With box cover. Stainless Dorade covers. Stainless window frames. Deck prisms over ...the aft cabin and the two fore cabin new 2012. Custom support / chocks for storage of dinghy on foredeck.

Winches: Bariant Coffee grinder system, two grinders with double handles and two winches (primary) 2 Bariant self tailing 35 (secondary) 2 Bariant self tailing 32 (Halyard) 7 Bariant self tailing 28 2 Bariant 21 (mainsheet traveller)

Mainsheet traveller Antal 4 Race 230x110 Halyard traveller Antal 40x8 P50 black Jib and genoa track inox 32x6mm Winch Handle pockets Lewmar.

## Engine

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Yanmar 4JH3-DTE (125hp), installed new June 2008. Approx engine hours: 3500 (Sept 2014) Main engine installed under saloon floor. Control panel at cockpit, starboard side. Gearbox model KMH4A gear ratio 2,45; Morse Marine throttle controls; Stainless steel shaft. Max Prop 3 blade feathering propeller and a spare fixed blade propeller Walbro marine electronic fuel pump; Racor model 500 FG Fuel filter; Engine blower Jabsco; Strainer Perko; Various spare parts.

## Main Systems

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**Water-maker:** Schenker, Smart 60l, installed June 2012.

**Generator:** Northern Lights, 8 Kw, M753k. Approx hours: 3365 October 2014. Generator installed by former owners (believe in 2004-5) under cabin sold (at companionway / galley area on centre-line).

### **PLUMBING:**

Water Pump: Cold water pipes: Henco multilayer pipe 16x2mm, all plastic fittings. Hot water pipes: Copper 15mm, all brass fittings. Water Heater: Quick BXS 40L1200W plus heat exchanger. Accumulator tank: Shurflow mod 182. Fresh water pump: Marco UP6/E 12/24V (26l/min 2bar). Anchor chain wash pump: Jabsco ITT PAR (24V), installed 25/01/13. Bilge pump: Jabsco MOD 34600 series 24V. Sump tank pumps: Jabsco 36800 24v. Hand bilge pumps (2): Whale, one at cockpit and one by chart table. Fresh water Culligan purifier filter for tap water at the galley Heads: Blake and Taylor model Victory, manual (3).

### **ELECTRICAL:**

Battery Charger: 24v/60a Input 115/220v. Circuit Breaker: E.T.A. 100amp Made In Germany. Service Batteries: 12X Trojan Batteries T-125 6v, 240ah (under cabin sole aft cabin). Engine start and Generator start batteries (under saloon floor).

Solar Panels: 4x Enecom Hf-130 Installed 06/2012, Changed 10/2012 (on the bimini top). Charge Regulator: Mppt Tracer 100a, Installed 01/2014. DC To DC Converter, 24v-12v: Newmar 32-12-35 Bc (The DC Converter had the output set at 13,6v from the factory). Inverter: Lafayette 3000/24 24-220V. Service Alternator: Delco installed 10/2013, 70A, 124V. Two shore-power inlets – one for 125v 30Amp and another for 125v / 250v 50Amp.

### **Navigation and Mechanical Systems**

Danforth Constellation compass on pedestal with s/s cover.

B&G HYDRA 2000 instrument package, including: Compass packet Halcyon 2000; Log speed sensor H2000 SEN-SPD-HPF; Hydra 2000 MFD on pedestal crash bar. 2 x MFD's, Magnified Wind and Wind Direction displays at forward end of cockpit; MFD at chart table;

B&G Autopilot: Hydrapilot – control panel at port side by helm. Master compass unit Halcyon 2. Hydraulic pump Marsili 300W 24 Volt. Hydraulic ram (piston) Marsili. Second autopilot, Robertson computer and Simrad AP16 control unit – port side by helm. Fluxgate compass B&G Halcyon. Rudder feedback. Furuno Navnet VX2 Network sounder ETR-6/10N Multi-purpose LCD display MU-120C, type RSB-0070 GPS Receiver GP-320B Facsimile receiver FAX-30 Furuno Marine radar, scanner at pole at aft deck.

VHF: Icom IC-M602. SSB: Icom IC-M802.

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## Accommodations and Interior

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This yacht has the standard Swan 65 layout with sleeping accommodations for 6-8 people, but with various small modifications – some from new and some refined over time under different owners. The wood work is in good shape and to the typical and now renowned Nautor standard.

Forward there is the Fo'c'sle with a V berth arrangement, stowage bins under, lockers each side and a large overhead hatch.

There are two good size guest cabins, each with upper and lower berths, stowage lockers and hanging locker. The upper berth in each of the cabins may be extended to a double.

The port cabin has a private en-suite head with a toilet, wash-basin, vanity and shower.

The starboard cabin also has a washroom area forward, this forms a walkthrough to the forepeak / sail locker.

Each cabin has a door leading aft direct to the saloon. This is a very spacious and comfortable area.

On the port side is a U shaped settee with folding teak table which seats six persons. Outboard are lockers and shelves. The central space has a “roll-up” teak front and the locker is used for drinks and glasses. There is also stowage behind the settee backs.

To starboard is a long settee that is perfect for entertaining or for use underway as a sea berth.

There is again plenty of storage room behind the cushions. Also a locker forward of the sofa. Outboard and above the starboard settee is a pilot berth.

Saloon upholstery is in cream leather. There are chrome lamps on the forward and aft bulkheads (one each side – total four). CREUZA DE MA Swan 65-033

Above the saloon is a large hatch, allowing good ventilation and light (also large enough to remove the engine through).

Aft to starboard is the forward facing navigation station. This area features a large chart table with a comfortable seat and all of the navigation electronics in plain view and within easy reach. The electrical panels are conveniently located here as well.

Across from the navigation area and on port side is the open U-shaped galley. This provides plenty of counter space and numerous opening cupboards and drawers for storage.

The galley has two s/s sinks, cooker with oven, fridge and freezer, extractor hood over cooker, spice rack, custom stowage for china, custom vegetable locker.

The walkthrough to the aft cabin is to starboard, past the chart table with a teak door for privacy.

The aft cabin encompasses the full beam of the yacht and has two comfortable single berths, one

to port side and one to starboard (which is slightly larger and qualifies as a small double berth). Between the beds is a centrally located settee, lockers behind and large opening port (to cockpit) above. Chrome lamps either side of the port. Drawers under the beds. Lockers and shelves outboard of each berth.

Forward of the starboard berth there is a built in teak desk with opening top and lockers outboard plus a number of handy drawers and a fold up seat.

On the centreline forward bulkhead of the cabin is a teak cabinet with 4 drawers in the lower part, shelf on top and bookshelves / lockers above.

Forward of the port berth is an en-suite head and shower with toilet, sink, mirror, and ample storage room.

All of the lights are LED and all the fittings are new, like most of the wiring. Electric ventilation fans – at aft cabin, saloon (2) and one for each fore cabin.

Galley Equipment: Alpes Inoxcooker, 4 burners and oven (Propane) installed 06/2012. Fridge and freezer 24V 2 Compressor and heater exchanger frigoboat W50/24V for fridge and freezer (one compressor each). Plate: frigoboat flat 380F. Mechanical thermostat fridge . Mechanical thermostat freezer. Magnetic Drive Centrifugal Pump Jabsco 24v (one serve freezer and fridge).

## Rigging and Sails

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### MAST & RIGGING:

CRUEZA is one of only four Swan 65 sloop versions (the others are ketches). She is currently set up as a cutter. Aluminium mast by Nautor, original, with double spreaders. New main boom built by Velscaf, Italy - Oct 2013. Reckmann manual furlers for inner stay and forestay, both with furling lines lead aft to cockpit. Standing rigging is of stainless steel rod 2006. Forestay is stainless steel rod 2007. Backstay is stainless steel rod 2009. Inner forestay is stainless steel wire 2012. The mast was stepped down and serviced in 2012.

Navtec hydraulic backstay adjuster & boom vang, operated from central control panel at cockpit.

Bow-sprit (alloy) for asymmetric sail - is removable. Stainless shroud rollers (3 each side).

### SAILS:

Dimensions: E: 7m P: 22,25m J: 7,73m I: 24,38m FL: 25,16 LL: 22,30

Mainsail Lee Sails 9,18oz with 3 reefs and flattener, 3 battens Jib Lee Sails 9,3 oz, furling Staysail Lee Sails 9.3 oz furling A2. One Sails

## Accessories

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**Dinghy & Outboard:** AB RIB (Lamina 10') Tohatsu 20Hp MFSC20

**Anchoring & Mooring:** Anchor windlass Lofran's Project X4 2000W 24V. Stainless bow fitting with twin rollers. Fortress FX-125 anchor. N°1 Danforth 30KG anchor. Anchor chain, 12mm / 100m Fenders. Mooring lines. Chocks for forward mooring cleats (to prevent genoa catching).

**Canvas:** Beige mainsail cover with yacht's name on it. White spray-hood at companionway. Sun bimini cover over cockpit (incorporates the solar panels).

**Deck gear:** Teak cockpit table. Cockpit cushions. Cushions for bridge deck. Side boarding / swim ladder (stows in focsle). Teak boarding gangway (passerelle).

**Safety:** Liferaft, RFD Seasaver Plus 8 person life raft. Fire Extinguishers: Fireboy Clean Agent Fe-241

**Entertainment** Stereo Alpine Speakers in saloon RCF Cockpit Speakers

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## Owner's Comments

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**Creuza de Mä** is a Swan 65 built in 1980 in Finland by Nautor Swan and designed by Olin J. Stephens, one of the best yachting designers of the 20th century. Nautor asked Stephens to design a beautiful and safe sailing yacht. Stephens combined those characteristics in a fiberglass hull together with a luxurious interior and features that were then current in successful racing boats. In fact, Nautor won numerous races including the Bermuda Race in 1972 and the first Whitbread Round the World Race (now the Volvo Ocean Race).

Back in 2006, at the beginning of our adventure, when looking for a boat, we immediately understood that the Swan 65 was THE boat. It took us a whole year, but finally in California we found Creuza de Ma.

Creuza was then called Mehetabel and the former owner asked us to call it with a different name. Therefore, we decided to name it after Fabrizio De Andre's song: Creuza de Mä. A song that profoundly belongs to our lives and intensely expresses the spirit of the Mediterranean Sea.

Creuza de Ma is a fast, safe, classic boat. The interior layout while being modern and functional is also cosy and welcoming. Creuza is our home and we sail the oceans looking for new destinations, new experiences and new emotions to share with the old and new friends.

You may have realized that Creuza de Ma is a dream that came true. Actually, Creuza is much more than a dream, much more than "a boat". Creuza is our home, our travel companion, our island in the middle of the oceans. Sailing with Creuza we experience all the emotions associated with travelling, feelings that give us the drive to pursue our adventure.

Sailing to us is much more than going places: it is a constant discover, a way to meet new friends, filter through their cultures and become richer human beings. Sharing our experiences and emotions with those who sail with us is the essence of our adventure. Each journey is an

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invaluable contribution to our treasure chest of seas, winds, emotions and dreams that we love to share with our travel companions.

But now we have new dreams and new family that will keep us busy in the future and hence with a heavy heart we offer you the opportunity to take over the custodianship of this amazing yacht and make your own dreams come true.

## **Exclusions**

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Owner's personal belongings.

## **Disclaimer**

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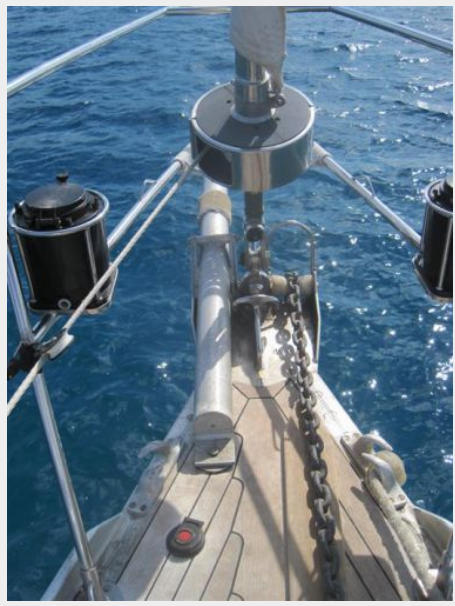
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# PHOTOS

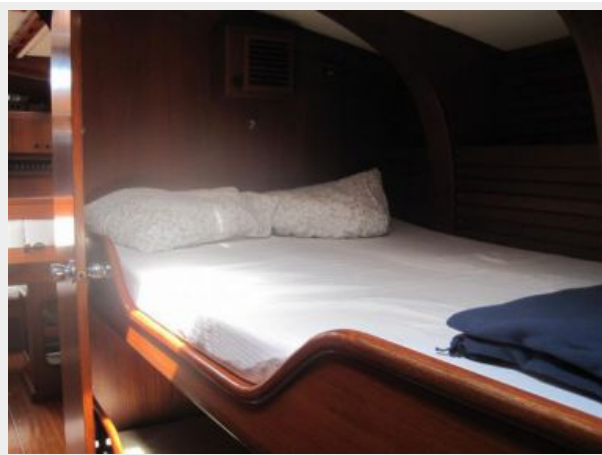


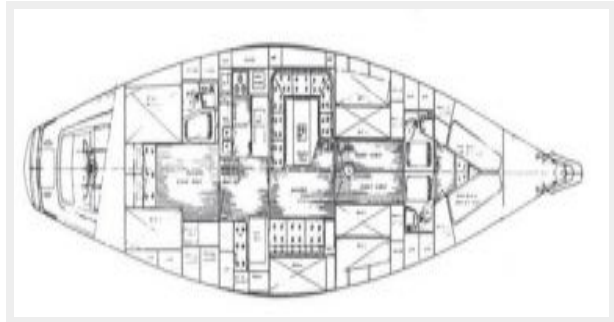












# CONTACTS

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