

## ELEANORA OF OSEA — NAUTOR'S SWAN



**Builder:** NAUTOR'S SWAN

**Year Built:** 1983

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Spain

**LOA:** 47' 9" (14.55m)

**Beam:** 13' 8" (4.17m)

**Min Draft:** 5' 9" (1.75m)

**Max Draft:** 9' 5" (2.87m)

**Cruise Speed:** 6 Kts. (7 MPH)

**Max Speed:** 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ELEANORA OF OSEA — 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 **ELEANORA OF OSEA — NAUTOR'S SWAN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

---

# TABLE OF CONTENTS

---

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	4
Dimensions	4
Speed, Capacities and Weight	4
Accommodations	4
Hull and Deck Information	5
Engine Information	5
DETAILED INFORMATION	6
Broker's Comments	6
Recent Refit (2014/2015)	7
Construction	7
Machinery	8
Electrical Systems	9
Plumbing Systems	10
Tankage	11
Navigation Equipment	11
Domestic Equipment	12
Accommodation	13
Deck Equipment	13
Article about the NYYC 48 by Arthur Beiser in The Proper Yacht 1978	16
Exclusions	18
Disclaimer	18
PHOTOS	19
CONTACTS	22
Contact details	22
Telephones	22

---

Office hours	22
Address	22

---

---

# SPECIFICATIONS

---

## Overview

---

The NYYC 48 is one of the very finest sailing yachts ever produced. ELEANORA is one of the last of these continually-improved yachts and is perfect for both cruising and racing thanks to her funky Rondal hydraulic furling rig. A VERY special yacht.

## Basic Information

---

**Category:** Cruising Sailboat

**Model Year:** 1983

**Year Built:** 1983

**Country:** Spain

## Dimensions

---

**LOA:** 47' 9" (14.55m)

**LWL:** 36' 3" (11.05m)

**Beam:** 13' 8" (4.17m)

**Min Draft:** 5' 9" (1.75m)

**Max Draft:** 9' 5" (2.87m)

## Speed, Capacities and Weight

---

**Cruise Speed:** 6 Kts. (7 MPH)

**Max Speed:** 7 Kts. (8 MPH)

**Displacement:** 38527.98490712 Pounds

**Water Capacity:** 165.635876604 Gallons

**Fuel Capacity:** 54.947786816 Gallons

## Accommodations

---

**Total Cabins:** 2

**Total Berths:** 8

**Total Heads:** 2

---

## Hull and Deck Information

---

**Hull Material:** GRP

**Deck Material:** Teak

**Hull Finish:** Stainless Steel

**Hull Designer:** Sparkman & Stephens

---

## Engine Information

---

**Engines:** 1

**Manufacturer:** Volvo

**Model:** MD22A

**Engine Type:** Inboard

**Fuel Type:** Diesel

---

# DETAILED INFORMATION

---

## Broker's Comments

---

The NYYC 48 is one of the very finest sailing yachts ever produced. Improvements were made in each of the Swan 47/NYYC 48's so that final version were the very best of the lot.

FORMERLY known as 'SLEEPER' - ELEANORA OF OSEA is hull number 67 of 70 so fits into the 'best of the best' category.

Whilst perfect for family cruising, ELEANORA OF OSEA has also shown herself to be formidable around the cans. Sparkman & Stephens Swans are renowned for rating well and it is quite common to see 1970's Swans picking up the silverware ahead of the very latest German Frers designs. Although not campaigned seriously (she a family-owned cruising yacht after all), past results include:

- 1st Overall in RORC Morgan Cup
- 4th Overall in Swan Europeans (Cowes)
- 7th Overall in Fastnet Race
- 1st in Class in Fastnet Race
- IRC 2005 rating: TCC:0.987
- NSR 2005 rating: TCF:0.984

The Finnish-built Swans from Nautor are regarded by many as the most desirable icon in the sailing world. ELEANORA OF OSEA encompasses of all this sentiment plus more, thanks to her late NYYC development. As a cruising yacht, she is ideal, as a racing yacht, she will also bring home the goods and as a floating investment, there are none better.

Purchased by her previous owners in 2004 and imported back to the UK (most NYYC's live in the US), she is rare in having fully certified RCD (European Union's Recreational Craft Directive of 1998) exemption which solves a potentially costly grey-area suffered by most of her sisterships (Almost all NYYC 48's were first launched in US waters). Her previous owners also paid her VAT on entry to EU waters and registered with the Part 1. British Ships Registry.

Some 50,000 Euros has been invested in her ongoing refit over recent years, ELEANORA OF

OSEA is one of the most unique and special yachts to reach brokerage this year and should be viewed to be fully appreciated.

## Recent Refit (2014/2015)

---

- Professionally fitted companionway hatch from aft cockpit to aft cabin.
- Decks re-caulked (2015)
- New complete gelcoat topsides and bottom back to new (2014/15).
  - New Zodiac rib 290 (2014).
  - New smart charger 50a (2015).
- New 130% genoa shore sails (2014).
- New mainsail 2014 (racing main made 2004 but stored until 2014- small modification to allow for furling)
- New refrigeration plant 12v replaces AC fridge plant so can be supplied from batteries when engine running instead of taking 3 or 4 hours of generator time daily. A dramatic improvement for a cruising boat.
- Mast and binnacle refurb (2014).
- All saloon glass replaced (2014).
- Interior refurb of varnish including floorboards and saloon table.
- All new leather work in elk hide, wheel cover, mast coat, spreader caps, shroud bottoms etc.
- Navtec backstay tensioner rebuilt in UK (2015).
- Spare spring for Rondal Vang.
- New manual marine toilets (2015).
- Autopilot cockpit instrument replaced and hydraulic arm rebuilt in UK with new solenoid.
- Manual pumps for shower trays rebuilt.

## Construction

---

*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean" (or Cat B – whichever is*

*appropriate)*

#### *Hull, Deck & Superstructure Construction:*

- Hand laid solid GRP laminate with varying thicknesses
- Topsides re-gelcoated (2013/14)
- Underwater sections taken back to gelcoat and re-primed and antifouled (2013/14)
- GRP composite deck overlaid with solid hand-laid teak planking (replaced 2006 by Desty Marine, Hamble)
- Teak decks overhauled and re-caulked (2015).
- Hull/deck join via overlap with bonding agent and stainless steel fasteners
- Teak grating in cockpit
- Helm pedestal repainted and elkhide cover on stainless steel wheel replaced (2013/14)

#### *Keel & Rudder:*

- Lead ballasted long fin keel with 1" thick stainless steel centreboard
- GRP rudder supported by full GRP skeg with stainless steel stock

## **Machinery**

---

#### *Engine & Gearboxes:*

- 1 x Volvo Penta MD22A 59hp 4-cylinder naturally aspirated diesel engine (replaced 2003/2004).
- Fresh water cooling via raw-water heat exchange.
- Volvo Penta MS2II 3:1 reduction gearbox.

#### *Maintenance & Performance:*

- Engine Hours: est. 3,500.
- Exhaust system replaced (2004/5).



- Cruising speed: Approx. 6 knots.
- Maximum speed: Approx. 7 knots.

### *Propulsion & Steering:*

- 1 ½" Stainless steel prop-shaft through bronze p-bracket.
- Luke feathering bronze propeller.
- Powerful bow thruster (2008) with dedicated batteries (2014).
- Nautor Swan Edson manufactured helm pedestal with hide covered stainless steel wheel (repaint 2014).

---

## **Electrical Systems**

---

### *Voltage Systems:*

- 12v DC / 110v AC domestic systems.
- 5000Kva transformer allowing step down from 220v AC shore power input to 110v AC domestic system (2004).
- 12v socket at chart table.
- Breakers for 12v DV and 110v at electric panel.

### *Battery Banks:*

- 1 x 12v lead acid engine start battery (2015).
- 4 x 6v lead acid service batteries joined in series and then paralleled to provide 524Ah at 12v (2015).

### *Battery Chargers:*

- Smart Charger 110v AC battery charger supplying approx. 50A (2015).

### *Alternators:*

- Engine mounted alternator (2010 with spare).

#### *Generator:*

- Fischer Panda 120/240v 4kw 1-cylinder 4-stroke diesel generator (New 2006, with 780 hours in 2015).

#### *Shore Power:*

- 220/110v shore power with 110v sockets throughout yacht and some 220v.

#### *Other Electrical:*

- Heart Interface Freedom 120v 130A inverter with 1000w output.
- Voltmeter and Ammeter gauges at main electric panel.

## **Plumbing Systems**

---

#### *General:*

- Deckwash at cockpit locker.

#### *Fresh Water & Water Heating System:*

- Hot & Cold pressurised water system with 11 gallon engine driven calorifier and 110v AC immersion heater.
- Hot & cold pressurised water supply to galley with manual raw water rinse at galley.
- 
- PAR 12v DC on-demand water pump (2015).
- Jabsco water pressure regulator (supply 35psi to pressurised water system).

#### *Bilge Pumps:*

- 1 x 12v electric automatic bilge pump with float switch.

- 2 x Manual bilge pumps.

---

## Tankage

---

### *Fuel:*

- Total capacity of 208.2 litres (45.8 gallons) in 2 x stainless steel tanks with inspection ports.
- Fuel tanks located water tanks under saloon settees.
- Racor 500MA filter/water separator with second identical unit for generator fuel supply.

### *Fresh water:*

- Total capacity of 627 litres (138 gallons) in 4 x stainless steel tanks.
- Water tanks located beneath saloon sole and under saloon settees.
- Water filter located inline of 12v DC water pump.

---

## Navigation Equipment

---

- 3 x B&G H1000 multi-function LCD displays in cockpit showing wind/speed/depth/log etc (2005).
- B&G H1000 analogue wind direction display in cockpit (2005).
- B&G H1000 analogue wind direction display at chart table (2005).
- B&G system rewired 2013/14 with new masthead electronics.
- Raytheon ST6000+ autopilot with control in cockpit coaming (1996 – hydraulic unit refurbished in UK and instruments replaced 2015).
- Raymarine RL80CRC colour large-screen LCD radar/chart plotter at chart table (2005).
- Furuno 1621 b7w LCD secondary radar display (1996).
- Raymarine RC320 secondary chart plotter (2005).
- Navman DSC VHF radio (2005).
- Icom IC-M710 SSB radio (1996).
- Webasto binnacle compass on helm pedestal (2008).

- Clock, barometer and temp/hygrometer.

## Domestic Equipment

---

### *Galley:*

- Alpes Inox 4-burner stainless steel gimballed LPG stove with oven.
- 12v refrigerator for both fridge and freezer in aft cabin (2013/14).
- Kenmore 110v AC microwave oven.
- Twin stainless steel sinks at galley.
- Crockery, cutlery and galley utensils

### *Heads/Showers:*

- 2 x Manual maritime WCs (2015).
- 2 x Hot & cold pressurised showers with manual hand-pump (rebuilt 2015) discharge from shower trays.
- Moulded ceramic sinks in heads

### *Heating & Ventilation:*

- MarineAir self-contained reverse-cycling 12-16,000BTU air conditioning units supplying cold and hot air to aft cabin and saloon. 110v AC (1996).

### *Entertainment:*

- Sony CD/Radio stereo system (2005) with Sony marine-grade speakers in saloon and in cockpit.

### *Lighting:*

- 12v deck head reading lights through out

---

## Accommodation

---

### *Summary of Accommodation:*

- 7 berths in one double and 5 singles in forward cabin, saloon and aft 'owner's cabin'.
- Headroom approx 6'4" in saloon.
- Joinery is extremely high quality teak-faced marine ply with extensive use of solid teak where appropriate. All teak surfaces are varnished.
- Teak soleboards with holly inlay (re-varnished 2014).
- Off-white vinyl headlinings.
- Teak battening to hull sides.
- Blue Ultra suede upholstery throughout with matching blue curtains.
- Side windows re-glazed (2014).

---

## Deck Equipment

---

### *Rig:*

- Rondal aluminium alloy mast and boom.
- Mast and boom painted in white Awlgrip.
- Keel-stepped mast with two sets of spreaders
- Norseman Dyform wire standing rigging with Norseman terminals.
- Navtec hydraulic backstay adjuster (rebuilt in UK 2015).
- Rondal mechanically adjustable vang (1997).
- Rondal hydraulic inmast furling system (overhauled 2005 with new bearings).
- Rondal stainless steel hydraulic genoa furling system.
- Stainless steel wire inner-forestay for hank-on staysail.
- Running backstays for use with staysail in store.
- Carbon fibre spinnaker pole (2005) with full spinnaker kit.
- Dyneema and Kevlar running rigging (2005).

- Aluminium spinnaker pole (Repainted 2010).
- Aluminium whisker pole.
- New forestay (2015).
- Protective leather covers for spreaders and shroud bases (replaced 2013/14).
- Mast coast in elkhide (2014).

#### *Winches:*

- All Lewmar winches are stainless steel & chrome 2-speed self-tailing.
- 2 x Lewmar 55 genoa winches.
- 2 x Lewmar 65 spinnaker winches.
- 2 x Lewmar 48 running backstay winches.
- 1 x Lewmar 46 mainsheet winch at forward end of cockpit.
- 3 x Lewmar 46 halyard winches.
- 2 x Lewmar 40 halyard winches.
- 2 x Lewmar 43 mainsheet traveller winches.

#### *Sails:*

- Shore Sails Dacron furling mainsail (2006; stored unused until 2014).
- Shore Sails 130% furling genoa (2014).
- Nylon 1.5oz spinnaker (2005).
- Doyle Dacron mainsail (2001); still serviceable and sound.
- Doyle Dacron genoa (1996); much used.
- Hood Dacron tri-sail.
- Hood Dacron staysail.
- Ullman Dacron storm jib.
- DeVries nylon radial spinnaker.

- Spare racing main.
- Spinnakers and other sails mostly in store but need checking out in San Carles.

#### *General:*

- Solar charging mat.
- Stainless steel pushpit, pulpit, mast pulpit, side-mounted boarding ladder (2008), guard wire stanchions and stern-mounted antenna pole.
- Lofrans "Albatros" heavy-duty electric anchor windlass with capstan and foot controls.
- Extensive set of tools and spares.

#### *Anchoring & Mooring Equipment:*

- 50lbs spade anchor with 200ft 7/16" chain, secondary Bower anchor and Fortress main anchor with chain and rope
- Fenders and socks (2015).

#### *Covers, Canvas & Cushions:*

- Bimini hood and cover (2009).
- Main awning (2008); little used.
- Companionway sprayhoods (2010).

#### *Tender & Outboard:*

- 2.9m Zodiac RIB (2014).
- Mariner 2.5 4-stroke outboard (2009).

#### *Safety Equipment:*

- Avon 6-man canister liferaft.

- Jimbuoy horseshoe buoy (2015).
- Emergency tiller.

*Fire-fighting equipment:*

- Fire-extinguishers.

---

## **Article about the NYYC 48 by Arthur Beiser in The Proper Yacht 1978**

---

In 1936, the New York Yacht Club (NYYC) sponsored a one-design class of 32 foot waterline racing-cruising boats that were designed by a young but already distinguished yacht architect named Olin Stephens. The NYYC 32's were highly successful, and most of them are still sailing.

Forty years later, the same club announced a competition for a new one-design class to be 48 to 55 feet overall and to meet the following specifications:-

- While rating under the International Offshore Rule is certainly important, cruising comfort, interior design including an owner's stateroom, two heads, at least one shower, hot and cold water, good refrigeration, a good galley, a good electrical installation, accommodations for eight, are strong requisites.
- The sail plan should be simple and one should be able to handle the sails and the boat with just a husband and wife team.
- Also if possible, the rig should not be taller than 65 feet, so the ICW (Inter-Coastal Waterway) can be used.
- Special attention will be given to a centreboarder or retractable keel boat.
- A boat that can cruise the Bahamas, Chesapeake Bay, Inland Waterways etc in comfort.

The winning design of the 18 that were submitted was a 49 foot centreboarder by Olin Stephens, whose skill and artistry are as salient today as they were four decades ago when he drew the NYYC 32.



The plans went out to various yards around the world for bids, all of which turned out to be considerably in excess of what anyone had contemplated. However, the concept of a new NYYC class was too attractive to be dropped, and it was ultimately decided that a modified version of the Swan 47, a year-old Stephens design built in fibreglass by Nautor in Finland, would serve just about as well as the competition winner.

The boat is called the NYYC 48. The hull change involved replacing a narrow, swept-back fin keel by a longer, shallower draft keel that uses a centreboard of stainless steel an inch thick. The basic draft was thereby reduced by two feet to a moderate 5'10". The ballast was also increased by a ton (US) to make up for the higher centre of gravity of the new keel.

The 47's rig was too tall for the ICW and so was shortened by two feet, and the main boom was extended by the same amount to keep the sail area ample. The new rig is marginally less efficient to windward than the old one, but the larger size and lower aspect ratio of the mainsail make it better downwind. A fair exchange for shorthanded cruising when a spinnaker will not be used, apart from the bridge clearance consideration. The base of the foretriangle is wide and an inner forestay is provided for a staysail along with running backstays, so the NYYC 48 can be sailed either as a cutter or as a sloop.

Like all Swan boats, the 47 has a fine interior, but the Stephens competition entry had a better one by virtue of slightly greater length and beam. A rethink led to shifting the entire accommodation of the 47 2 feet aft for the NYYC 48. This enabled much more stowage space in the forward part of the boat, a larger forward head, a longer main cabin with wider pilot berths, an improved galley and more room for the engine. The result of all the internal and external changes makes the NYYC 48 quite possibly the best production boat of this size for cruising when good performance under sail is required.

The deck configuration of the NYYC 48 was developed for racing efficiency but there is no reason it should not work out just as well for cruising. The low cabin house aft is continuous with the cockpit coaming and tapers away into a nearly flush deck forward of the mast. The cockpit is ideal for sailing with a gullwinged helmsmans seat, plenty of back support all around, and a coaming wide enough to sit on; the liferaft stows under one of the fore-and-aft seats or may be mounted to the foredeck. The mainsheet winch and a pair of Lewmar 55 winches, which are adequate for the jibsheet under most conditions, are at the forward end of the cockpit. The cockpit seats are too short to stretch out on but this deficiency is handsomely remedied by a bridge deck more than 7 feet long and 5 feet wide. At the after end of the bridge deck is a companionway to the after cabin with safety rails on both sides and the mainsheet traveller, and on its sides are a pair of Lewmar 65 winches and a pair of 48's.

The aft cabin, aft heads, galley and navigation space all have openable ports and a long fixed window on each side, an overhead openable hatch and a pair of dorade vents supply light and air to the main cabin. Prisms above the galley, the forward heads and the passage to the forward cabin help illuminate these areas during the day.

The Luke winch for the centreboard winch is on the port side of the cabin house. The main halyard is of Gleistein low-stretch rope and its winch is on the starboard side of the mast; a safety rail can be installed on the deck beside the mast for security in using this winch. The other halyard winches are all on deck near the mast. Forward of the mast is a dorade vent with a rail over it to prevent fouling and a large sliding hatch over the forward cabin. The berths in this cabin hinge up to reveal large bins handy to the hatch. Forward of the hatch is room on deck for optional anchor windlass and lever-operated fitting that allows the forestay to be detached and stored amidships when the forestay sail is not set.

## **Exclusions**

---

Owner's personal belongings.

## **Disclaimer**

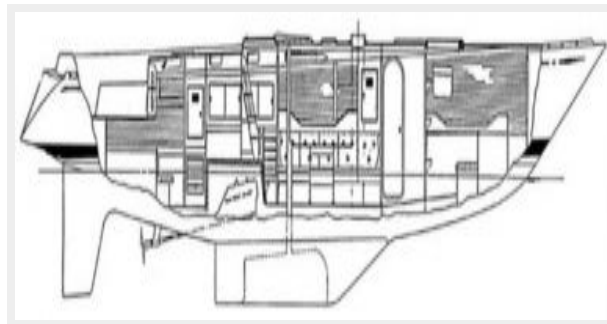
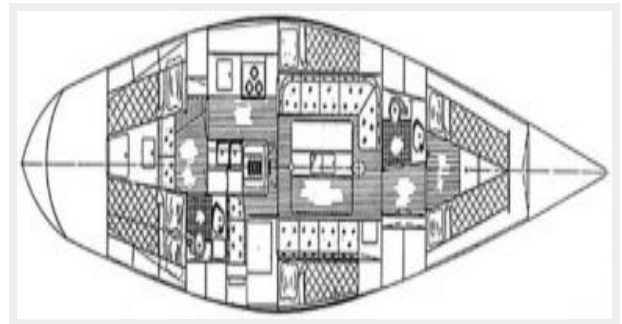
---

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







---

# CONTACTS

---

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

---

## Contact details

---

Email: [andrey@shestakovyachtsales.com](mailto:andrey@shestakovyachtsales.com)

Web: [shestakovyachtsales.com/en/](http://shestakovyachtsales.com/en/)

---

## Telephones

---

USA: +1(954)274-4435

---

## Office hours

---

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

---

## Address

---



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