



DIVERSE PROJECTS

“Die Swaene”



Year:	1991
Builder:	OY Nautor AB, Finland
LOA:	27,28m (89,50 ft)
LWL:	21,10m (69,22 ft)
Beam:	6,20m (20,34 ft)
Draft:	3,50m (11,50 ft)
Weight:	63 Tons
Displacement:	57,000 kg (126,000 lbs)
Ballast:	20,000 kg (44,000 lbs)
Water:	1500 litres (395 US gallons) + watermaker
Fuel:	2540 litres (671 US gallons)
Hull Material:	Fiberglass
Engine:	Single 292 HP Diesel Volvo TAMD71A
Designer:	German Frers
Accommodation	10 in 4 guest cabins and 3 in crew quarters
Location:	Auckland, New Zealand
Price:	€1,800,000 (GST+5% duty applicable to NZ residents)
Flag / Registry:	Cayman Isles

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COMMENTS

DIE SWAENE, a Bermudian cutter-rigged sloop, is the only Swan 90 deckhouse built. She is a unique and beautiful yacht. Developed from the Swan 86 and with design by Frers and build by Nautor she benefits from this experienced teams work. The Frers hull is a tried and true, fast, comfortable world cruiser.

On deck she provides an entertainment cockpit plus working helm cockpit, there are fold-down transom steps, hydraulic sail handling systems and a fully enclosed pilothouse – all combined in a modern, reliable deck layout.

The classic Swan interior is exceptional: beautiful, spacious and with extra touches in luxury accommodations and appointments. Three substantial refits, including extensive refitting and upgrades 2008 in California, have kept DIE SWAENE in superb condition. She is perfectly positioned to continue a cruise around the world. Take advantage of this excellent opportunity. Consider the price of a pilothouse Swan 80 or 100 and you will understand DIE SWAENE's terrific value.

HULL and DECK

She has a round bilge form with fin keel and independently hung balanced spade rudder. She has elegant overhangs with raked stem and counter stern. The yacht is constructed of foam-cored sandwich fiberglass reinforced plastic. The hull was built over a male mould using a polyester resin and S-glass lay-up. The foam core is Divinycell. Kevlar reinforcements are also used at key locations in the structure

The deck moulding is also a sandwich structure (based on the Swan 86 tooling). A one piece moulding forms the deck areas, coachroof and cockpits and the deckhouse is of aluminum alloy with a fiberglass sandwich top. Lead external ballast keel, secured to a deep stub keel with the structure stiffened in this area by substantial fabricated floor members. The mast step is a similar structure and incorporates a hydraulic mast jack for rig tensioning.

The pilothouse windows (new 2000) are tinted and have window wipers and new storm shutters.

In 2000, a new teak deck was glued to the sub deck after all deck hardware, hatches and old deck were removed. The deck was refinished in 2005.

Custom made roller fairleads at bow, stern and amidships makes line handling a breeze.

The centers of attention in the DECK LAYOUT are the two cockpits both with navy bimini covers and side sun screens plus new cushions and fitted navy covers. The helm cockpit is aft with the majority of winches surrounding it. Forward of this is the "entertainment cockpit" with ample seating for all guests and direct access through an electrical/hydraulic operated sliding door to the pilothouse. At the bow is access to the crew quarters and sail locker. At the stern a flush hatch gives access to a fold down stern boarding/bathing ladder and a hot and cold shower. The lazarette holds the Bauer dive compressor, dive cylinders, dive and snorkel equipment, fishing rods, passerelle, liferaft, grab bag, emergency fire pump, sea anchor, boat hooks, etc.

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DECK GEAR and FITTINGS:

Lewmar 4000 hydraulic windlass; chain locker positioned aft of forepeak

Winches: (All rebuilt 2005)

Lewmar ST around mast, including (2) 650 hydraulic

Lewmar ST on mast

(9) Lewmar ST at cockpit, including (4) 1100 hydraulic, (1) 700 hydraulic

Winches and hydraulics overhauled 2008.

Anchors:

(2) CQR 140# (Re-galvanized 2000) ,

Danforth kedge anchor

130m of re-galvanized chain on starboard anchor;

5 m re-galvanized chain plus leaded anchor rope for port anchor

Fold down stepped transom for boarding and swimming

Custom chocks with rollers: at bow, stern and amidships

Harken deck gear.

Bow pulpit; Stainless steel stern pulpit with gate

Double lifelines and stanchions with opening gates port and starboard

ACCOMMODATION and LAYOUT:

From the center entertainment cockpit, an electric/hydraulic door slides open to the modern PILOTHOUSE. To port is an L-shaped settee and custom table, which permits spectators a 360-degree view. The helm station is forward with a very substantial chair and a wheel.

Electronics are on the console to port as well as to starboard, above a large chart desk. The pilothouse windows extend forward, over the lower salon, lighting the space below, creating a luxurious atrium affect. Steps lead down and forward to the main SALOON.

The SALOON is extraordinarily spacious. To starboard aft is a full wet bar with sink, glass and bottle cabinet, refrigerator/icemaker. The bartender can keep an eye on the lounge area forward which consists of an L shaped settee and a cocktail table which features a novel attraction—the table top lifts to expose a viewing glass in the bottom of the hull, an ever-changing aquarium. To port is the full-sized, maple burl table which can be adjusted in height by a switch and around which a plush U-shaped settee and two custom chairs seat guests. The entertainment center, which incorporates a discreetly stowed 60" screen, and bookshelves are starboard; closed cabinets plus bookshelves are to port.

Behind the dining area is a long GALLEY, excellently equipped in 2001 with all new appliances, sinks, fixtures and countertops. There are two stainless steel sinks, excellent Corian counter space for plating and working; ample storage cupboards for food, crockery and utensils; two refrigerators; freezer; dishwasher; microwave; 4-burner, propane stove with oven and extractor hood; plus an additional 2-burner electric hot plate.

Continuing aft starboard, from the salon, a corridor leads to a cabin outboard which can be used for GUESTS (or a skipper's cabin). Over/under berths and hanging locker make up this cabin.

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A navigational display and CD/stereo cassette player is also fitted. The ensuite, fully equipped head can be used also as a day head. Two opening portholes in both cabin and heads provide light and ventilation.

Inboard is access to the walk-in engine room (under the pilothouse).

At the end of the corridor is the entrance to the full-width MASTER STATEROOM. It features a double centerline bed surrounded by hanging lockers, cabinets and drawers for generous storage.

A mini-fridge and new-sophisticated entertainment center with 40" screen discreetly stowed are an additional bonus! (see Entertainment List). A desk/vanity with a pull out stool is to starboard. There are two opening portholes; one to port and one to starboard plus two larger opening hatches. On the port side is the ensuite bath with porcelain sink, good counter space and storage. A large stall shower with natural light completes the bath area, both having opening portholes.

Forward from the saloon, two GUEST CABINS, port and starboard, each have a double bed below and a single upper bunk that can be hinged up and stored if only the double is being used. Each stateroom has a large double opening hatch, half-length mirror, a hanging locker, drawers and outboard shelf, as well as an ensuite head with toilet; sink, including vanity mirror, and a shower with hatch. Both staterooms offer a mini-fridge and a CD/stereo cassette for music.

Forward of the guest cabins are CREW QUARTERS consisting of a lower berth, upper berth and pipe cot in the forward most cabin. A crew head with toilet, sink and shower is to port. Stowage is under the lower berth and a hanging locker. Access to and from the cabin is usually through the large sliding deck hatch, although one can pass through the port guest stateroom.

A workbench with metal vice and ample storage are in the forepeak along with the washer/dryer. There is a vertical ladder to give crew access to the foredeck through a hatch large enough to allow sails to be stored below.

DIE SWAENE's interior is of Swan's famous quality. The honey-colored teak lends itself to contemporary or classic décor; birds eye maple burl on tabletops accents the understated interior. Teak and holly floors run throughout the vessel. In addition to the galley's complete renovation, all lights were upgraded to Calluppi and all electric fans were replaced.

GALLEY:

Alpes Inox gimbaled 4-burner propane stove and oven (New in 2001)

2 burner electric hot plate stove (New in 2001)

Power extraction exhaust hood and fan

Microwave oven (New in 2005)

Miele G640 dishwasher (New in 2001)

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(2) Refrigerators; 1 freezer (New plates, compressors, gas in 2001)

1 refrigerator on deck

Garbage disposal unit (New 2005)

1 refrigerator/ice maker in bar

(3) Mini-refrigerators for staterooms

Double stainless steel sinks with a garbage disposal (New in 2001)

Filtered water tap in galley and filtered water for ice maker

Miele Novatronic WT 946 washer-dryer in forepeak (New in 2001)

(2) Hot water Tanks (new in 2005)

ELECTRONICS & NAVIGATION EQUIPMENT:

The navigation station is located in the pilothouse and includes chart stowage below the tabletop, comprehensive electronic displays, wheel and helm chair. Select repeaters are at the outside helm.

The steering console was redesigned 2001 has repeaters for the Transas chart system, radar repeater, bow thruster control, new electrical switches, and new main engine control panel, a Siro steering compass was also incorporated.

New Navstar systems for deckhouse and cockpit, 2008, including navigation units, satellite internet access, dome for TV/fax, new computer, new printer, new Simrad autopilot, new radar, new weatherfax etc...

- Northstar 6000i Networked Navigation System: Chartplotter with integrated Northstar 6kw RADAR in wheelhouse. Linked to 2 Northstar 600i Chartplotters at the helm station.
- Anritsu / Simrad RA 713CA, colour, 96-mile with simplified ARPA, with repeater at deck steering position (New 2005)
- SIMRAD AP25 Autopilot in wheelhouse with SIMRAD WR20 Remote control. Charging stations for the Remote at Navigation station and at the helm station.
- Skanti TRP 7200 SSB radio; GMDSS DSC 9000 controller-receiver
- ICOM IC-M604 VHF DSC Radio.
- 2 x ICOM IC-M34 submersible floating portable VHF Transceivers
- Furuno FAX-30 Facsimile Receiver integrated into Yacht PC (New 2009)
- KVH Fleetbroadband 500 Satellite communications system with integrated Thrane & Thrane Satellite phone.
- Iridium 9505a Mobile Phone with accessories for Data connection to PC.
- HP Pavillion Slimline PC with HP w1707 TFT monitor, wireless keyboard and mouse. Windows Vista. AMD Athlon 64 X2 Dual Core Processor, 5200+, 2.70GHz, 4.0GB RAM.
- D-link Wireless Router.
- EPSON CX8400 Colour Printer / Scanner / Copier
- 8 x B&G Hercules 690 monitors displaying heading, speed, distance and wind information; repeaters at both stations and in all cabins.

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- 6 x B&G 20/20 repeaters in cockpit and wheelhouse.
- Simrad gyrocompass (New in 2002)
- Sirs major (exterior) and Sestral (interior) magnetic compasses
- Yaesu FT 100D HF/VHF/UHF ham radio transceiver (New in 2002)
- Seahail fog horn/ loudhailer (New in 2002)
- Magellan Blazer L2 GPS; backup handheld
- Nera Mini M
- C-phone intercom

Entertainment:

All new entertainment system 2008 with “surround sound”, multisystem DVD, iPod docking stations, plasma flat screens in saloon and owner suite, remote control units from each cabin, DVD pc storage system with 400 units.

ELECTRICAL SYSTEM:

Completely overhauled and serviced / checked 2008

- John Deere generator; 30 KVA, 220 v, 50 HZ (New in 1999, 15,513.3 hours)
- Racor filter system
- AC: 220v, 110v
- DC: 24v
- 3 Victron 100 amp battery chargers (New 2005)
- 2 Victron inverters, 3000 W & 1200 W
- (3) 24 v. alternators on the main engine: 175A for service batteries; 60A for main engine start battery; 60A for radio batteries
- 24v. alternator on generator for generator start battery
- Batteries:
- Varta, (New in 2001)
- 12 x 2v. giving 24 v at 650 amp for house bank; 12 x 2v. giving 400 amp for radio bank
- Main engine and genset start banks new in 2004
- Sunmatic protection unit (anti-electrolysis)

The generator provides 220 volt AC current at 50 HZ. There are inlets for 220v and 110v shore power. The latter voltage can be supplied directly or transformed up to 220v from 24v when distributed in the on-board system. Heads have some 110V AC outlets.

The genset also drives a hydraulic pump to power the bow thruster and the anchor windlass. Electrical distribution is via circuit breakers on a comprehensive control board installed aft of the bar area. The distribution board includes digital ammeters and voltmeters, and navigation light warnings. An impressive detail is the ability at the touch of a switch to convert, for night sailing, lighting throughout the ship from white to red.

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ENGINE and MECHANICAL EQUIPMENT / DETAILS

The walk-in engine room is well lit, ventilated and large enough to be able to work around both generator and main engine making servicing and routine maintenance easy. There is a fuel transfer pump and filter enabling pre-filtering plus fuel transferring between any of the 6 tanks.

In addition there is a reverse oil pump for oil changes and top up.
Engine overhauled and serviced 2008.

Engine: Volvo Penta TAMD71A marine diesel; 292 HP, turbo charged and intercooled.
(Major rebuild in 1999; overhauled in 2000 and 2002 and 2008).

Detailed service history available. Engine carries auxiliary drives for a refrigeration compressor, 3 alternators and a Jabsco bilge pump. Racor fuel filters.

Transmission: Twin Disc MG507A; 2.99:1 ratio

Propeller: MaxProp three bladed feathering prop;

Shaft is fitted with a dripless ceramic packing gland.

Engine hours: 7044 (2483 since major overhaul)

Range under power: (approximately) 1,250 nautical miles

Speed under power: (approximately) 8 knots cruising and 11 knots maximum

Bow thruster: LEWMAR 29hp retractable hydraulic (New in 2001)

Steering:

Exterior station: Sprocket and chain system with 76" wheel

Interior station: Hydraulic with twin rams attached directly to the steering quadrant

Hydraulics:

Navtec Rig Control System operates: adjusters for baby stay, inner forestay backstay, boomvang, main outhaul and flattening reef.

Lewmar Commander System operates halyards and sheets

Electro / hydraulic operates the Reckmann headsail furler

Generator PTO for bow thruster and anchor windlass.

Air Conditioning:

Marine Air reverse cycle; 61,000 BTU. 7 individual units throughout yacht.

Separate shore supply socket.

New airconditioning units were installed 2008.

Refrigeration:

Nautor Custom system with Iceberg plates. Two refrigerators, one freezer in galley; one refrigerator / icemaker in bar; 3 mini fridges in staterooms; one refrigerator on deck. (Refrigeration totally rebuilt 2001 including new compressors and plates, plus full overhaul 2008)

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Watermaker:

Sea Recovery Aqua Whisper; 55 gph (new 2003)
Two hot water tanks supply all domestic needs. (461.9 hours)

Waste:

4 Sealand Electric Vacuflush toilets
Wilcox Crittenden Cyclos manual toilet
Holding tanks; discharged overboard or by deck plates

Bilge system:

- (1) Very high capacity 0.54 hp, 600 W, with 24v pump (New in 2001)
- (1) High capacity engine driven pump
- (3) Electric non-submersible pumps
- (2) Whale Gusher 30 manual diaphragm pumps

The engine and pumps are mounted to minimize noise and vibration.
There is a very large stock of spares.

SAILS AND RIGGING

Sloop rigged cutter with white painted, keel stepped, four spreader Nautor mast.
Mast has running backstays and checkstays.
Main with Harken Battcar system and lazy jacks. Slab reefing system.
Headstay (genoa) is on a Reckmann hydraulic furling system.
Navtec discontinuous rod rigging.
Navtec hydraulic backstay, inner forestay, babystay, boomvang, outhaul, flattening reef.
Sail areas:
Mainsail 133 sq m / 1430 ft sq
150% Genoa 227 sq m / 2441 ft sq

In 2001 the mast was taken out, overhauled and painted as necessary.
In 2003 it was again serviced and rod rigging die tested.

All the Navtec hydraulics, winches and blocks were rebuilt.

All running rigging was replaced and three new sails put on board.

SAILS:

Doyle D4 carbon reinforced mainsail (New in 2004)
Doyle D4 carbon reinforced 130% genoa (New in 2004)

North main sail, Norlam Spectra Gatorback (2001)
North genoa, 120%, Norlam, Spectra Gatorback (2001)
North staysail, Norlam, Spectra Gatorback (2001)

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Trysail
Stormsail
MPS
Spinnaker

All sails were checked by sail maker in 2003 and again in 2008, they are all deemed in good shape, ready to use.

ACCESSORIES and GENERAL EQUIPMENT

- Tenders:
 - AquaPro 3.10 m RIB (new 2003) with 15hp Yamaha
 - Avon Rover R2.81 inflatable 8 HP Yamaha
- Safety:
 - (2) CSM liferafts, 10 (deck mounted on hydrostatic release) & 6 person respectively
 - Life ring with Dan buoy and strobe light
 - Inflatable Dan Buoy with light
 - Lifesling, Jonbuoy
 - Life jackets
 - (2) EPIRB ACR 406mhz (1 cockpit mounted with hydrostatic release)
 - GMDSS capability
 - 2 safes
 - Alarms for bilges, low fuel, navigation lamp failure
- Firefighting system:
 - In date Fire Certificates
 - (2) Chlorotetrafluoroethane remote/automatic extinguishers in engine room
 - (1) Kidde Fyre Watch FM200 automatic extinguisher inside generator sound shield
 - (3) Halon extinguishers; (1) 4.5 kg Dry chemical extinguisher; (8) 1.5 kg Dry chemical extinguishers; 8 Smoke Detectors
 - Portable Fire/bilge pump SA30 cw, new 2009
- Deck gear / fittings
 - Salt and fresh water anchor wash down
 - 7 Dorade vents; 7 Portholes; 4 Dead lights; 4 Port lights; 9 Hatches (New in 2001)
 - Sea water deck wash; fresh water outlets forward and aft
 - Hot/cold water shower at stern
 - Gangway; alloy and teak.
 - New canvas 2008, including:- bimini, sail cover, winch covers, spi pole cover, dinghy cover.
 - New running rigging and mooring lines 2008/09 including lines, sheets, mooring lines.
- Other

Bauer dive compressor and tanks (serviced and up to date 2009 to international PADI standards).

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REMARKS / HISTORY:

Built as a world cruising yacht "Flawless" as she was first named, was launched in Finland September 1991. She sailed to the Canaries and then the Caribbean that winter. Early in 1992 she was exhibited at the Miami Boat Show and later that summer returned to Europe (being based for some time in Palma de Mallorca). Late in 1993 she came for sale and changed hands in 1994.

When the previous owner bought DIE SWAENE, he promptly took her to an American yard to prepare for a trip around the world, which he accomplished. In preparation for another voyage, in 2000 he put DIE SWAENE into a European yard for a substantial to refit.

The yacht was shipped to New Zealand and later sailed up to California.

DIE SWAENE was bought by her current owners in California in 2007 and they invested further in upgrades and maintenance in preparation for long distance sailing. Refit in California, Marina del Rey during 2008. Including:-

Winches and hydraulics overhauled 2008.

Engine overhauled and serviced.

Electrical systems overhauled.

New instruments and entertainment systems.

New canvas work.

Haul out and underwater service

Hull refinished / repainted

Antifoul blasted back to gelcoat and, sanded, primed and re-painted.

Over USD 500,000 invested 2008.

During 2008 and 2009 the yacht has cruised the Pacific Ocean. October 2009 she sailed to New Zealand.

In Auckland she has undergone general refurbishing including:-

Decks have been treated and sealed. Engine heat exchangers removed and refurbished.

Upgrading of the entertainment system slightly to incorporate computer into TV and games consoles.

New exterior cushions. Dinghy stripped and repainted and some small new parts to make it look like new!

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

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YACHT CONSTRUCTION / REFITS / BROKERAGE / CHARTER



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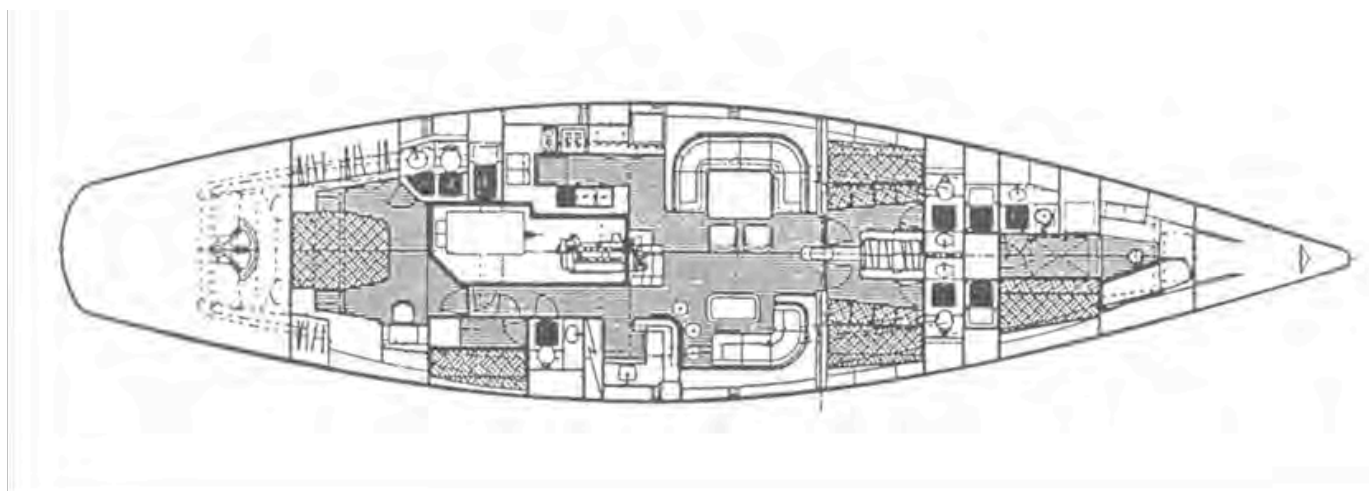
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INTERIOR PLAN:



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