SCANDINAVIAN MARINE
YACHT BROKERS

SALPARE

20.12 M | 66.0 FT | **FOR SALE**

SALPARE is the last and arguably the best Swan 66FD built. Originally constructed for a very caring Dutch client as LOT66 she mostly sailed the Mediterranean waters until 2016 when the previous owner purchased her. The present owner continued on where the two first owners left off, lavishing care and attention to his yacht including new Code0 and Staysail sails to complement the 3Di main and jib, plus a cruising spinnaker, new EC6 standing rigging and the electronics package that was upgraded in 2017.

PRICE € 1.485.000 ex. VAT
LOCATION Palma de Mallorca

BOAT NAME
SALPARE

SPECS
Builder: Oy Nautor Ab
Designer: German Frers
Flag of Registry: Jersey
Keel: Fin
Hull Shape: Monohull

DIMENSIONS
LOA: 20.12m, 66 ft 0 in
Beam: 5.39m 17 ft 8 in
Maximum Draft: 3.20m 10 ft 6 in
Displacement: 29,000kg 64,500 lbs

TANKS
Fresh Water Tanks: Stainless steel 500L (1x500L).
Fuel Tanks: Stainless steel 1,300L (1x500L+ 2x400L)
Holding Tanks: Stainless steel (2x200L)

ACCOMMODATIONS
Number of cabins: 4
Number of heads: 4

SALPARE SWAN 66 FD | 2009 FOR SALE

SCANDINAVIAN MARINE
YACHT BROKERS

HULL

The hull is built in a female mold using vacuum assisted resin infusion. The bottom is of single skin construction and the topside of foam cored sandwich construction.

LAY UP
The hull is constructed using e-glass fabrics and polyester resin but with vinylester skincoat. A high proportion of the glass fibers are unidirectional, which gives a stiff laminate with excellent strength and fatigue properties.

STIFFENERS
All longitudinal stringers are glass/carbon lay-ups over pre-made hollow forms. Engine bed is made of GRP with steel backing plates.

STRUCTURAL BULKHEADS
Structural bulkheads are molded by vacuum assisted vinylester resin infusion in carbon fabrics and foam cores. They are laminated to the hull and deck.

CHAIN PLATES
The composite main shrouds and backstay chain plates are fitted to the inside skin of the hull and the transom.

GEL COATS
Gelcoats are of weather-resistant NGA type.

TOPSIDES
Topside gelcoat color is white NGA 9650.

BOOT TOP AND WATER LINES
Boot top and cove stripe is dark blue NGA 7344.

BOTTOM
The bottom is treated with four layers of Gelshield epoxy primer. There are two layers of International UNI- PRO. Flotation reference marks at bow and stern

KEEL
The keel is "L" shaped. Lead casting is alloyed with antimony and bolted to the bottom

STEERING
The Swan 66 FD has a single rudder with dual steering gear.

RUDDER
The rudder blade is foam filled with carbon fiber/epoxy skins. The rudder stock is constructed from carbon fiber and epoxy. A weed cutter is fitted in front of the rudder.

RUDDER BEARINGS AND QUADRANT
The rudder bearings are self-aligning JP3. Steering sheaves are provided with guards to prevent jamming. The aluminum steering quadrant is bolted to the rudder stock.

STEERING PEDESTALS
Composite pedestals with roller bearings and friction brake on starboard side.

STEERING WHEELS
Two Ø 1.05 m Exit engineering clear coated carbon composite wheels, 2.1 turns H.O to H.O.

EMERGENCY STEERING
Emergency tiller stowed in lazarette.

MAST STEP
The mast is stepped through the deck onto a composite mast step. There are tie rods from the mast collar to the step.

THROUGH HULL FITTINGS
All the through-hull connections below waterline are sea cocks of bronze and located in an accessible position. The inboard side of the sea cocks are fitted with a stud long enough to take two hose clamps.

HULL WINDOWS
Two tinted fixed hull windows on each side of the saloon of 6+6 mm toughened laminated glass

FORE PEAK LOCKER
Sails and equipment storage in the fore peak locker, with access from deck.

LAZARETTE
Hydraulically operated transom door/bathing platform with teak surface and pneumatic seal. The transom door/bathing platform can be operated with a wireless remote control. The lazarette is separated with a watertight bulkhead from the interior. It easily holds the current 10ft foldable rib along with sails and water gear.

SALPARE SWAN 66 FD | 2009 FOR SALE

SCANDINAVIAN MARINE
YACHT BROKERS

DECK

LAMINATE
The deck is molded by vacuum assisted vinylester resin infusion in carbon and glass fabrics with a foam core. There is a high density foam core or solid laminate under the deck fittings. The deck is stiffened with deck beams which are glass/ carbon lay-ups over a foam core. The deck is bonded to the hull with structural adhesive and laminate.

GELCOAT
Gelcoat color for the coaming and coach roof is white NGA 9650, coaming stripe is painted black.

TEAK WOODWORK
The teak deck consists of 55 x 9 mm quarter cut teak battens with 5 mm black Sikaflex 290 caulking. Nominal thickness on side and bridge deck, coach roof, cockpit sole and seats, bonded to the deck with epoxy adhesive and screws in hatch frames and borders. There are two removable carbon footrests for helmsman.

WINCHES AND WINDLASS
All winches are Harken 24 V self-tailing electric powered.

DRUM WINCHES
Two Harken B990.3 STEL three speed electric main sheet winches with carbon top cleat.
Two Harken B990.3 STEL three speed electric jib sheet winches with carbon top cleat.
Two Harken B65.3 STREH three speed electric utility winches on coach roof with carbon top cleat.

ANCHOR WINDLASS
An electric windlass, Lewmar Ocean 3000, with remote control, gypsy only, mounted under deck. Manual gas piston supported stainless steel folding anchor arm.

MOORING WINCHES
One electric 24V, 2000W, retractable Sanguineti Chiavari 3710400, capstan drum mooring winch installed on the fore deck for Med mooring. Serviced and drum replaced 2020.

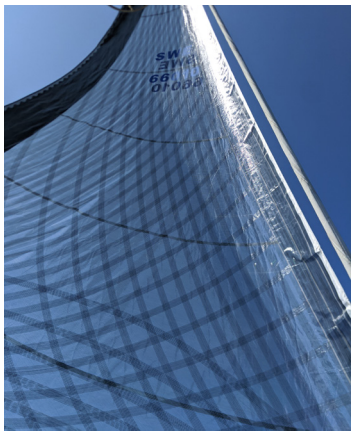
BOW FITTING AND ANCHORING
Two Harken C7389 screw in cups, one for anchor arm and one for tack line block.
One Harken H3012, 100 mm screw in block for gennaker tack line, Harken C7388 screw in top.
Inner forestay chain plate and hydraulic tensioner between sail locker hatch and 360 x 250 mm hatch above crew head.

SAIL HANDLING SYSTEM

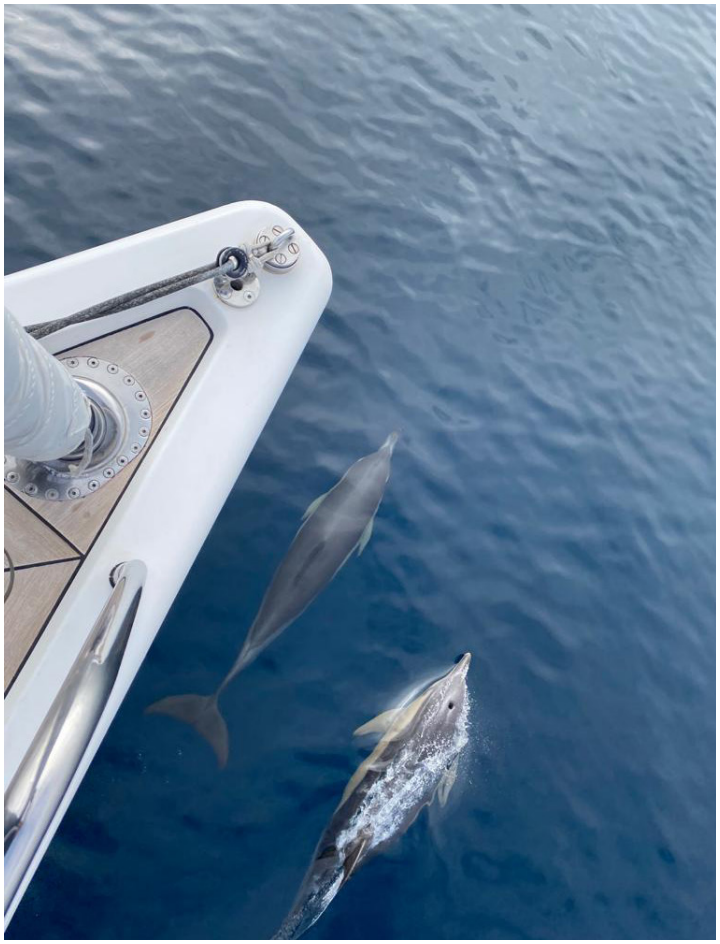
TRACKS
Two Harken 3155, 2.1 m, tracks for jib sheet. Two Harken H3173 forward end-stops.
Two Harken H548NP aft end-stops. Two Harken C4928 cars.
Two Harken H3124 adjustable pin stops.

FIXED BLOCKS
Two Harken H3018, 125 mm stand-up blocks for runners.
Two Harken H3012, 100 mm stand-up blocks for gennaker sheets.
Ten Harken H3123, 100 mm mast base blocks for halyards, reefs and main sheet.
One Harken H3018, 125 mm stand-up block for main sheet.
One Harken H1963, 57 mm footblock for leading gennaker tackline.
Two Harken H3007, 100 mm single blocks for mainsheet.
One Harken H3009, 100 mm double block for mainsheet.
Two stainless steel custom blocks for staysail sheets, one on each side of the sprayhood.

JAMMERS AND CLUTCHES
Five Spinlock ZS1214 jammers for halyards at companion way.
Three Spinlock XX0812 clutches for halyards and reef lines at companion way. Upgraded 2020 to Mk2 with new cams.
One Spinlock XX0812 clutch for gennaker tack line at companion way.
Two Spinlock ZS1214 jammers for jib sheet.



SCANDINAVIAN MARINE YACHT BROKERS



Two Spinlock XX0812 clutches for jib car towing line.
Two Spinlock ZS1214 jammers for main sheet.

PADEYES

Twelve Wichard 6505 padeyes on bulwark.
Two Wichard 6505 padeyes behind mast.
Two Harken C6107 screw in bases and tops for staysail sheet blocks.

DECK FITTINGS

PULPIT AND PUSH PIT

Pulpit and pushpit are 610 mm high and made of an Ø 32 mm stainless steel tube. The pulpit is of open type. The pushpit has an opening for easy access to bathing/boarding platform.
Stainless steel socket for flagpole on inner vertical pushpit bar.

CLEATS AND FAIRLEADS
Four 400 mm Olcese Ricci stainless steel pop-up mooring cleats; two on fore deck, two aft.
Two 300 mm Olcese Ricci stainless steel pop-up mooring cleats; two amidships each side.

LIFELINES AND STANCHIONS
The stanchions are 610 mm high and the spacing is conforming to ISAF/ORC requirements. Lifelines are stainless steel wire with polished turnbuckles and eyes. There are gates in lifelines on each side amidships.

GANGWAY AND LADDERS
Carbon fiber foldable boarding platform attached at transom for Med mooring. One bathing ladder used at the bathing platform, stored in the lazarette. One side boarding ladder with fittings on both sides amidships, also for entering the sail locker. The ladder is stored in the sail locker. One ladder for the cockpit to the bathing platform, stored in the lazarette.

OTHER
Aluminium mast collar designed for use with Spartite support. Stainless steel halyard bail in front of the mast.

HATCHES AND WINDOWS
Nautor custom made flush mounted tinted acrylic hatches with gutters and frames. All hatches are supported by gas cylinders. All hatches have been services and two replaced.

DECK HATCHES
One hinged Nautor's deck hatch 360 x 250 mm above crew head. One hinged Nautor's deck hatch 600 x 600 mm above crew cabin. One hinged Nautor's deck hatch 360 x 250 mm above guest head port side. Two hinged Nautor's deck hatches 360 x 250 mm above guest cabin port side.

Two hinged Nautor's deck hatches 360 x 250 mm above guest cabin starboard side. One hinged Nautor's deck hatch 360 x 250 mm above guest head starboard side.
One hinged Nautor's deck hatches 600 x 600 mm above the saloon

TEAK COVERED HATCHES

One hinged Nautor's deck hatch to anchor stowage and windlass locker. One hinged Nautor's deck hatch to sail locker.
One hinged Nautor's deck hatch 800 x 650 mm to lazarette.

PORTHOLES

There are four Goiot Cristal 40-24R openable tinted acrylic portholes in coamings, flush mounted with aluminum frames. One above galley on port side. One above Owner's cabin on port side. One above Owner's cabin on starboard side. One above Owner's head on starboard side.

DECK HOUSE WINDOWS

Two tinted side windows on each side above saloon. Windows are made from 6 mm toughened glass and glued to the superstructure. Two tinted acrylic deck lights 350 x 240 mm above owner's cabin which were serviced and resealed 2020.

MAIN COMPANIONWAY

The manually lockable companionway has a manually operated sliding hatch and drop board of tinted acrylic.

AFT COMPANIONWAY

Located in the aft cockpit and accessing the owner's cabin.

COCKPITS

Two cockpits with an open steering cockpit aft.

COCKPIT SEATS

Seats with backrests, each side of the cockpits. Integrated lockers for life raft storage in the aft cockpit seats.

COCKPIT TABLE

One removable high gloss varnished teak cockpit table with folding leaves and telescoping legs for adjustable height in forward cockpit.

CANVAS WORK

SPRAYHOOD

One large sprayhood recessed with a canvas cover over. The main window is openable, including two leather covered handrails. The structure is a stainless steel tube with a light canvas top. One spray hood over aft companionway with handrails and elk-hide covers.

COCKPIT CUSHIONS

Cockpit cushions with backrests for forward cockpit. Cushions for the cockpit table when folded down. Extra foldable cockpit cushions for sunbathing.

OTHER

Sun awning attached to Park Ave boom.
Bimini over aft cockpit.
Canvas covers for winches, wheels, pedestals and cockpit table.
Two bags for halyard tails.

ACCOMMODATIONS

GENERAL ARRANGEMENT

Sleep 8 in 4 separate sleeping cabins. Most furniture is made with Burmese teak with hand rubbed urethane satin finish. Visible topsides are white painted paneling. The overhead is lined with removable paneling covered with white vinyl. Floor boards are light weight foam cored with oak veneer over. For safety and additional comfort, cabinets, tables, bureaus, seats, dressers etc. have rounded corners.

CREW CABIN FORWARD

Located in the bow. Single berth, port side, with a pullman bed and three lockers above and four below. The bed and pullman are equipped with canvas lee-clothes. Hanging locker and a desk with a small chair, 3 drawers and lockers above, starboard side. Hull shape is exposed port and starboard and is covered with white painted panels. Ensuite head compartment forward

with telephone type shower. Manual head. Reading lights with separate light switches are installed at the head of each berth.

PORT GUEST CABIN

Located aft of the crew cabin. Port guest cabin has a double berth with upper lockers outboard and a hanging locker forward of the berth as well as 4 drawers below. Additional full height storage locker facing midship. Both beds are equipped with canvas lee-clothes. Head with a separate shower stall forward of the cabin. Electric head. Reading lights with separate light switches are installed at the head of each berth.

STARBOARD GUEST CABIN

Located opposite the Port guest cabin. Has a single berth with a pullman berth above.The bed and pullman are equipped with canvas lee-clothes. Upper lockers outboard, behind the pullman berth as well as 4 drawers below the berth. Hanging locker aft of berth and full height storage locker facing midship. Head/shower of full height GRP module aft including telephone type shower, doubling as day head with separate door to


SALPARE

saloon. Electric head. Reading lights with separate light switches are installed at the head of each berth.

SALOON

Located aft of the guest cabins. L-settee sofa with dining table and two chairs, port side. L-settee sofa with coffee table, starboard side. Lockers above hull windows. Padded chairs with wooden structure can be secured with quick pins under the table while sailing. Stowage under both side sofas.

GALLEY

Located on port side of the yacht with access from the saloon. Two integral sinks are located inboard.
Lockers in wood. Work top, fiddles, backsplash and sliding doors in cameo white Corian. Kitchen faucet of Hansgrohe model. Crockery locker is installed in overhead aft. Chest of drawers for utensils outboard, forward of stove. Working lights under upper lockers. Two front loading refrigerators aft 120 l (4.2 cu.ft) and 216 l (7.6 cu.ft). One top loaded freezer forward 150 l (5.3 cu.ft). Four burner Force 10 gas stove with oven, gimballed and provided with fiddles. Flame failure protection on burners. Manual gas shutoff and leak detector near gas bottle. Control switch for gas solenoid and indicator light in galley. Extractor hood. Quooker PRO3-VAQ, instant boiling water at galley sink. Coal filtered water with faucet at galley sink.

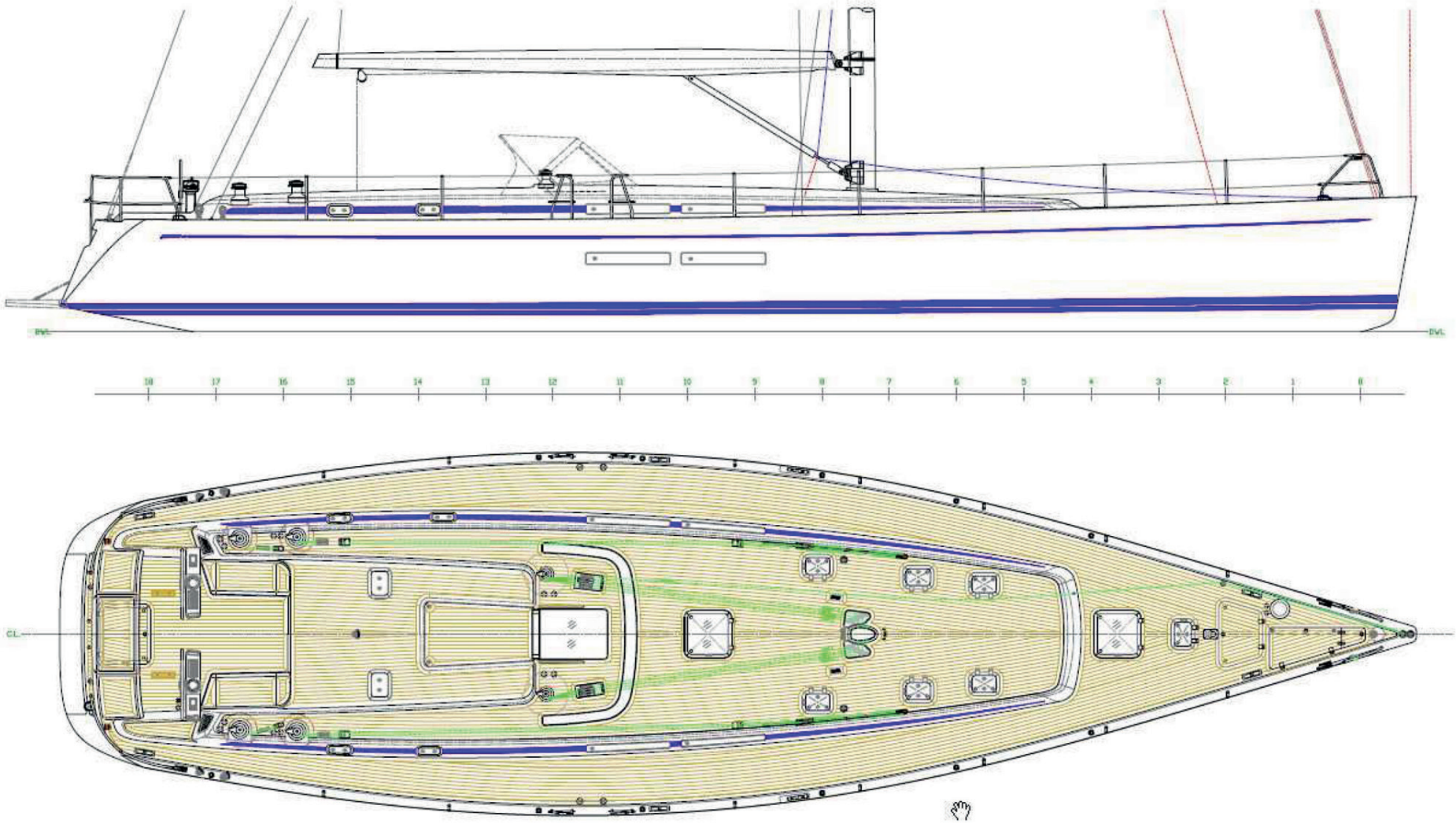
NAVIGATION STATION

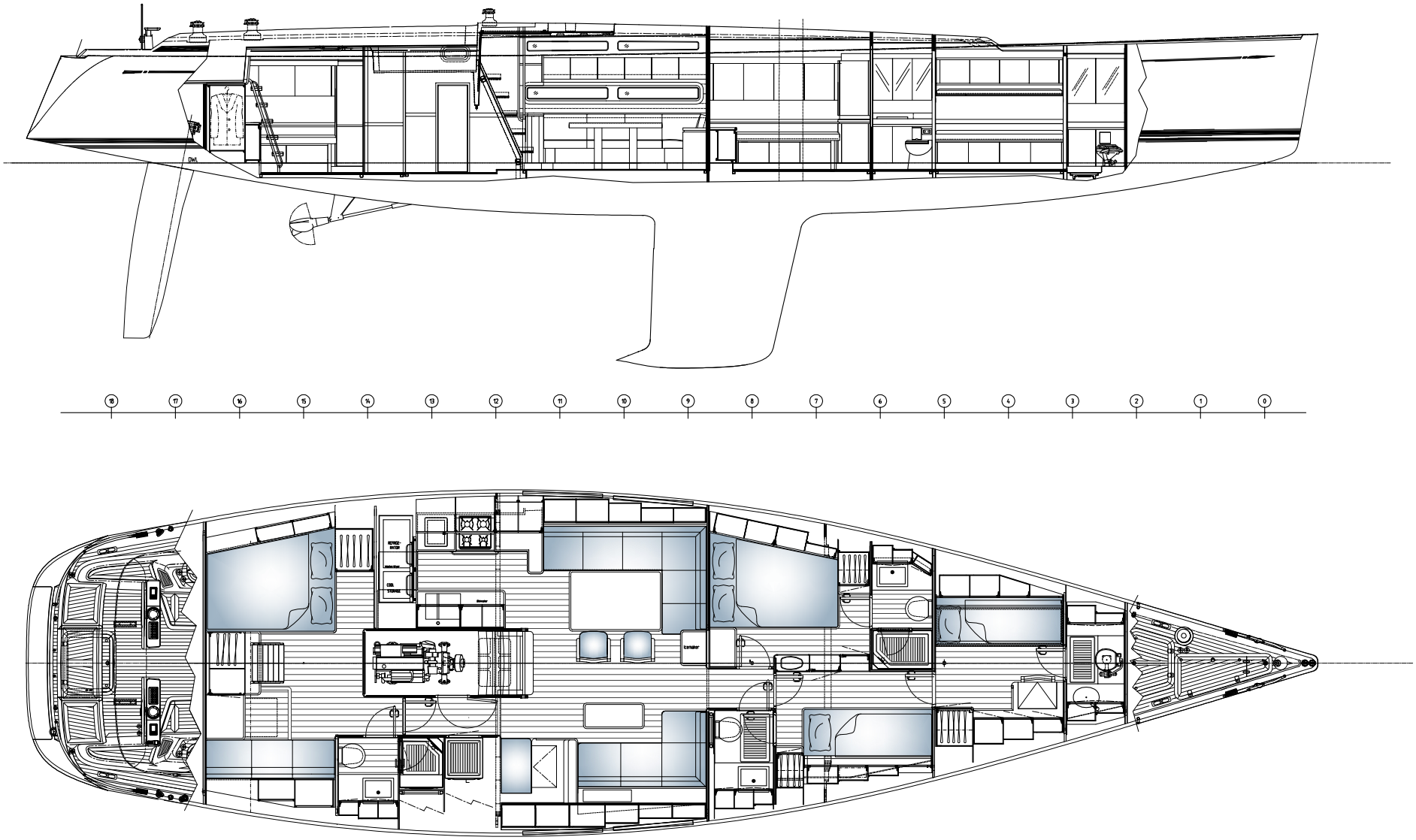
Located aft in the saloon on the starboard side. Chart table facing outboard and aft, provided with lockers and space for instruments. Oilskin locker aft of chart table. A shallow chart storage space is located under the table top. Panels for instruments are located outboard and aft. Panels are divided and can be removed for service or installations. Padded sofa chair with a wooden structure with additional storage below.

OWNER'S CABIN

The owner's cabin is the only cabin located aft of the main companion way, giving it additional privacy. The cabin has an offset double berth, with storage above, to port with a hanging locker forward on port side. A settee to starboard, that can be a single sea berth, with lockers above. Mattress is of a spring type, 15 cm (5') thick and Scandiflex battens. The bed and settee are

equipped with canvas lee-clothes. Two drawers are placed under the berth. Hanging locker is equipped with a rod, two hooks and an automatic light. Two reading lights with separate light switches are installed at the head of the berth and one at the sofa. The head is located on the starboard side and has a separate shower stall. Electric head. Another hanging locker is located under the aft companionway next to a small desk table with 2 drawers below.





ENGINE AND HYDRAULICS

Engine space is internally sound insulated as is the propeller area

MAIN ENGINE

Steyr MO166M28 six-cylinder marine diesel engine, output 120 kW 163 HP at 2800rpm. Engine and reduction gear are supported on flexible mounts. Engine hours are 7,100 and was fully serviced in 2020.
Engine has its own starter battery.

GEARBOX

Direct mounted hydraulic reverse/reduction gear box ZF 63 IV 2.48:1.

PROPELLER AND SHAFT

The propeller shaft is made of high-tensile corrosion resistant steel with flexible shaft coupling. Drip-free shaft seal was replaced in 2020. Shaft supported by rubber bearing at bracket and stern tube.
Four-bladed folding propeller Brunton Varifold ø 635x482 (25"x19"x4)

COOLING SYSTEM

There is a thermostatically controlled fresh water-cooling system which has a heat exchanger for the engine. Separate heat exchanger for the consumable fresh water is included in the same circuit making hot water available whenever the engine is running. The seawater intake has a strainer and is discharged through the exhaust system. Hot water also with a heating element on AC.

FUEL SYSTEM

The fuel capacity is 1,300L. Three stainless steel tanks, fuel valve chest with return valve for each tank. A dual Separ SWK 2000/5UK fuel filter/water separator with water alarm on feed line to engine and a single SWK 2000/5K for diesel generator. Fuel tank level gauge with selector switch at main panel. Tanks are vented to deck edge. Filler line on port side. Tanks are equipped with hatches of adequate size to permit inspection and cleaning.

EXHAUST SYSTEM

The two-stage super silencing Halyard wet exhaust system has fiberglass silencers and gas/water separators installed for both main engine and diesel generator. Cooling water is discharged below the waterline and exhaust gases from main engine and diesel generators exit under the transom. Silencers are provided with a drain tap. They are flexibly supported on vibration dampening brackets.

OIL HANDLING SYSTEM

Reverso 24V electrical oil change pump for diesel generator and main engine as well as gearbox.

ENGINE CONTROLS

Located cockpit starboard coaming: Engine control ON/OFF, start and stop buttons, single lever manual remote control for throttle and gear shift, engine instruments, control light for starting and service battery charging.

THRUSTER

Max Power VIP 250, HYD 24 V DC retractable bow thruster, including separate battery bank 4 x Optima Red Top and a 24 V / 25 A battery charger 230 V. Foot switches for starboard and port control by starboard pedestal.

FIRE FIGHTING SYSTEM

Total flooding Clean Agent fire extinguishing system for engine room space with manual remote control.
Serviced and changed 2020 to comply with latest environmental regulation.

HYDRAULICS

The hydraulic system is a Bosch-Rexroth custom designed system to supply all hydraulic functions quietly and smoothly, eliminating any inherent hydraulic noise.

HYDRAULIC FUNCTIONS

Jib furler, Outhaul, Jib halyard tensioner, Boom vang, Inner forestay tensioner, Backstay tensioner, Transom hatch cylinders.

CENTRAL HYDRAULIC SYSTEM

The hydraulic system is defined on a basis of a central power pack supplying regionally located valve groups, thereby achieving minimal weight to power ratio with the effect of using minimum electrical power with maximum hydraulic movement. Each control valve group is situated close to the operating unit, giving a precise control and allows for a quiet and smooth operation, eliminating inherent hydraulic noise and vibration.

POWER PACK SERVICES 2020

The power pack is equipped with two 1.5 kW electric pump units. The power pack is also equipped with a return filter, oil level switch and an air breather.

PNEUMATICS

One low pressure (6 bar) piston compressor with quick acting couplings in lazarette for transom door air seal.

PLUMBING AND VENTILATION

Components and valves are labelled with their function. Sea water hoses are CE approved type, fresh water piping of polypropylene, nylon and copper tubing. Fuel, fresh, grey and black water tanks are of welded stainless steel and provided with baffles, inspection covers, sounding plug and vent pipes.

FRESH WATER SYSTEM

A pressurized hot and cold water system is installed. Fresh water pipes are of polypropylene, nylon and copper tubing. One filler line from deck terminating at valve chest under saloon floor. The valve chest has valves for water tank and for water pressure pumps. Hot and cold water will be distributed to all heads, to the galley and to deck shower. Only cold water is available in anchor locker. Water tank level gauge with selector switch at main panel. Tank vent pipes terminate at galley sink. Single lever mixing faucets Hansgrohe for wash basins, galley sinks and showers.

WATER TANK

One stainless steel tank with a total capacity of 500L. Tank is provided with baffles, hatches, level indicators and vent pipes. All tanks are pressure tested to 0.3 bar. Tank level are shown on electrical main switchboard.

PRESSURE WATER SYSTEM

Water pressure system equipped with two 24 V pumps for redundancy. One 20 l pressure accumulator tank is connected to the system.

HOT WATER SYSTEM

The yacht is equipped with stainless steel water heater Isotherm Isotemp 75 l (19.8 USg). Hot water can be heated either with engine cooling water or with a heating element working on AC. Hot water pipes are insulated with thermal insulation. Inlet has a check valve to prevent hot water back flow. Outlet has a relief valve for overpressure water in the system.

WATER MAKER

The watermaker is Spectra Newport 700, 109 l / h (28.8 USg). The water maker is installed in the engine room, provided with dual prefilters, primary with 25 micron cartridge, secondary with 5 micron cartridge and fresh water flush. Feed water pumps are self-priming and the high pressure pump is designed to operate with sea water. Entire system is 24V fed with no requirement for Engine or Generator to work.

SEA WATER SYSTEM

Seacocks of bronze for all through-hull connections below waterline located in accessible position.
Inboard side of seacocks fitted with stud long enough to take two hose clamps.

DECK WASH PUMP

An electrical deck/anchor wash pump 24 V DC with connections on fore and aft deck.

GREY WATER SYSTEM

Grey water from basins, shower trays, air handlers and refrigerator units is collected in a stainless steel grey water tank. One welded stainless steel grey water tank is provided, total capacity 210 l (55.5 USg).
The tank is fitted with baffles, vent line and level indicator, indicating at 3⁄4 and full. Grey water tank is emptied by 24 V electrical pump to sea cock via siphon.

BLACK WATER SYSTEM

All toilets are connected to a black water tank. No possibility to flush toilets directly over board (crew toilet can be manually switched over to dedicated sea cock). One welded stainless steel black water tank is provided, total capacity 210 l (55.5 USg), with indication lights at the main panel for 3⁄4 and full tank. The tank is fitted with baffles and vent line. The tank is emptied by 24V electrical pump (new 2020) to sea.

TOILET SYSTEMS

Three electrical toilets using fresh water for flushing and discharging to a black water tank. Black water tank to be emptied by electrical pump or deck suction line. Toilets are of Tecma Silence model, 24 V.
Fresh water, consumption per flush about 2.5 l (0.6 USg). The function cycle is completely automatic. The high performance turbine pump enables a complete fragmentation of the organic residues. Full black water tank disables flushing of toilets. One manual toilet in crew cabin

DRAINAGE SYSTEM

Inside drains are led to grey water tank. Deck drains are connected mainly to outlets above the waterline.

BILGE PUMP SYSTEMS

There are five bilge pumps. Two electrical submersible pumps with automatic switch 150 l / min (40 USg) located in lazarette and main bilge. One electrical pump with automatic switch 120 l / min (31 USg) located in forepeak. These bilge pumps have automatic and manual modes. Two hand pumps 100 l / min (26 USg) are installed as back up pumps. One serving

PLUMBING AND VENTILATION

main bilge/forepeak and chain locker, located in forward cabin. One serving main bilge/lazarette, located in cockpit area. Special attention is paid to ensure that bilge pump suction pipes are mounted in easily accessible positions to allow debris to be cleared. A separate bilge drain system with Whale Gulper pumps for keeping bilge dry in the lazarette. Audible and visual alarms at cockpit and main switchboard.

INTERIOR DRAINS

Wash basins, shower trays, refrigerator units and fan coils are drained to transfer tanks from where the grey water is transferred to a stainless steel grey water tank. Galley sinks are discharged directly over board. The grey water tank is emptied by an electrical pump. Outlet through seacock.

DECK DRAINS

All deck drains, that cannot be direct over board, are connected to integrated through hull fittings on each side.

LPG SYSTEM

There is space for two up to 6 kg aluminium gas bottles including securing arrangements and pressure regulator, in a drained locker, accessible via anchor locker. A manual leak detector and a remote magnetic shut off valve are placed inside the gas bottle locker. There is also a manual gas shut off valve in the galley. Adaptor and dual-bottle kit installera to allow for multi region operations.

VENTILATION

The yacht is equipped with forced ventilation, supplying fresh air into cabins and exhaust air out through toilets and showers. Fresh air intake through a filter. There is a silencer after the fan to reduce noise from the system. Exhaust air flow can temporary be increased from all toilets. Galley extractor with separate duct work.

NATURAL VENTILATION

Through deck hatches and companionways.

ENGINE ROOM VENTILATION

Engine space air inlet has water and sound trap, outlet with extractor fan. Air inlets and outlets are fitted with water traps and remote controlled fire supply to the fan is disconnected at engine room fire extinguisher release.

BATTERY BOX VENTILATION

Battery boxes are ventilated to the mast. The exhaust fan ventilates the battery box with make-up air from the bilge.

AIR CONDITIONING

A central cooled / heated waterborne system 230 V AC 50 Hz is fitted for the entire accommodation.
Condensation water from the air handlers (cabin units) is collected to the grey water tanks. The total cooling / heating capacity is divided in proportion to cabin volume and position. A central chilled waterborne system is fitted for the whole accommodation, main unit Webasto Blue Cool Premium TwG 50000 BTU / h, with reversed cycle function for heating. Individual temperature controls in each cabin. AC system was serviced in 2020 including new circulation and seawater pumps. An external diesel heater Webasto Thermo 90 ST chiller, 9.1 kW, is plumbed in the waterborne system.

REFRIGERATION SYSTEM

DC-driven refrigeration units for fridges and freezers. Three custom made Frigonautica 24 V DC water cooled compressors units for fridges and for the freezer.

ELECTRICAL

The yacht has a 24 V DC system with insulated return. A lightning conductor rod on the masthead is connected with cable to the keel. Wires are dimensioned to minimize voltage drop. Electrical diagrams included of the yacht, for both DC and AC systems and showing the location of junction boxes. Cables are labelled with identification numbers at both ends. At watertight bulkhead wires are run up to deck head height when penetrating the bulkhead or are sealed in place to produce water tightness.

AC-SYSTEM
Power supply of 230 V 50 Hz single-phase three-wire grounded AC system. The 230 V system can be fed by the diesel generator or shore power inlet. The bus is of split bus type. There are also a number of 230 V 50 Hz appliances fed through DC/AC inverters. Inverter supply for outlets, entertainment and extractor hood.

SHORE POWER
Shore inlet plug 230 V, is accessed through a hinged lid at transom. The shore power is provided with polarity alarm, main switch and land connecting cable.

GENERATOR
One Fischer Panda 14.000 NE PMS (11.9 kVA) 230 V AC diesel mounted inside a proprietary sound shield. The generator has its own starting battery set. Generator has 8,200h and was last serviced 2020.

CHARGER
Two Mastervolt, Mass 24 V 75 A chargers with 3-step charge characteristics for service battery. Temp sensing at the battery.

One Mastervolt, Mass 24 V 50 A charger with 3-step charge characteristics for radio battery. Temp sensing at the battery. One Mastervolt, Mass 24 V 50 A charger with 3-step charge characteristics for bow thruster battery. Temp sensing at the battery.

INVERTERS
Conversion of 24 V DC to 230 V AC 50 Hz for single-phase AC consumers. One Mastervolt 24/2500 VA with transfer switch for outlets and extractor hood. One Mastervolt 24/1500 VA for instruments and entertainment.

OUTLETS AC
Outlets with earth fault protection. One double outlet in each cabin, saloon and navigation area. Two double outlets in galley. One outlet in lazarette, engine room and in each toilet. Totally 22 pcs.

EARTHING SYSTEM
The AC system is using the keel as underwater earthing point.

LIGHTNING PROTECTION SYSTEM
Mast and shrouds are electrically connected to keel. In the top of mast is an air terminal connected to a lighting conductor, which runs down to the keel.

POWERED HYDRAULICS
Central hydraulic system is relay controlled.

DC-SYSTEM
Maintenance-free traction gel-cell type for general service and instruments. AGM type for starting. Battery sets are located in ventilated GRP boxes. 2-pole 24 V insulated return DC-system for lighting, blowers and pumps. Wires are sized to minimize voltage drop.

SERVICE BATTERIES
The service battery bank is 24 V 600 Ah/5h (equals 24 V 720 Ah / 20 h) and consists of 12 single cells of 2 V each. The model is Enersys 8 PzV 600 maintenance-free gel type. The bank is for the lights, blowers and pumps. The battery bank is located in the saloon. Paralleling switch for the service and instrument batteries.

INSTRUMENT BATTERIES
The instrument battery bank is 24 V 240 Ah / 5 h (equals 290 Ah / 20 h) and consists of 12 single cells of 2 V each. The model is Enersys 4 PzV 240 maintenance-free gel type.

OUTLETS DC
Two 12/24 V outlets on deck, one installed in cockpit and one on mast.

PLUMBING AND MONITORING SYSTEM
Alarms are presented on the main switchboard.

FRESH WATER SYSTEM
The fresh water pumps are stopped if they run out of water.

SEA WATER SYSTEM
The pump is equipped with a timer that stops the pump if runs continuously longer than 30 min.

GREY WATER SYSTEM
Grey water pump-out pump can be operated in manual or automatic mode. Grey water tank is equipped with 3⁄4 and full tank alarms on the main switchboard.

BLACK WATER SYSTEM
Black water pump-out pump can be operated in manual

ELECTRICAL

mode. Black water tanks are equipped with 3⁄4 and full tank alarms on the main switchboard.

MONITORING SYSTEM

Indication lights on the main switchboard shows alarms of the following: Bilge levels high, Grey water tank level high, Grey water tank level full, Black water tank level high, Black water tank level full, Water pressure pumps run dry, Water in fuel separators, Generator overload, A red indicator light is lit in the cockpit if any of the bilge pumps are running.

ENGINE AND GENERATOR DC

STARTING BATTERIES

There are two 12 V banks, one Optima Yellow Top 75 Ah / 20 h for the main engine and one Optima Red Top 50 Ah / 20 h for the generator. The starting batteries are of maintenance free AGM type batteries.

PARALLEL SWITCH

Paralleling switch, mounted in engine room, for main engine and generator starting batteries.

ALTERNATOR

One 12 V 90 A alternator on main engine for charging of the engine starting battery. The diesel generator has its own alternator for the diesel generators starting battery.

ADDITIONAL ALTERNATOR

One 24 V 140 A Iskra alternator on the main engine for service and instrument battery banks. Allows for effective battery charging without generator or while under engine

VENTILATION AND HEATERS

GALLEY FAN SYSTEM

Galley fan is controlled with an on/off switch in the galley.

ENGINE ROOM

Thermostat controlled fan, run indication light on the main switchboard.

ELECTRICAL PANELS

AC AND DC PANELS

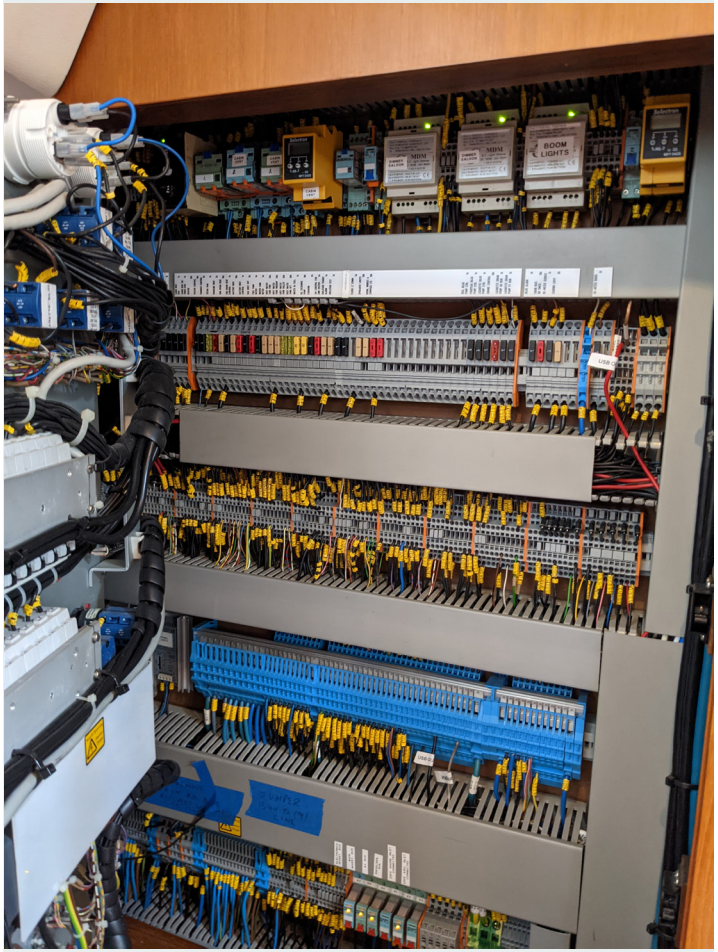
The DC main switch board is protected by a Perspex door. Breakers are of single pole trip-free circuit type. The service and instrument battery capacity meters are of digital type, including Volt- and Ampere-meters. Breakers for lights, pumps and instruments will be found on the DC main switch board. The board has also a bilge water warning light with an audible alarm. The level sensors are installed in forepeak, main bilge, engine room and lazarette. In separate lockers near main switchboard will be found:

Main switches and fuses, Earth fault test panel, Service and instrument battery parallel switch, Panel material is clear anodized aluminium.

The AC main panel is integrated with th DC panel and protected by a Perspex door. Breakers are of single pole trip-free circuit type. Digital meter for volt, ampere and frequency. Panel material is clear anodized aluminium.

DIESEL GENERATOR CONTROL PANELS

Diesel generator controls with oil pressure, coolant temperature, hour and V-meter integrated with AC main panel.



ELECTRICAL

COCKPIT PANELS
Main engine controls in starboard coaming. Switches are installed in port coaming for mast flood light, spreader lights, boom lights, compasses and navigation lights, bow thruster up/down, foghorn and alarm lights on starboard pedestal. All hydraulic controls including sail handling and furling controls on port pedestal

DOMESTIC APPLIANCES
Washer/dryer Miele WT2679 located in the galley.

AIR COMPRESSION GENERAL
Air compressor Thomas 327CDC 24 V DC 240 W for transom hatch. Air compressor serviced 2021

LIGHTS
Every cabin is equipped with switches for lighting in cabins and toilets. 24/12 V 20 A converters used as voltage stabilizer for all halogen lights. All cabin lights now LED.

OVERHEAD LIGHTS
Cantalupi Desert overhead spot lights equipped with 10 W light bulbs. Dimmer control for overhead lights in saloon.

READING AND TABLE LIGHTS
One reading light above each fixed berth.

LOCKER LIGHTS
An automatic light is installed in all hanging lockers.

NAVIGATION LIGHTS ON DECK
Stern, port and starboard side light LED Lopolight. Navigation light switches are on cockpit panel

NAVIGATION LIGHTS ON MAST
LED Steaming light on mast, Navigation light switch on cockpit panel.

SPREADER LIGHTS
Four LED spreader lights facing down on 1st spreader controlled from cockpit

DECK FLOOD LIGHT
LED deck flood light forward on mast facing down controlled from cockpit

WINDEX LIGHT
Windex light at top of mast, controlled from cockpit panel.

BOOM LIGHTS
Two boom lights facing down, controlled from the cockpit panel. One light facing at aft deck controlled with a switch from the cockpit panel.

OTHER
Fluorescent lights in engine room, Fluorescent lights in lazarette, Fluorescent light in bow locker, Compass light with dimmer controlled from cockpit panel, Night lights in galley, at navigation station and at floor level in saloon, Anchor light in mast top LED Lopolight.

ELECTRONICS

All instruments are located in navigation area unless otherwise stated.

MAGNETIC COMPASSES
Two Suunto magnetic steering compasses at helm adjustable for global balancing. Wempe clock mounted at chart table.

GYRO COMPASS
A Brookes & Gatehouse Halcyon Gyro stabilized compass to be used as the main compass heading source for the navigation instruments, autopilot and other instruments requiring accurate heading information. Additional Precision 9 Gyro is installed that feeds the plotter and used for redundancy and for NMEA2000 system incl plotter.

BAROMETER AND BAROGRAPH
Wempe barometer mounted at chart table. Barometric pressure can be displayed in B&G system.

SAILING INSTRUMENTS
Comprehensive Brookes & Gatehouse H3000 package with central processor unit, masthead unit, speed/temperature sensor and depth sensor.

MAIN UNITS
B&G H3000 Main processor, B&G Meter expansion processor, B&G Halcyon processor installed at the navigation station.

DIGITAL DISPLAYS
One B&G Graphical Function Display (monochrome GFD) located at the navigation station, one GFD on port helm, one in the crew cabin and one in the Owner's cabin. Three 30/30 repeaters mounted on mast bracket. The repeaters are operated from control buttons at port steering console. The GFDs can also display hydraulic pressures for backstay, boom vang, outhaul, jib halyard and inner forestay.

SENSORS
Standard B&G depth and speed sensors, housing in plastic. Wind sensor at mast head, type vertical masthead unit L=1450 mm (replaced 2021). B&G Heel angle, trim, temperature and barometric pressure sensors are also provided. Additional engine sensor provides engine readout to the plotter.

NAVIGATION SYSTEMS
B&G Zeus 3 9" plotter at stbd helm station. Mac mini independent navigation system at navigation station. The navigation system is connected to a set of 2 Dell 17" LCD screen at the navigation station. All navigation and sensor data also exported over wifi to additional systems and handheld nav/racing tools.

RADAR
The radar is a B&G 4G radome type antenna on mast, integrated with the B&G Zeus Plotter system.

VHF RADIO AND AIS
The main ICOM VHF has two handsets, one at navigation station and a removable Command MIC at stbd helm station. The boat also has 2 handheld ICOM VHF radios. AIS device is separate but integrated into both navigation and VHF radio.

SATELLITE AND INTERNET SYSTEMS
Inmarsat FB250 satellite system capable of both voice and data. Handheld Iridium satellite phone with onboard dock and external antenna currently used for both voice and data downloads. Integrated onboard WiFi with load balancer for both onboard Cell (3G/4G) and WiFi booster, both with external antennas.

AUDIO SYSTEM
Saloon: SONOS surround system (2017). Connected to the Apple TV and TV. Cockpit: Four Polyplanar MA-8506 speakers are installed in cockpit. Music is fed to the speakers as an individual zone via SONOS amplifier.

VIDEO SYSTEM
Saloon: Apple TV and TV. New Sony LED TV (2021) is on a lift system and capable of all common streaming services.

AUTOPILOT SYSTEM

MAIN UNIT
A B&G H3000 autopilot system with one control unit at starboard steering. Autopilot is driving the steering quadrant via one Rexroth low friction cylinder.

POWER PACK
An individual 24V Marsili/ Bosch Rexroth constant running power pack. Serviced with new rod and relays installed 2020.

ANTENNA
There is one VHF antenna in the mast top and a separate one dedicated to AIS on the first spreader.
There are also external antennas for satellite phone and WiFi booster.

SAFETY SYSTEM

FOGHORN
Foghorn on mast, Aqua Signal manual and automatic control. Switches on starboard pedestal.

RIGGING

Spars are built for easy handling, using standard modulus carbon fiber and clear coated. Three spreader rig with discontinuous shrouds and swept back spreaders, built by Offshore Spars.
IG = 27.50 m 90.22 ft J = 7.45 m 24.44 ft
P = 25.25 m 82.84 ft E = 7.60 m 24.93 ft

MAST

The mast is of oval section with a molded topmast taper. Carbon fiber masthead with sheaves for: Two jib halyards, Two gennaker halyards, One staysail halyard provisioned for 2: and One mainsail halyard provisioned for 2:1, One aft topping lift. Antal #601.121 mainsail track with gate at lower end for antal #70 batten car system. Antal #40 trysail track. Neoprene mast boot with Dacron cover over deck partners.
Two pairs of folding footsteps.

BOOM

The boom is a Park Avenue type constructed from standard modulus carbon fiber. The boom has hydraulic outhaul and arrangements for single line reefing system for 2 mainsail reefs. Lazy jacks, four legs each side. The boom has three lights, two above cockpit table and one at the aft end.

STANDING RIGGING

EC6 carbon rigging. New 2017.

RUNNING RIGGING

Color coded Dyneema, Tasmania with Tylaska snap shackles or D shackles.

HALYARDS

one Dyna 1 10 mm
one Tasmania 10 mm
one Dyneema 14 mm
two Dyneema 14 mm
one Dyneema 14 mm
one Dyneema 12 mm
two Polyester 5 mm
two Dyneema 12 mm
one Dyneema 14 mm
two Dyneema 14 mm
two Dyneema 14 mm
one Dyneema 12 mm
one Dyneema 12 mm

All hydraulic functions are powered by central hydraulic system. Reckmann UD-3 hydraulic headsail furler. Power pack for headsail furler, inner forestay, jib halyard tensioner, outhaul, boomvang and transom door. The controls are mounted in the cockpit. All Navtec cylinders are black anodized.

MAST JACK

Hydraulic mast jack with spacer and removable manual pump.

EQUIPMENT

ANCHORING AND MOORING
One CQR 75 lb galvanized anchor on folding arm. One Danforth 60H (27 kg) galvanized anchor stowed below deck. 80 m 12 mm (1/2'') hightensile anchor chain. 50 m 24 mm plaited nylon anchor line. Four mooring lines 15 m each, diameter 20 mm. Two mooring lines 25 m each, diameter 20 mm. Eight white medium size air fenders with lines and covers. One boat hook stowed below.

SAILING GEAR
Two Harken H3012, 100 mm screw in standup blocks for staysail sheets. Five aluminium winch handles.
Two Bosun's chairs. Flag pole 175 cm. 2 Karver furlers with associated furling lines and halyard swivel heads for Code0 and Staysail. Can be used for A3 with included top-down swivel and furling cable.
Removable pad eyes with lashed low-friction rings for optional 2:1 tackline setup.

SAILS
North 3Di mainsail 115 sq/m (2017)
North 3Di furling jib 110 sq/m (2017)
North Asymmetric A3 spinnaker (top down furler as well as a sock) 323 sq/m (2017)
Evolution Sails Code0 192 sq/m (2020)
Evolution Sails Staysail 50 sq/m (2020)
North Asymmetric A2 spinnaker with a sock (2015)
North Asymmetric A1.5 spinnaker (2015)
North Storm trysail
North Storm staysail

FIREFIGHTING EQUIPMENT
Sea fire total flooding system for engine and generator space with remote control outside engine room.
Upgraded 2020 to comply with latest European environmental standards. Four portable extinguishers serviced and inspected 2020. Fire blanket in galley.

SAFETY EQUIPMENT
Three removable jackstays. Life jackets with tethers. 2 6-man life rafts. 4 personal PLBs coded to the boat. Life sling and jonbuoy attached to pushpit. Throwline.

DINGHY
F-Rib 3.6m long (new 2020). Easily folds and fits inside lazarette. Also has an optional lifting harness.
15hp Yamaha engine with mounting brackets both inside the sail locker and pushpit when not in use.

SPARE PARTS
Extensive spares for engine, generator, water maker and plumbing, all critical systems as well as all interiors and dinghy.

TOOLS
Comprehensive engine and generator tool kits along with sail repair and rigging tooling.

OTHER
Two handles for opening deck hatches. Sounding rods for fuel and water tanks. Electrical air pump for dinghy and fenders. Padded bags for removable aft cockpit helm seats and bench. Printer for boat computer.

EXTRAS

Summary of everything major non-standard, upgraded or serviced.

- Detailed drawings and manuals for all systems scanned and stored on nav computer
- Engine fully serviced including new turbo and engine mounts 2020. Heat exchanger rebuilt 2017
- Generator serviced including new fresh and salt water pumps 2020
- AC system serviced including new salt water and circulation pump 2020
- Hydraulic power packs and hydraulic rods inspected and serviced 2020
- Watermaker serviced and clark pump rebuilt 2018
- Radar, plotter and nav system upgraded to new in 2017 including addition of NMEA2000 bus
- Additional N2k sensors, gyro and systems added in 2020 to tie into safety and nav systems
- Autopilot serviced with new rod axle and valves in 2020
- VHF radios and AIS system new in 2020
- Audio system upgraded to Sonus in 2017, TV upgraded to new Sony in 2021
- Standing rigging replaced in 2017 to Future Fibers EC6
- New 2017 North mainsail and jib serviced and inspected by North in 2021 and 2020 respectively
- All winches are upgraded to larger Harken carbon winches
- All sea cocks were serviced and inspected 2020
- Engine room fire suppression system was upgraded in 2020 to new bottle and suppressing agent which meets new standards (Novec 1230 instead of HFCs)
- Deck hatches and deck windows inspected and some replaced/re-sealed in 2020
- Black tank serviced with new pump 2020
- LPG system upgraded 2020 to have dual feed with gauge and selector valve by the bottles along with adaptor kit to work with large number of country and gas standards
- All fridge and freezer compressors, most pumps and logic replaced 2020


SALPARE
JERSEY

Klippan 3. 414 51 Gothenburg. Sweden | +46 709 227878 | SCANDINAVIAN MARINE | info@scandinavian-marine.com | scandinavian-marine.com