

Nautor Swan Swan 43

Price: £109,950 inc Vat

Location: Ardrossan, United Kingdom

Contact: brokerage@sunbirdyachts.eu +44 (0)1294 607074



LYING CLYDE MARINA. With her hydraulic powered in mast furling and her electric sheet winches, this Swan 43 is an easily handled performance cruiser. Her optional shallow draft keel with 1.7m draft allows access to the smaller harbours. The accommodation provides two good double cabins each with an en-suite head / shower and typical Swan quality throughout.

She has clearly been well kept and appears in very good order for her age. She was sold to the current owner in 2004 ? the yacht was then in Mallorca, having been shipped back from the Caribbean to be sold. The ?new owner? sailed the yacht back to the UK and has since based her on the west coast of Scotland. He has kept her well, with a number of updates including new rod rigging in 2010. Since moving north, the yacht has spent winters ashore in a shed or under winter covers with heater / dehumidifier operating.



Click here for immediate
marine finance quote

Office Contact Details for this Listing - Email: brokerage@sunbirdyachts.eu Tel: +44 (0)1294 607074

UK
Clyde Marina
+44 1294 607074
Hamble
+44 2380 455451

Spain
Palma de Mallorca
+34 971 676 392

Turkey
Gocek
+90 252 645 1426
Marmaris
+90 252 4128 325

France
St Malo
+33 299 821730
Hyeres
+33 6 50 08 69 93

Belgium
Antwerp
+32 497 639999

Specification

Builder/Designer

Year: 1986
Construction: GRP

Dimensions

Beam: 13' 1"
Max Draft: 5' 6"

Engines

No. of Engines: 1
Make: Volvo
Model: 2003 T
Fuel Type: Diesel
Hours: 3000
Total Power: 45 hp

Boat Name:

JJ BABU

Location:

Ardrossan, United Kingdom

Inventory

DESCRIPTION

The Swan 43 was designed by Ron Holland and built by Nautor Swan in Jakobstad, Finland and launched in 1987. She is one of only 28 produced between 1985 and 1990 and is one of a handful that were fitted with a Scheil keel and Reckmann in-mast furling.

White hull with Nautor blue coaming and cove lines.

Length overall 13.09m Length water-line 10.40m

Beam 4.00m Draft 1.70m

Displacement 10,600 kg Ballast 4,100kg

Fuel 265 L (in 2 stainless steel tanks located behind the main cabin seating)

Water 320 L (in 2 stainless steel tanks located under the main cabin seating)

HULL and DECK

Schoal keel 1.70m draft (5.5?) ? same ballast as standard keel.

Teak laid deck and coach roof areas (teak decking is original).

Teak rubbing strake fitted to hull, just below toe-rail, and with s/s trim.

Underwater area epoxy coated as a preventative / protection, in 1995.

ENGINES

Volvo Penta 2003 turbo 33 kW (45hp) 3 cyl turbocharged diesel engine ? as standard

Engine regularly serviced. Approx 3,000 hours on meter

New turbo, March 2003 by Volvo agent. Twin alternators.

Major rebuild carried out by Precision Marine in Mallorca summer 2004

Max Prop three blade feathering propeller, new 1998 serviced annually

Note: There is a spare reconditioned Volvo 2003 engine available by separate negotiation.

Shaft drive with standard packing gland.

Service power 12v, shore power 240 V or 110V

Range under power 700 nm, or 140 hours, at 5 knots, top speed 8 knots

ACCOMMODATIONS

Wooden V berths in forward cabin (with infill piece to make a double if required), generous lockers

Forward toilet, washbasin and shower room to port

New mattress and Novasuede upholstery in light blue in 2013

Saloon, with U settee to port, lockers above / outboard; settee berth to starboard with lockers, glass stowage and bookshelves above / outboard (no pilot berths in saloon)

Saloon infill panel to port to create double berth in saloon. Single berth to starboard.

New upholstery in Novasuede Emerald green in 2013

Large teak, folding leaf saloon table

Galley to port, with ? Smev double burner gas cooker with oven and grill (cooker new in 2011), top fridge (driven off engine) and freezer below (electric), twin s/s sinks and stowage

Chart table with instruments and electric panel to starboard

Aft cabin with double berth on centre-line, lockers port and starboard, seats

Aft toilet / shower compartment (accessible from aft cabin and saloon)

Curtains and hatch blinds

Scatter cushions and deck cushions

PLUMBING and ELECTRICAL

Iceberg 12v fridge system (with automatic cut out system if voltage low)

Frigoboat freezer system run via compressor on engine

Pressurised hot and cold water system

Foot pump for fresh water at galley and sea water

Fresh water 320L in 2 tanks with crossover valves

Fuel 267 L in 2 tanks with filter, water trap, water in fuel alarm and cross over valves.

Hot water via engine calorifier or from 220v shore-power

New hot water tank installed in 2007
Eberspacher waterborne D5W heating system
Shore power 220v or 110v including land connection cable, polarity alarm, main switch and outlets.

Battery charger, Victron Palas12v / 50A
2 x 50A alternators for charging service and start batteries
2 x Blake Zenith toilets (both are electric - New 2008)
Stainless steel holding tank for aft toilet
2 x Electric bilge pumps - New 2012 and 2013
2 x manual bilge pumps (main cabin and cockpit)
Manual shower sump pumps & anchor locker sump pump and galley sink coolbox pump out pump.
1 x 12v 93Ah engine start battery - New 2011
4 x Vaarta service batteries, 480 Ah total ? all new June 2008
Gas detector & solenoid shut off valve located in storage locker
Cooker hood complete with lighting and extraction fan
Alpine stereo radio cassette player, speakers in saloon and cockpit

INVENTORY

Brookes and Gatehouse Hornet 4 sailing instruments, (boat speed, wind speed / direction, log), including analogue repeaters at cockpit
Brookes and Gatehouse Hecta depth unit with analogue repeater in cockpit, twin transducers
ICOM GMDSS VHF with command mike on binnacle in cockpit.
ICOM GMDSS VHF
ICS Nav 5 GMDSS Navtex Receiver
Autohelm M 6000 autopilot
Prosser Weathertrend
Suunto binnacle compass
Garmin GPS plotter, Garmin sonar module, UK G2 blue charts above chart table
Garmin GPS plotter installed in cockpit/ west coast charts.
Windex

Caribe RIB inflatable dinghy 2.7m rigid hull (stored easily on foredeck) with Yamaha Malta 4 hp outboard motor
Life-raft, 4 person, needs servicing
Dan Buoy Life-sling
4 x 150N Life-jackets c/w lights
4 x 275N lifejackets c/w lights and jockey straps
Bimini sun awning (new 3/2003) and frame
Spray-hood over companionway New 2012 and large spray-hood at cockpit
Cockpit cushions
Cover for wheel/compass cover/winch covers
Covers for hatches.
Boom tent
3 x Fire extinguishers
Engine compartment fire extinguisher and fire blanket
Mooring warps
Fenders x6
Boathook
Emergency tiller
Lee berths for aft cabin and main saloon

Owners manuals.including hull, deck layout, rigging, electrical and plumbing, rudder and prop-shaft
Spare set of all manuals & drawings for use at home
Manuals for all instruments, pumps etc
Receipts for work done, and equipment purchased

2 x Lewmar single winch handle
1 x double Lewmar winch handle.
Engine spares- Oils and fuel filters, fuel hose, vee belts and gaskets and seals
Spare prop shaft anodes and stern gland stuffing

Bilge pump spares
Hatch seals
Spare hatch handles
Calorifier seals

SAIL WARDROBE (UNCHECKED)

RIG

Nautor spars
Masthead sloop rig with double spreaders
Mast and boom painted white
Reckmann hydraulic in-mast furling system for mainsail
Reckmann (manual) furling forestay
Navtec discontinuous rod rigging, renewed 2010
Two spinnaker poles and one jockey pole, anodised aluminium
Integral Navtec hydraulic adjuster for backstay
?Quick Vang? boom vang system

SAILS

Hyde Furling Mainsail (Marblehead Dacron) good condition
North Furling laminate Genoa (good condition)
Diamond Spinnaker in snuffer
North Storm jib High Vis. ? hanked on to deployable inner forestay (Never used in anger)
Genoa 110% - Battened leech Dacron

REMARKS

The first, Finnish, owner took delivery of the yacht at the factory in the summer of 1987. After only two summers? light use, sailing in the northern Baltic Sea, FIESTA (as she was then called) was sold to her second, German, owner in September 1988.

In 1988-89 upgrades were made - including changing the primary sheet winches to electric, the addition of navigation equipment and the addition of the teak rubbing strake. For the following years the boat was used for family cruising and was based in north Germany. Each winter the yacht was laid up ashore. She was always well cared for by a professional boatman.

In 1997-8 the yacht was sailed to Holland and then shipped to Mallorca. From that time, until December 2000, the yacht was based in Mallorca and used lightly for summer cruises ? each winter she was stored ashore.

In December 2000 the yacht was sold to a British owner who changed the name to JJ Babu. After launching in the spring of 2001 the yacht was sailed to southern France and based in Villefranche where she was looked after and serviced by the Swan Service Centre. Some new equipment was added and approx £ 10,000 invested. In Autumn 2001 the yacht was sailed to the Canary isles, where she was located until November 2002. Then she crossed the Atlantic with her owner and wife and cruised the Caribbean. March 2003 ashore in Guadeloupe for a Spring service, antifoul etc. The owner then shipped the boat back to Palma, she arrived on the 1st July 2003 was stored ashore pending sale.

Sold April 2004 to the current owner. During summer 2004 the yacht was sailed back to the UK. Since then she has been based on the west coast of Scotland and enjoyed for family sailing. Each winter the yacht has been ashore under cover in a shed or winter cover.

The details of this vessel are listed 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

DISCLAIMER

In this case we are acting as brokers only. The Vendor is not selling in the course of a business. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and / or to have an engine trial conducted, which if carried out by us shall not imply any liability for such engine on our part.

Note to seller and purchaser: If the boat you are selling or purchasing is registered, please ensure that the registration is completed after the sale of the boat. If the purchaser wishes to cancel the registration is the duty of the seller to contact the Registry and inform them that the registration is to be cancelled. If the purchaser wishes to continue with the registration, it is the duty of the purchaser to complete the relevant forms and post off the bill of sale to the Registrar.