

## Sweden Yachts 50

Price: £129,950 inc Vat

Location: Portimao, Portugal

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### Sweden Yachts 50 - Built 1990

A well cared for Blue-Water cruising yacht in need of a new home. 'Papermoon' has looked after her owners well, crossing the Atlantic with the 2004 ARC where she as cruised for a year, before being shipped to Scotland in the winter of 2005. Since then she has been lightly cruised for family holidays before being taken to Portugal in 2016.

The teak decks were removed in late 2018 and the decks were painted with Kiwi Grip for easy maintenance. A 2019 "Pre-Listing" survey is available upon request.

A fantastic and well-built sailing yacht, 3 cabins, 2 heads, with plenty of space. A must view for people wanting to go blue water cruising in style.



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## Specification

### Builder/Designer

Year: 1990  
Construction: GRP

### Engines

No. of Engines: 1  
Make: Volvo Penta  
Model: MD30  
Fuel Type: Diesel  
Hours: 3000  
Total Power: 65 hp  
Max Speed: 9 knots  
Cruising Speed: 8 knots  
Propeller Type: 3 Blade, Folding

### Accommodation

Single Berths: 1  
Double Berths: 3  
Twin Berths: 1  
Cabins: 3  
Heads: 2

### Dimensions

Beam: 14' 3"  
Min Draft: 8' 6"  
Max Draft: 8' 6"  
Length Overall: 50' 0"  
Length at Waterline: 41' 4"  
Ballast: 5800 kilogram

### Tanks:

Water: 1 x 750 l  
Fuel: 1 x 300 l

### Boat Name:

Papermoon

### Location:

Portimao, Portugal

## Inventory

### DESCRIPTION

In the main saloon, to starboard there is a large sofa, with a bookshelf and lockers above. To port, the dinette - seating up to 8 people in great comfort - is located on a slightly raised area of the cabin sole. The island settee (over the engine) give easy access as needed. All this space allows free fore-and-aft passage through the light and airy main cabin.

The 'L' shaped galley works well when at sea, and is more than capable enough to prepare even the largest meal when at anchor. There are lots of cold storage space, with wire baskets for good order, a three-burner stove with a pullout extractor fan, and serving trays store upright next to the eye-level fridge. Kitchen things stow away easily within the five drawers and nine cabinets that contain, in all, a storage volume of 850 litres. Hot and cold pressurized water is available at the turn of a tap, and sea water can be accessed from the unobtrusive foot pumps.

Just aft of the chart table, wet oilskins and boots stow away in a drained locker fitted with a ventilating fan. At the chart table, everything the navigator needs lies close at hand. A flat locker under the deckhead holds charts while books stand in a shelf at table level; other equipment stores in lockers at or under the table, or in a set of drawers.

The owner's cabin, located just forward of the mast, ensures maximum space in the quietest part of the boat. Three hatches provide light, ventilation, and a quick passageway to the deck in an emergency. The double berth is wide and long. Lockers and shelves are at hand to store all you needs. There are large drawers under the berth and, to starboard, there is locker space that includes a table with its own seat. The private head has a Corian wash basin, a shower, mirrors, lockers, indirect lighting.

The guest cabins, accommodating two couples in great comfort, have hanging and other lockers, in addition to book shelves and tables. Three skylights afford good lighting and ventilation. Each cabin has its own entrance and its own access to the shared head; located low down and far aft on the centre line of the boat, this is the seagoing head: well ventilated and roomy without being too wide, with plenty of handholds. It has indirect lighting, a Corian wash basin, shower facilities, mirrors and cabinets.

In the cockpit, the helmsman can choose to sit to windward or leeward while the ergonomically formed saddle aft of the wheel inverts into a similarly designed bucket seat. All important instruments and engine controls are close by, and the primary winches are near at hand and wholly visible, which is ideal for the cruising skipper.

The clean deck layout begins with the large, comfortable cockpit and the companionway that leads straight down into the main cabin. Turning blocks at the foot of the mast lead halyards to winches on the outboard edges of the coach roof. The side decks are clear, with fittings placed along the edges or on the railings. There are three separate deck stowage lockers, one is right forward and two are in the cockpit. The bow locker has a flush-deck hatch and lies forward of a watertight GRP collision bulkhead. The windlass and chain bin are separated from spaces for ropes and sail bags. The cockpit lockers, under the helmsman's benches, are easy to get at. Gas bottles fit in a separate compartment in the centre.

### DIMENSIONS

Length Overall: 15.24m (50' 0")  
Waterline Length: 12.60m (41' 4")  
Beam: 4.34m (14' 3")  
Draft: 2.59m (8' 6")  
Displacement: 14,300 kg  
Ballast: 5,800 kg

### CONSTRUCTION

As well, stainless steel water tanks and the engine are located at the centre of buoyancy, and the batteries are located just forward of the mast (2 feet below the waterline). The system of GRP beams and floors absorbs the static and dynamic forces from the mast, rigging, and keel. This allows the boat, with side supports, to stand on her keel on land. A hidden secret of the spaciousness of the main cabin is the two light but strong steel beams that run beneath the deck between bulkheads fore and aft of the mast. Incorporating the chain plates, the structure as a whole absorbs all rigging forces; thus, the deck carries no load and the cabin volume is free from tie-rods and bulky reinforcements.

The deck and hull are constructed of end-grain balsa core sandwiched between hand-laid fiberglass roving and mat to provide an extremely strong and rigid, yet light, construction. The hull and deck are bonded with polyester filler and the aluminum toe rail is bolted through the deck and hull flange before being sealed. The lead-antimony keel is secured with cast-in stainless steel bolts with a hoisting lug fastened to the keel bolts for convenient lifting. The balanced spade rudder is designed for maximum reliability, accuracy, and fingertip control, and is molded in fiberglass using roving and mat for maximum strength. The rudder stock is of stainless steel with two upper roller bearings and a bronze bearing in the heel. The steel beam system,

specially designed by Sweden Yachts, allows heavy rigging loads to be taken by the bulkheads without the need for additional internal reinforcement. In addition, the tempered glass ports have double aluminum frames. The wiring runs through conduits above the water line, while hoses are laid through ducts placed below the floorboards. Winches and heavy deck fittings are reinforced with plywood core and heavy backing plates. The stainless steel mast step is bolted to the integrated bottom reinforcement system which absorbs and distributes forces from the mast, rigging, and keel.

## ENGINE AND MECHANICS

Engine: Volvo Penta MD30  
Power: 65hp  
Hours: c. 3000  
Cruising Speed: 7.5 knots  
Max Speed: 8.5 knots  
Drive Type: Shaft  
Prop: Gori Folding  
Inverter  
Showerpower  
Paguro 3.5 KW Generator (2013)

## TANKAGE

Water: 4 Stainless Steel tanks, total capacity: 750L  
Fuel: 2 Stainless Steel tanks, total capacity: 380L

## RIGGING, SAILS AND DECK EQUIPMENT

Aluminium masthead rig with 3 sets of inline spreaders and inner forestay (2004)  
Aluminium boom with Hydraulic kicker/boom strut  
Single Hydraulic backstay  
Slab mainsail reefing with 3 reefs  
Headsail furling  
2 Aluminium Spinnaker poles  
Mainsail - North Sails - Good Condition  
Genoa - Doyle Sails - Good Condition  
Jib - North Sails - Good Condition  
Para Sailor (220 m<sup>2</sup>; ) - 2003 - Very Good Condition  
Electric Genoa Winches  
Simpson Lawrence Electric Windlass and remote control

## NAVIGATION AND ELECTRONICS

B&G Hydra Depth  
B&G Log  
B&G Wind  
Furuno NX300 Radar  
Raymarine C70 Chart Plotter  
Raymarine 7000 Autopilot  
Navtex  
Fixed VHF  
Icom Handheld VHF  
EPIRB  
Compass on Binacle  
Surround Interior Speakers and Deck Speakers

## INVENTORY

CQR Anchor - 45lb - 80m of chain  
Kedge Anchor - 25lb - 5m of chain and warp  
Webasto Diesel Heating  
Interior Upholstery in Blue Alcantara

Zodiac C280 Tender  
Yamaha Outboard  
Sprayhood  
Cockpit Cover  
Bimini  
Liferaft - needing serviced  
Bilge Pumps - 2 automatic, 1 manual  
Boarding Ladder  
Various Warps and Fenders

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