

IRVING & LILLEY
Port Hamble Marina
Satchell Lane Hamble
Southampton SO31 4QD
Tel +44 (0)23 8045 4880
Fax +44 (0)23 8045 5547
e-mail enquiries@swanyachts.co.uk
website www.swanyachts.co.uk
VAT Registration No. GB330 1366 05

SWAN 40.043

Teragram

YEAR: 1972



LOA	11.98 m	39.30 ft
LWL	8.70 m	28.54 ft
Beam	3.30 m	10.83 ft
Draft	2.05 m	6.7 ft
Displacement	8600 kg	19000 lbs
Ballast	3600 kg	7900 lbs

Skeg rudder (modified) with plain bearings

Engine Yanmar 3JH 3(E).

Water 180 ltr 47.6 US g. in 4 tanks
Fuel 150 ltr 39.6 US g. in 1 tank

Antifouled area approx 36 m² 387 sq.ft .

Single lifting point.

Height on cradle 3.98 m, deck gear removed 3.70 m

Location: Port Hamble Marina, Hamble Southampton Hampshire

Asking price: USD 135,000 excluding any taxes

COMMENTS and RE-FIT NOTES

I purchased Teragram in June 1999 with the intent of single handed sailing her to Europe.

To prepare for single handing I first changed out the main genoa winches for new Lewmar self tailing ones. I also added a Monitor Self Steering System, Radar, SSB and Pactor Modem, primarily for communication at sea, replaced and rewired the 120 V panel and the DC panel, added a Xantrex ProSine 2.0KW Inverter/Charger, installed a 240 V to 120 V transformer to enable shore power connection at any marina in the world, and, replaced the engine with a new Yanmar 3 JH 3 (E).

In June 2003 I sailed from Portland, Maine direct to Sneem Ireland. In retrospect, this may not have been the wisest undertaking but, I have to say, my pleasure in Teragram and her seaworthiness grew throughout the voyage. We were challenged several times but in no case did I ever wonder if the boat could take it. In 2006 I returned to the US from Tenerife, Canary Islands by way of the Caribbean, arriving in Portland in early June.

While on the hard in the Canary Islands, a hurricane knocked the boat off her cradle. Repairs were made in the Canary Islands to sail to the Caribbean but, once home I chose to do a thorough refit with the goal of sailing once more to Europe to participate in a Classic Swan Rendezvous in Elba, Italy in 2011.

In 2007, 2008 and 2009, the refit took place with the following major elements accomplished:

1. The hull was sanded and faired with 2 coats of Awlgrip applied.
2. Decks were opened up to allow removal and replacement of all wet core.
3. In preparation for 2 above, all deck fittings were removed. All aluminum parts were re-anodized. All chrome plated parts were re-chromed. The forward hatch was removed and sent to a refurbisher for new glazing and seals. The stanchions were replaced with new and the life lines were replaced. All non opening ports were fitted with new acrylic lights and the frames awlgripped. Lastly, all items

- were rebedded with new fastenings.
4. The mast mounted winches were removed and the area under each was reinforced with heavy aluminium plate welded in place. The gooseneck was removed from the boom, the boom roller furling replaced with a heavy duty fitting and a new gooseneck fitted. New wires were run for the tri-color running light and it was replaced with a combination tri-color and anchor light.
 5. The steering pedestal was removed and rebuilt and then Awlgrippped to match the hull and deck Matterhorn White. A new Raymarine 6002 Smart Pilot plus Gyro was added to the helm. New steering cables were added and the cable sheave bearings were replaced.
 6. The teak cockpit sole was removed and replaced with new. Cockpit seats had been replaced in 2002.
 7. The rudder was modified by moving some of the wetted surface forward of the rudder post to provide better helm balance downwind. Very successful!
 8. The hull was stripped of bottom paint, sanded smooth, faired and ablative anti fouling International Micron 66 applied.
 9. The dorade boxes were replaced with new carefully crafted copies of the original.
 10. The deck and coach roof were filled, sealed and painted with Awlgrip. Non skid applied with a mix coarse and medium grain aggregate.
 11. Shrouds and backstay replaced (forestay was replaced in 2003 when new Harkin furler was installed).

HULL

The fibreglass reinforced plastic hull has scantlings as per the drawings approved by Lloyd's Register of shipping for Class 100A1

Glass content of finished laminate is about 30% by weight and is painted then gel coat, surface mat and then alternate layers of 20oz woven rovings.

The longitudinal stringers are formed over PVC cores and are made up of mats and roving

The deck and hull is through bolted and reinforced with fibreglass layers on the inside. Special attention is paid to stiffeners above the lead keel in the forward and slamming areas of the hull

Special attention is given to the fitting of brackets for the chain plates where wet mat and mat technique was employed

Ballast keel to have a finished weight of approximately 4,200 kilos with 3% antimony with keel bolts in stainless steel and stainless steel docking plates to underside

Structural bulkheads are of marine grade waterproof plywood with butts and seams secured with tongue and groove joints

Chain plates are carefully bevelled to angle of rigging

Teak toe rail

Mast step is of fibreglass and galvanised steel

Rudder is fibreglass with case manganese bronze heel fitting, stainless steel gudgeon and pintles with Teflon bushings



DECK

4 x 12" mooring cleats

Stainless steel stem fitting with roller for anchor

Stainless steel pulpit, pushpit, life lines and stanchions

Main companionway hatch large enough to remove main engine if required

Timber drop slide for main companionway with sliding teak hatch

Winch list

2 x Primary winches

2 x Spinnaker winches

4 x Halyard winches

2 x inch Dorade style ventilators for natural air ventilation below decks

Self Steering

1 Monitor Wind Vane with 2 air vanes

1 Raymarine auto helm



ACCOMMODATION

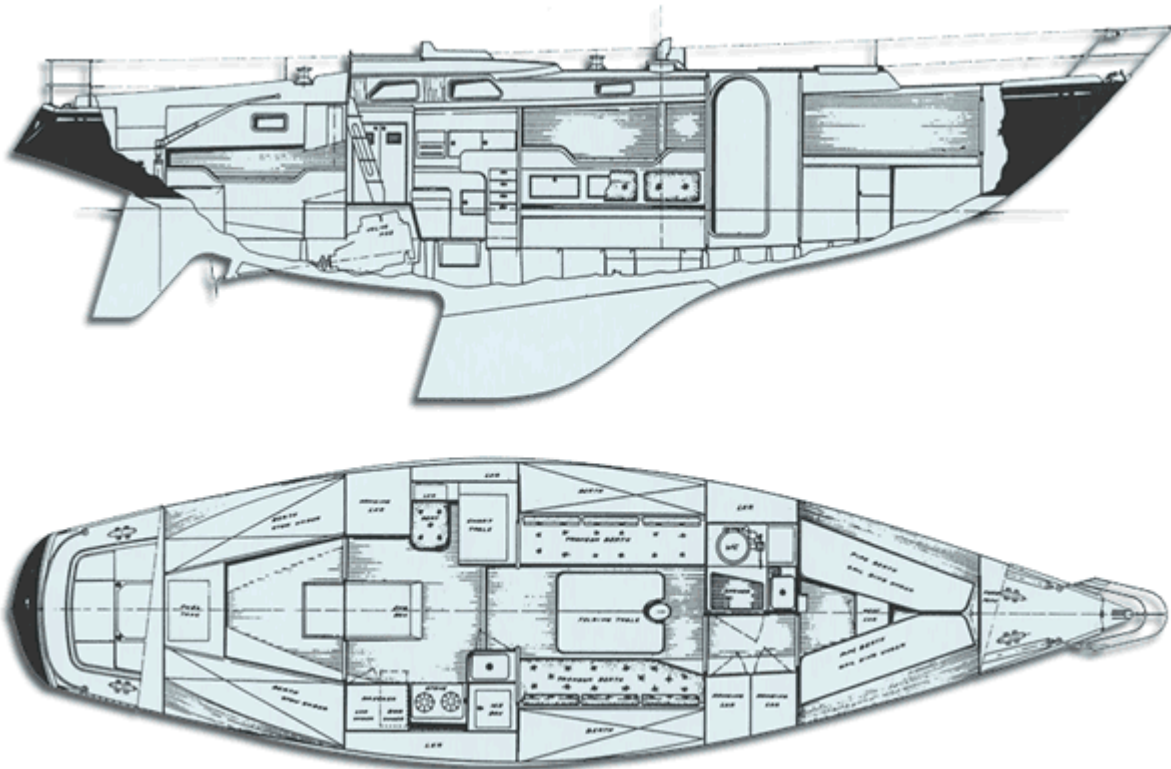
All joinery work is completed in accordance with best yacht practice
Hooks, lanyards and bumper installed to control the swing of doors and opening of drawers at sea

Laid teak veneer cabin sole with traps for bilge access

Windows in cabin trunk are fixed with some opening ports in saloon and aft cabin

Excellent engine access provided by removable engine box which matches sole boards

Wood frame ladder with rubber treads providing access at main companionway
Shelves, drawers and lockers provided throughout the quarters with openings for ventilation, rods for clothes and drawers must be lifted to open when at sea
Lee boards and/or cloths fitted to berths
Drop leaf saloon table and separate chart table
Two quarter berths aft, one pilot to port and two settee berths in saloon, two pipe berths in fo'c'sle.
One head P side forward.
Galley with 2-burner LPG stove heat sheathed with stainless steel and one sink SB side.
Ice box 127 ltr 4.5 cu.ft



Note this example has wheel steering

- 1 Reefer with Adler Barber 12V Refrigerator Compressor
- 1 Hillerange 2 burner stove top and oven Princess Stove
- 1 Propane/Butane system
- 2 10 pound Aluminium Propane Tanks with adapter for Butane fill
- 2 4.5 Kg Camping Gas tanks with adapter for Propane system
- 1 9.5 inch omelette pan
- 2 Small saucepans
- 1 French Press type coffee maker
- 1 Water Kettle
- 6 Stainless spoon, fork, knife service set
- 6 Plastic water goblets
- 6 Plastic Wine glasses
- 4 Coffee cups

- 6 Sandwich plates
- 6 Dinner plates
- 6 Soup/cereal bowls
- Miscellaneous Cutlery - i.e. serrated knife, wooden spoons, spatula
- 1 6 Gallon hot water heater / storage tank





HEAD

- 1 18 gallon holding tank with Sealand T series pump
- 1 Raritan II head
- 1 Shower sump and pump
- 1 Nicro Solar Powered Ventilator

ENGINE

Yanmar marine diesel engine in place of original in 2001. 3JH 3(E). With 2200 engine hours. Engine oil and filter replaced every 150 engine hours; fuel filters replaced every 300 hours all per manufacturer specification.

40 SHP using ½ gals per hour at 5 knots cruising speed (2500 RPM) with an approximate range of 400 miles.

One fuel tank with capacity of approx 150 litres with fuel lines to fuel water separator and fuel filter on main engine

Max Prop 14 inch 3 blade Folding propeller. Carefully serviced once per year at annual haul out.

Rubber cutlass bearing in stainless steel strut with stainless steel stern tube with PYI Dripless stuffing box (renewed July 2010).



PLUMBING

3 x Bronze sea cocks with flush openings to hull sides and two stainless steel hose fittings in board

1 x 1 inch SS ball raw water intake valve for engine cooling

1 x 1 inch bronze waste water discharge valve

Three scuppers each side on toe rail

Cockpit has two scuppers one on each side

Single water and fuel fillers on deck; waste water suction fitting on deck

Wash basin in head

There is one manual bilge pump fitted in saloon

There is one Rule 2000 12V electric bilge pump with auto level tender in saloon bilge

4 Vetus flexible 55 Litre water tanks

1 12 Volt water pump providing pressurised water

1 20 Litre portable water container

ELECTRICAL

Note this vessel has a 115volt US main ring system

240V to 120V Transformer with Selector Switch

25 meter European shore power cord with American fitting

50 feet American shore power cord

120 Volt AC System

12 Volt DC System

3 x Trojan Deep Cycle Service batteries

12 V 130 Ah each,

1 x Starting battery 12 V 105 Ah

Air X Marine Wind Generator
 Xantrex 2000 Inverter / Charger
 Trojan Group 31 12 V wet cell batteries, new August 2009 - 3 house bank and 1 starter
 Navigation Lighting
 1 Masthead mounted Tri-Colour and anchor light
 1 Set normal running navigation lights
 1 Steaming light
 2 Mast light for lighting the fore deck

NAVIGATION INSTRUMENTS

1 Icom VHF Marine Transceiver IC-M58
 1 ICOM Marine SSB IC-M802
 1 SCS PTC-IIe Pactor Modem with 9 pin to USB Cable Adapter
 1 RAM Computer Mount at Nav Station
 Raytheon Wind, Depth and Speed instruments ST60
 Raymarine 6002 Gyro Plus SmartPilot



RIG AND SAILS

I =	14.95 m	49.04 ft	Fore triangle	36.1 m ²	388.4 sq.ft
J =	4.83 m	15.84 ft	Mainsail	29.7 m ²	320.2 sq.ft
P =	13.42 m	44.04 ft	150% genoa	54.1 m ²	582.6 sq.ft
E =	4.43 m	14.54 ft	Spinnaker	130 m ²	1398 sq.ft

Mast top above water I + 1.3 m 4.3 ft .

Harken Roller reefing.

Single spreaders. wire standing rigging with Norseman terminals.

Single lowers, midstay (babystay).

Oval section aluminium alloy main mast

Spinnaker pole

Spinnaker track on main mast

Irving and Lilley specification for Swan 40.043 page 10 of 12

19/12/2011

Various deck turning and snatch blocks

Set of running rigging including main halyard, spinnaker and headsail halyards, spinnaker sheets and guys with genoa sheets

Sails

- 1 135% 8 oz Dacron genoa
- 1 7 oz Dacron full batten mainsail with 3 reef points
- 1 Asymmetrical spinnaker
- 1 120% spare genoa
- 1 Storm jib

EQUIPMENT

- 1 Revere 4 person life raft with hard cover
- 1 Olin Signal Flare Pistol with flares
- 4 Hand Held Parachute Flares
- 4 Hand Held Red Smoke Signal Flares
- 1 Paine Wessex SOS Precision 406 GPS EPIRB
- 1 Horseshoe Life Ring with light attached
- 4 Stearns Type 1 Adult Offshore Life Jacket
- 3 ABC rated Fire Extinguishers
- 1 Storm Para Anchor with rode
- 6 Cushions
- 1 Life sling MOB Rescue System
- 1 50 Pound Fortress Storm Anchor with 5 meters chain and 400 feet rode
- 1 Radar - Raytheon Pathfinder RL 70
- 1 Rule 2000 GPH Bilge Pump with Sensor Switch
- 1 Whale 10 Manual Bilge Pump

GROUND TACKLE and Docking

- 1 35 pound CQR Anchor with
5/16 inch HT anchor chain 300 feet
- 1 Lofrans Progress 1 Anchor Windlass
- 1 Chain grabber and snubber line
- 1 Anchor chain washdown system
- 4 5/8 inch - 18 mm blue nylon dock lines
- 6 Fenders

Dinghy

- 1 Achilles 9'6" dinghy
- 1 Honda 5 HP 4 Stroke Outboard Engine
- 1 Removable hoist to lift engine
- 2 Wooden paddles
- 1 Air pump
- 1 Lift strap to hoist dinghy onto foredeck

Spares

- 1 Pur Power Survivor manifold
- 1 Pur Power Survivor membrane
 - Pur Power Survivor chemicals - acid, bactericide, alkyde treatment
- 1 Alternator - 55 amp alternator - original equipment to the engine, never used
- 1 12 V water pump
- 1 Air X Marine wind generator matched set of propellers
 - Monitor self steering Spare Parts as follows
- 1 Safety tube
- 18 Feet of control line
- 1 Complete cruise spares kit
 - All available documentation of equipment - on board
- 1 Raritan head spares kit
- 1 Whale 10 spares kit
- 1 Max Prop service book, grease gun and zerk fittings, spare zinc fasteners, spare zinc
- 1 Lewmar winch pawls, springs, service manual and lubricant
- 1 Yanmar water pump impeller and alternator belt
- 1 Honda Outboard tools, spark plug and manual
- 1 Achilles dinghy spares and patch kit

NOT INCLUDED IN SALE

Personal effects, including, personal tools, navigation equipment, cutlery, crockery, glassware, pictures.

Draft #3 TJQ 7th September 2011. Confirmed by owner.

The Company offers the details of this vessel 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. This specification/inventory will only form part of the contract when attached to a bona fide sales contract that has been signed and agreed by both seller and buyer.