

**SWAN 411.010**

**AVISTA**

**YEAR: 1977**



Built by, Nautor Swan O.Y. in Pietarsaari Finland.

Built to Lloyd's 1001.A standard and certified.  
Yacht launched 03/1978.

Designers Sparkman & Stephens Inc, New York. Design No 2238.

British Registered. Part 1 in Guernsey. Official No. 731690

Lying: Fox's Marina Ipswich

Price: £145,950 VAT paid

Sail No. GBR 7430T  
IRC Handicap .985  
IRC Stability Cat A.  
IRC STIX 32 revised (38.5)  
IRC AVS 120 revised (137)

### **General works list overview;**

In 2002 a new 12mm glued teak deck was fitted with full depth seams.  
The original Genoa tracks have been repositioned and the original Genoa cars were overhauled by Lewmar.  
All Blake's seacocks.  
Topsides were re-sprayed with International paint system in 2003.  
Deck cleaned and Swan stripe re sprayed with International paint system in 2007  
Windows replaced with tinted toughened glass 2007.  
Vetus S/S Dorade vents with mosquito nets in 2008.  
Blue canvas covers for binnacle, saloon and fore-hatch and other exposed items.  
Blue canvas sun awning from mast to stern. 2011  
All other items re-chromed in 2002.  
All stanchions were replaced in 2004 and quick release boarding gates fitted P/S.  
Bespoke stainless steel boarding ladder attaches to port and starboard boarding gates.  
The hull was again epoxy treated and "Copper- coated" by Fox's during the winter of 2008  
Additional chart drawer fitted to accommodate 50 half size Admiralty charts.  
Extensive decorative rope work on yacht.  
Avon Redstart dinghy with 2.5 HP Mariner outboard.  
6 leg Jacobs galvanized yacht storage cradle new 2006.



## Owners comment;

“AVISTA” is a modern classic by Sparkman & Stephens and Nautor Swan.

I have very extensively overhauled and updated the equipment on “Avista” without compromising the original design since buying her in 1998. Close to £140k has now been spent.

S&S Swans are probably the best of all Swans produced to date and certainly “Avista” is the best 411 in the world. Swan 411s are a development of the popular Swan 41 and is a very well proportioned yacht, forty were built. She is a wonderful compromise between the aesthetics of yesterday and the performance of today. Her long overhangs, tumblehome and graceful sheer combined with a hull and rig designed to work in any conditions. The Swan 411 is a very powerful yacht; the hull design combined with the large sail area and ample weight make her very capable in difficult sea conditions and is particularly competent upwind, a hallmark of all S&S designs. Avista is hull no 010 and was the first 411 to have the deeper rudder fitted by Nautor following feedback received from previous 411 yachts. The 65 HP engine makes motor sailing or motoring home a breeze in any conditions.

The legendary S&S design combined with the highest Finnish build quality of Nautor Swan make these yachts rugged ocean wanderers, second to none. The tried and tested traditional configuration below deck, make her a very safe and comfortable passage making yacht.

“AVISTA” attracts attention and comments from discerning yachtsman wherever she is goes. She requires little or no engineering work and is very extensively equipped.

## Ownership History

Date hull completed 05-09-1977

Date launched 06-02-1978.

1<sup>st</sup> owner based in Saro, Sweden.

2<sup>nd</sup> owner was based in Bremen Germany from 05-11-1987. She was at the time called ‘REBELL’.

3<sup>rd</sup> owner based in Hamburg from 01-12-1992. At this time she was called ‘AVISTA’

4<sup>th</sup> and current owner from 18-12-1998.

## Dimensions;

LOA 12.4 m 40’6

LWL 10.2 m 33’6

Beam 3.64 m 11’9

Draft 2.3 m (laden) 7’2 light

Displacement 10,500 kg

Ballast 4,900 kg

Gross Registered Tonnage 14.64 tonnes

Mast height above water 18.83m or 61ft 8ins  
Anti foul area is 42 m<sup>2</sup>

### **Construction;**

Hull is constructed of reinforced polyester using hand lay-up method.

Stiffeners are laid up over foam cores.

The hull is moulded with an inner flange to which the deck is through bolted to an extruded Aluminium toe rail and then glassed over.

Original White gel coat with light blue stripe on deck and light blue cavity line now painted, see above.

The deck is foam-cored GRP sandwich with aluminium back-up plates under the deck fittings.

12 mm nominal thickness Teak decks glued with full depth seams.

Lead keel with Antimony attached to stub with S/S bolts with stainless steel bottom boot and trailing edge to keel.

Skeg hung rudder on stainless steel stock with three bearings.

Foam filled rudder with integral stainless steel stock.

Solid teak and teak laminate interior woodwork with hand rubbed satin varnish finish.

### **Deck**

See deck equipment below

New 2001/5 Lewmar chromed Self Tailing winches,

2 x Genoa 54s.

Reefing and main 36s.

2 x Halyard 44s.

2 x Spinnaker 48s.

All winches are engraved with "AVISTA"

One pair of double foot blocks for Genoa sheets

Lead blocks at mast collar

Various eyes and fittings for spinnaker gear and backstays

12" mooring cleats two on fore deck, two aft

Lifelines, pulpit and pushpit

Stemhead fitting in stainless steel with chain roller and tack attachment

Spinnaker and jockey pole fastenings on deck

Winch handle holders

Tinted acrylic sliding hatch in foredeck

Deck prism over head

Hinged hatch aft of mast

Openable hatches in cabin trunk

Sliding and lockable companionway hatch

### **Machinery;**

2001 Perkins Sabre M65. 3 litre 65hp 4 cylinder marine diesel engine with Borg Warner 72CR reverse reduction gearbox 1.88:1 driving a 70 Amp alternator.

Racor, primary fuel filter,

Fuel consumption 2.5 litre per hour at 1800 revs giving a range of approximately 300 miles at 6.0 knots.

1.5 inch, Duplex stainless steel shaft, ponelix cutlass bearing, renewed in 2011.

P.S.S. Deep sea seal for stern gland

3 bladed Variprop. 17 inch right hand variable pitch propeller, refurbished in 2011.

Rope stripper fitted 2011.

1.5 inch bore, salt water-cooling system, all replaced in 2003 with fire proof inlet piping.

Exhaust system completely replaced 2001.

Engine room insulation replaced 2000.

Rudder removed and all three bearings replaced 2005.



### **Spars and Rigging;**

Mast head rig with twin inline spreaders.

Keel stepped Aluminium alloy tapered mast, built by Swan and in good order, it has been additionally internally sleeved at gooseneck.

The mast was fully stripped and overhauled by Z Spars in 2000.

Two steps fitted at the top of mast.

Carbon spinnaker pole with UV cover 2009.

Aluminium jockey pole which has leather rubbing strip.

All standing rigging replaced 2010 using 1x19 S/S.

Dyform wire used for forestay and staysail.

Sta-lock terminals used throughout.

The galvanized mast step was removed and overhauled in 2005.

The rig geometry was laser checked in 2005.

Spar-tight mast wedge, fitted in 2006

Harken, No 3 Genoa furling system, 1999.

Harken, No 1 Staysail furling system 2009  
Navtec, hydraulic backstay tensioner which was factory overhauled 2005, with new SSB aerial isolators on backstay.  
Selden gas/sprung vang in 2000.  
Selden boom fitted in 2003 with triple slab reefing lines and outhaul.  
Cunningham and spectra topping lift (works as spare main halyard).  
Stripped Spectra check stays with 4-1 block & tackle.  
Most of the running rigging has been replaced with spectra.



## **Electrics;**

The complete shore based wiring system was replaced in 2006.  
Shore supply system is wired to Victron (Centaur 12v 50 ah) 110-235volt battery charger / transformer to the twin boxed battery bank with external venting. Galvanic Isolator and Polarity alarm installed to shore power supply system.  
220-240 volt Ring main system is wired to a Residual Current Device protecting 2 x 16 amp sockets and supply to Isotherm hot water system and fridge.  
240 volt 16 Amp power is also available via a Mass sine inverter.  
3 x 80 Ah Sonnenschein AGM, domestic batteries.  
1 x 110 Ah Sonnenschein AGM, engine battery.  
Battery banks can be run in parallel if required.  
All batteries were replaced in 2006.  
Studer SBM-01 battery monitor installed 2006.  
Engine driven 70 Ah alternator, through split diode and ADVERC smart battery regulator 2009.  
Spare 70 AH alternator.

Ampair Aquair 100 tow generator producing 5 Amps per hour sailing at 6 knots.  
Solara, solar panel. Wh/d 120 through regulator to charge engine battery only.  
Both Fridge and Hot water systems can be operated via shore power.  
All Navigation lights are LED.  
Red night lights are LED throughout.  
Most wiring runs are in new cable ducting 2004/5  
Lightening protection circuit renewed 2011.



### **Navigational Equipment;**

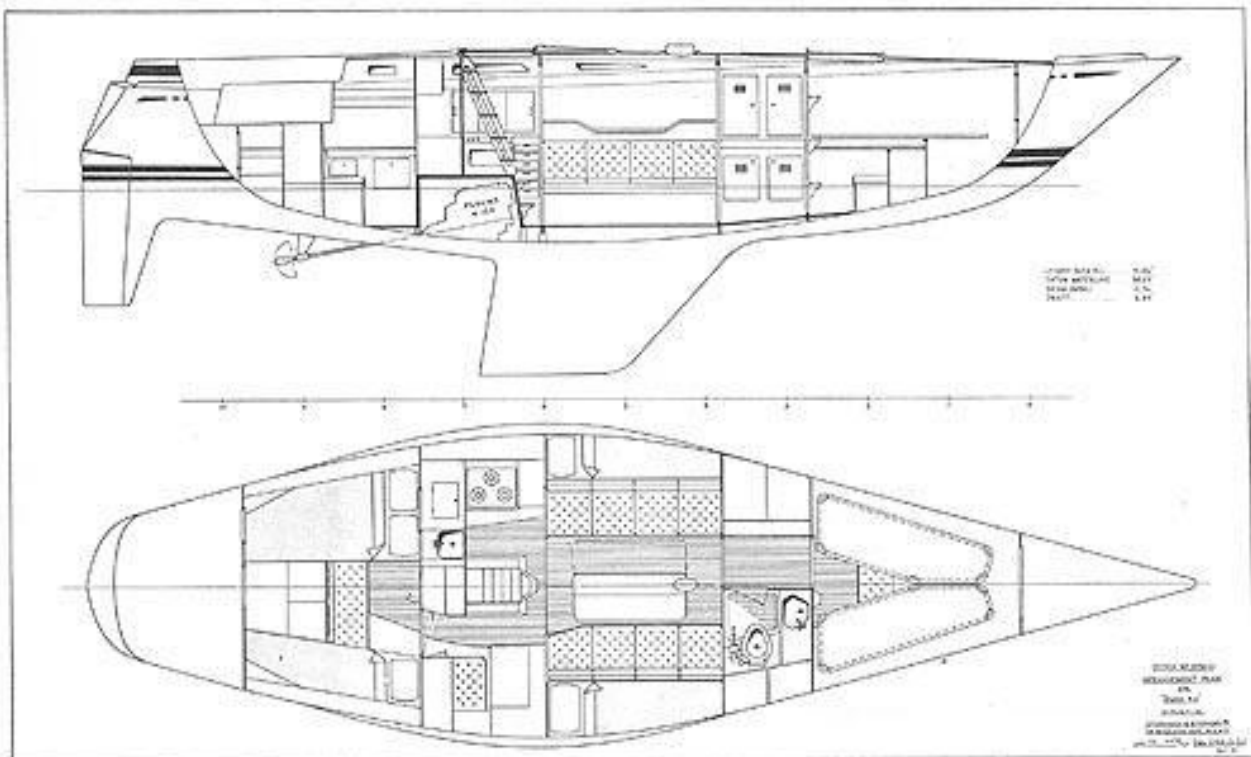
Full **B&G Network** integrated system, installed 1999 with NEMA buffer.  
WIND.  
TACK.  
DEPTH, with twin transducers and float switch.  
LOG.  
DATA with repeater at Navigation table.  
B&G Auto Pilot. 2000 with controls on binnacle.  
Furuno GPS 32, at Navigation table with Silva GPS repeater on binnacle 2009.  
Raytheon RL70C radar, 2002.  
PC based. Seapro 2000 navigation software, very comprehensive chart coverage.  
PC based. Meteoscan, software. Weather fax - Navtex - RTTY 2009.  
Silva binnacle mounted steering compass, adjusted 2011  
Sestrel hand bearing compass.

Brass clock and barometer in owner's cabin.  
Precision, hydrometer, thermometer and barometer at navigation table.  
2 x large WEMPE chromed clocks in saloon.

### Communication Equipment;

Sailor RT4801 A1 VHF with Class D. DSC operation, with external cockpit speaker.  
Sailor SC 4150, Iridium Satellite telephone. Data link software to PC. 2006.  
Icom M801E SSB Transceiver HF/ MF with Class E. DSC operation 2007.  
Icom IC-M33 hand held portable, with 12 volt wired into fixed charger, 2010.  
Nokia mobile telephone installation. GPRS and blue tooth enabled to PC.

### Accommodation



All joinery is completed in accordance with best yacht practice.  
Floorboards, teak laid veneer and holly stripes  
Topsides where visible lined with teak ribs  
Overheads with removable panelling  
Rounded corners where applicable  
Stainless chafing pieces by door sills.  
Sail bins under folding forepeak bunks  
Two lockers opposite heads  
Removable drop leaf table in saloon  
Lockers behind backrests in saloon settees  
Double berth in aft owner's cabin  
Access to steering gear

Access to lazette from aft end of double berth  
Perspex window to galley  
Chart stowage under table top in nav area  
Wash basin and shower in head  
Insulated and sheathed space for cooker  
Stainless steel sink with quick acting gate valve  
140 ltr ice box  
Racks for crockery







## Tankage;

Diesel, 120 litres S/S tank. Internal fuel gauge fitted.  
4 x 21 Litre spare plastic diesel tanks.  
Water, 250 litres in 3 separate S/S tanks.  
System cleaned and overhauled 1999.  
S/S holding tanks fitted 2009.

## Sails;

Mainsail by Quantum Parker and Kay from 2005. Tri radial cut. Pentex CL laminates with loose foot and adapted leach lines  
Genoa, cruising No 2, 135%. Tri Radial design in Dacron with foam luff by QPK in 1999.  
QPK Stay Sail 90% Cross cut in Dacron built in 2003  
Storm jib virtually unused, with "wrap around" luff by QPK  
Trysail orange and virtually unused.  
2.0 oz Bi-radial Spinnaker low use with new Squeezer 2006.  
Asymmetric Cruising Chute with Squeezer by QPK in 2008  
Sails are washed and valeted on an annual basis by QPK.  
Blue, companionway hood and new conventional main sail cover and steering pedestal covers 2002.

Blue awning at boom level, mast to stern 2011.  
New Fast Pack mainsail cover in 2004 for cruising mode (not fitted) with lazy jacks.

### **Deck Equipment;**

Bower anchor: CQR 45lb with 50 mts of 10 mm calibrated chain attached to 50m multiplait 2008.

Swan anchor clamp on bow.

Lewmar V3 S/S electric windlass with Chain Stopper new 2007.

Kedge anchor: Fortress, anchor with 10 mts of 10 mm calibrated chain and "Ankorline" reel 50 mts of 35mm flat braid line fitted to push pit.

2x 100mtrs warp with spliced hard eyes with shackles (trailing / towing).

1 mooring bridle.

Various mooring warps.

2 x Avon inflatable fenders.

Varnished teak cockpit table with padded storage cover.

Deck floodlight.

Boat hook with additional fitted buoy securing system.

Teak outboard bracket fixed to push pit.

Lewmar / Whitlock King Cobra, rod steering system with 36 and 48 inch hide covered wheel.

Hydrovane wind self steering with semi balanced and deeper rudder 2010.

Lewmar mainsheet traveller, jammers with syncro mainsheet blocks. 2002.

Spinlock 2x3 halyard rope clutch management systems. 2002.







### **Safety Equipment;**

Jotron, 45SX. 406 / 121.5 MHz EPIRB / SART. Serviced 2009  
Sea-Me, Active Radar Target Enhancer with alarm buzzer 2005.  
Type B AIS transponder, configured to Seapro navigation software. 2010.  
Second VHF / DSC aerial fitted to S/S stern antenna post.  
3 Foam Fire extinguishers serviced 2006.  
1 Halogen automatic fire extinguisher 2009 in engine compartment.  
Fire blanket in galley.  
Haztec gas alarm and two smoke alarms 2010.  
Two Whale Gusher manual bilge pumps, one internal and one external, both replaced 2004/5.  
Jonbouy MK3 one-man recovery life raft and MOB recovery system.  
Webbing jack stays with tensioners.  
12v Roaming searchlight with sockets at mast and in cockpit.  
12v Fog horn on mast with cockpit switch.  
6 x Crewsaver gas inflated 150 KN lifejackets with integral harness and lifeline, crotch straps, lights and safety knives.  
RORC, E-Pack flares.  
Emergency tiller.  
Para-Anchor, Bass Straight 18.  
Para- Drogue.

### **Domestic;**

Dessalator water-maker 60 litres per hour, running from 12 volt system.  
Isotherm calorifier pressurized hot water system.  
Pressurized water system pump replaced 2010.  
Back up manual foot pump option for hot and cold water supply.  
Manual foot salt water supply to galley sink.  
Eberspacher D 3L hot air and ventilating system, overhauled in 1998 with all ducting insulated throughout to the four vents.  
Force 10 two burner cooker with oven and automatic flame cut out 2006.  
S&S crash bar and cooks strap fitted.  
Gas system overhauled (all pipe work replaced) and Gas Safe tested, 2011.

Combi cool refrigerate icebox.  
Sorensen, brass Halogen reading lamps throughout.  
Sorensen, brass LED lights throughout accommodation.  
Some lights can show red or white light.  
Separate heads and shower compartment fitted with new Blake's Sea toilet and new plumbing 2008.  
Teak floor grating in shower compartment.  
Pioneer sound system with (6 stack CD) installed 2002 with 2 internal and 2 teak boxed external speakers.  
Grey leather internal mast jacket.  
Light blue Alcantara upholstery new in 2006 with additional light blue acrylic covers for seats.  
Anti-condensation mats under all pilot berths.  
All berths have lee-cloths.  
White vinyl headlining panels with teak battening.  
Ivory lined curtains replaced 2006. All berths have substantial blue canvas lee cloths.  
3M insulation fitted throughout behind teak battens, 2005.  
Avista was re varnished to original Swan standard, matt honey teak 2006.

**A complete inventory will be available prior to contract which will contain a list of all items to be included within the sale.**

#### **NOT INCLUDED IN SALE**

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

Draft #3 TJQ 3<sup>rd</sup> October 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.