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SWAN 46/096 MkII

Tramontana

YEAR: 1993



Designer: German Frers
Location: Alanya, Turkey
Price: Euro 275,000 to include VAT

LOA	14.36 m	47.12 ft
Displacement	14200 kg	31300 lbs
LWL	11.55 m	37.89 ft
Ballast	5200 kg	11400 lbs
Beam	4.41 m	14.47 ft
Draft	2.5 m	8.2 ft

Owners Comments

TRAMONTANA is the best equipped Swan 46 MkII on the market and in first class condition. Since delivery in 1993 she came back in 2003 from a round the world sailing trip.

Brokers comments

In 1983 the Swan 46 burst on to the world sailing scene to instant and enthusiastic acclaim. A well balanced, fast sailing yacht without the requirement for a large crew on the rail, words used by Yachting World. The 46 has won many regattas including the Swan Europeans, the World Cup in 1984, with seconds at Antigua Sailing week, Cork week – the list goes on. After eight years of production, Nautor decided to make the best even better with various “improvements” to keel and rudder as well as making a more modern interior with more layout options. Keel changes gave her added stability while reducing wetted surface area and a lower centre of gravity giving a 20% improvement in stability over the Mark I version.. The rudder is an elliptical shape giving improved directional stability, improved handling and finger-light response when tracking, even in higher wind strengths. The interior is very spacious and Tramontana benefits from the large owner’s cabin aft with a separate single guest cabin forward – making good use of the volume fore and aft.

We have yet to inspect this vessel so are unable to comment as to her condition at this stage.

Construction

GRP solid laminate hull, deck and superstructure using hand layup method, using alternative layers of mat and roving.
Structural bulkheads are marine grade waterproof plywood laminated to hull and deck
Engine beds are of GRP with steel inserts
Teak-laid decks and on coachroof and in both cockpits (original)
Teak interior finish
Lead fin keel and spade rudder

Hull

Hull colour: NP 20000 white
Stripes painted with navy blue Imron CF 166
Wind vane bracket fitted to transom
Uncolored gel coat below water line treated with epoxy primer from factory
Foam filled GRP rudder with stainless steel stock supported by two roller bearings
Cable steering with aluminium quadrant and emergency tiller
Bulb type keel is lead casting with antimony with cast-in high tensile keel bolts



Deck

Foam cored GRP sandwich

Anodised aluminium toe rail with midships hawse holes

12 inch mooring cleats fore and aft

Socket for flag pole on pushpit

Stemhead fitting of stainless steel with chain roller and double headsail tack attachment

Stowage for two gas bottles in drained lazette locker

Drained anchor well forward with recessed Lofrans Falkon 1500 anchor windlass with 50m high tensile chain

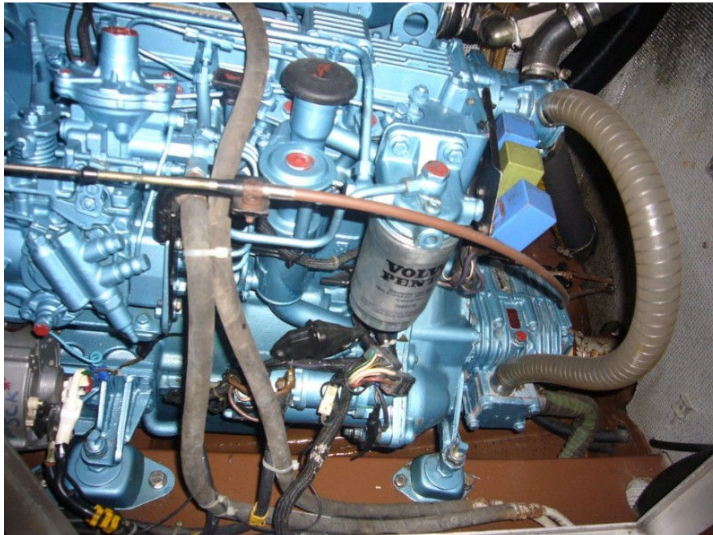
Stainless steel guards over deck dorades

Coaming stripes painted with navy blue Imron CF 166

9mm teak on side and coachroof-cockpit which is original but in good serviceable condition (owner)
Bracket on compass crash bar for instruments
Winch handle pockets
Outboard bracket on pushpit
Gate in pushpit
Gate in lifeline
Gangway fitting on aft deck
Spinnaker sheet winches 2 x Lewmar L 650 CST (in lieu of standard 56CST)
Main and Genoa sheet winches 2 x Electric Lewmar LE 650 SEST
Main sheet winches 2 x Lewmar 46 CST
Spinnaker halyard 2 x Lewmar 52 CST
Pole lift 2 x Lewmar 46 CST
Pole inboard lift Lewmar 46 CST
Genoa and Spinnaker halyard winches Lewmar 52 CST
Hinged anchor well hatch
Tinted acrylic sliding hatch to fo'c'sle
Hinged hatch to main saloon
Additional hand holds/backrests on bridge deck for additional security

Engine

Perkins Prima M60-39 KW-53 HP
Engine hours TBA
Alternator 75 Amp 24 Volt for charging service batteries
Alternator 70 Amp 12 Volt
Cool compressor for fridge and deepfreeze
Max Prop feathering propeller 3-blades
Remote control fire extinguishing system
Engine bay meets SOLAS B-15 requirements
Full set of engine controls at helm
370 ltrs fuel capacity in two stainless steel tanks with shut off valves, water separator and alarm on fuel line with returns provided. Tanks are vented to coachroof



Electrical

24 volt 320 Ah rating at 5 hour rating (430 Ah at 20 hour) traction (similar to fork lift truck) batteries in GRP box under saloon table
Shore Power 220/110V 25A/15A 220V 50HZ outlets with transformer 3KVA
Battery charger Victron Skylla 24/50 220/110V 50A
Boom light
Microwave Oven with grill
Inverter Atlas 24/220 3000W
8 Hella Turbo fans – galley, aft cabin, saloon, chart table
12v engine start battery
Interior lights over each berth, overhead dome lights with fluorescents as appropriate
Red night lights at floor level
Deck light on forward side of mast
Compass light with rheostat

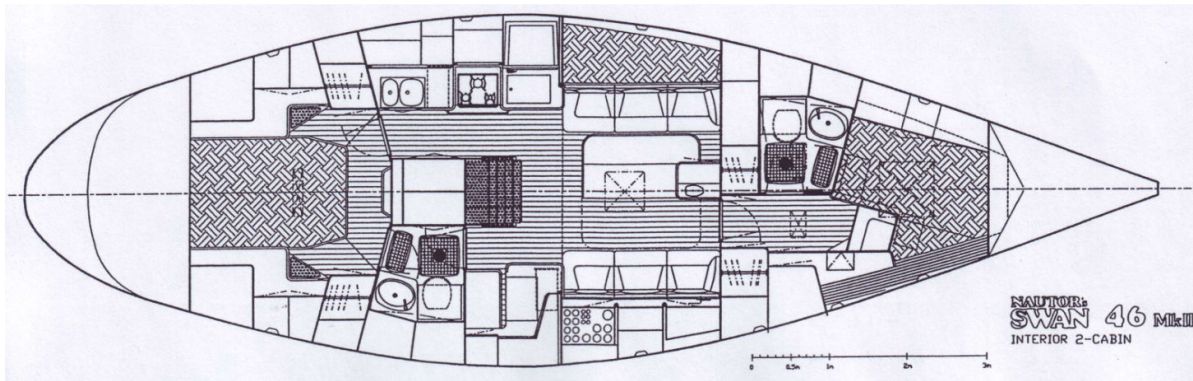
Plumbing & Ventilation

400 ltrs water capacity in four tanks with valve chest
Foot pumps for galley sinks and wash basin
Additional refrigerator and freezer system 220V 50Hz
Electric bilge pump, manual and automatic control
Deck shower, hot and cold
Deck wash sea water
Drinking water purifier
Sea water pump in galley
Electric fresh water pump foot pump in galley and toilet
Electric and foot pump for grey water in toilets
Hot water provided by either engine or shore power with a 22ltr hot water tank
Galley sinks drained via sea cock or electrical pump
Shower trays and wash basins drain to sump tanks with a hand pump outlet above waterline
Two manual bilge pumps one below and one in the cockpit
PAR manual large bowl toilets discharging to either 55 ltr holding tank or sea cock
Manual discharge for holding tank as well as deck suction line

Interior

Two sleeping cabin version
Upholstery – Leather cream white, new in 2005
Replaced pilot berth in saloon port side with bar/book shelves
Teak folding table at front of freezer
3 flame oven – stainless steel panelling around oven
Large rubbish shelf in locker port
Microwave oven in galley
Victron Atlas 24/2000 inverter for microwave
All joinery is completed in accordance with best yacht practice using first grade materials
Teak hand rubbed satin finish for all visible wood work

- Floorboards are teak laid veneers providing bilge access
- Ceramic tiling in heads
- Topsides where visible lined with teak battens
- Door sills have steel chafing plates
- Removable drop-leaf main saloon table
- Galley has two stainless steel sinks with chest of drawers for utensils, teak bread board and rubbish bin
- Front loading fridge with top loading freezer
- Racks for plates above engine space
- Dorade ventilation at transom, main companionway and forward of mast
- Exhaust ventilators in galley and heads
- Engine space has inlet in lazarette with outlet blower to bridge deck
- Battery boxes vented to outside



Note – no pilot berth port side, replaced by factory with stowage.





Navigation Instruments

Brookes & Gatehouse Hydra 330 Pack 2 including on FFD at chart table, computer unit, transducers

360 degree wind angle repeater

Boat speed repeater

Analog repeater

FFD digital repeater

Silva remote control on FFD

On chart table:

Furuno Radar 16 NM 1721,

Navtec 500,

Icom 700SSB,

Icom VHF,

Furuno GPS

Magnavox GPS,

Monitor battery control

Compass

B&G Hydra Autopilot

Red dome lights over chart table and galley



Aerial

Insulated backstay
Windex with light combination on masthead
TV antenna at mast head
Grounding cage for SSB radio and telephone, Dynaplate

Entertainment

Inverter 300 W for all entertainment equipment: TV Grundig 14Z, Sony radio,
DVD player,
CD player,
Satellite TV
Pioneer loudspeakers: 2 in aft cabin, 2 in forecabin, 2 in saloon, 2 in cockpit

Spars and Rigging

Mast is stepped on a metal mast step with moveable shoe for rake adjustment with longitudinal girders between bulkheads for chain plate tie rods
Extruded aluminium anodized oval section mast tapered and welded mast head with two spinnaker cranes and four halyard sheaves
Triple spreader rig with discontinuous Navtec Rod rigging
Navtec –17S Backstay Cylinder, -12 Boomvang, 10S Inner Forestay and –10S Babystay with system V control panel, four Gauges
Oval section boom with slab reefing with lock off cams for three reefs
Short shroud rollers on main shrouds
Reckmann mechanical furling system
Harken track for full batten mainsail
Genoa and Main halyard of low-stretch rope
Staysail halyard of low-stretch rope
Lazy jacks
2 Spinnaker poles
Spreader deck lights
Boom light
Insulated back stay
Mast bracket for radar scanner
Carbon fibre spinnaker pole stowed on mast

I =	17.70 m	58.07 ft	Fore triangle	50.4 m ²	543.0 sq.ft
J =	5.70 m	18.70 ft	Mainsail	40.4 m ²	435.2 sq.ft
P =	15.70 m	51.51 ft	150% genoa	75.7 m ²	814.5 sq.ft
E =	5.15 m	16.90 ft	Spinnaker	182 m ²	1955 sq.ft

Sails

All are North Sails
Mainsail 42.0 m² 452.1 sq.ft
150% Genoa 78.3 m² 842.5 sq.ft
Genoa III 52.2 m²
Staysail or cutter sail
Passat sail (trade wind sail)

Miscellaneous

Sprayhood over entrance

Bimini

Sail cover

Cockpit table

Cover for winches & steering wheel

CQR plough type anchor 45lbs including stainless steel clamp on stemhead

Owner's manual

Danforth and CQR 45lb anchors

Mooring lines and air fenders

Boat hook stowed in foreword cabin

Various spares as required

Safety belts for navigator and cook

Sounding rods for fuel and water tanks

Curtains for side windows and port holes

Canvas lee clothes for all bunks

Covers for upholstery

Engine spares and tool kit

6 person liferaft – may not be in date



Galley



Aft owners cabin



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 and works of art.

Draft #4 TJQ 24th November 2010. 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.