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SWAN 46.410

BALLYTRIM

YEAR: October 2005

Name to be retained



DIMENSIONS

The following are standard dimensions and may vary

LOA	14.05m	46.09
LWL	12.28m	40.29
Beam	4.27m	14.01

Draught loaded	2.3m	7.55 (standard keel)
Displacement loaded	17,700kgs	39,000lbs
Ballast	5,630	12,400lbs
Engine	Volvo Penta 53 shp with sail drive	
Fuel	344ltrs	90.8 USG
Water	500ltrs	132 USG
Hot Water	40 ltrs	10.5 USG
Holding Tanks	108 ltrs	28.5 USG
Service battery	24 volt 528 Ah (20 hour) gel cell	
Service alternator	110 A	
Starting alternator	60 A	

CE approved Category A Ocean HIN FI-SWN464101505 Registered in London 910977

DESIGNER	German Frers
LOCATION	Port Grimaud, South of France
PRICE	GBP 545,000 to include VAT

COMMENTS

The Swan 46 is the third generation Swan from German Frers and Nautor in Finland. The 46, although designed as a cruising Swan has had some success on the race course as well. A very high degree of workmanship and Nautor style internally she is also a revelation on deck. A larger cockpit, easily handled sailing systems including main sheet by helm position and non overlapping headsail all handled by electric winches. The exterior lines are very clean and Ballytrim benefits from the non standard teak on the coachroof as well as the side decks which gives her that undeniable air of quality and style.

The owners of Ballytrim are serious cruising and sometimes racing Swan owners (participating at the Swan Worlds in Porto Cervo for the last two Regattas) and this is their third Swan. She is only for sale as the owners are now looking to move to the Swan 53 – a 46 with even more space! Being seasoned owners, Ballytrim has benefited from their experience during the original build with a number of detailed changes that make all the difference.

The cockpit layout and access aft is excellent and without a main sheet track allows for very safe movement both at sea and when using the fold-down transom door. The 46, although not built in large numbers due to the hours it took the factory to build each example is still a very popular model and this is only the third example we have the pleasure of listing on the brokerage market.

HULL

The hull is of single skin construction using fibreglass reinforced isopolyester laminate with vinylester skincoat.

Multiaxial or unidirectional fibres in selected areas.

Structural bulkheads are of marine plywood laminated to hull and deck with foam strips between.

Stiffener flanges are unidirectional lay-ups over hollow cores.

Engine beds are of GRP.

Epoxy barrier coat layers sprayed on bottom, and finished with antifouling.

The keel is lead casting with antimony and carefully finished to accurate shape. Cast-in keel bolts are of high-tensile stainless steel.

The mast is stepped through the deck onto a composite mast step.

Rudder of foam filled GRP with tapered hi-tensile stainless steel stock, supported by two self-aligning bearings.

Two 1.05m stainless wheels with Elkhide cover, 1.8 turns H.O to H.O

Composite pedestals with roller bearings, brake and crash bar.

Emergency tiller stowed in lazarette.

Bronze sea cocks for all through-hull connections below waterline, finished flush and located in accessible positions.

Part of the transom folds out manually to form a platform with ladder up to deck, and providing access to the transom stowage area.

Separate bathing ladder.

Helmsman's seat and pushpit can be opened for convenient access to platform.

White hull in gelcoat NGA 9650 with blue stripes 7007

DECK



Deck is of sandwich construction, using multiaxial glass fibre reinforced, isopolyester laminate with low-density closed cell foam core, and is bonded to the hull.

High-density core under deck fittings.

Unteaked deck surfaces finished in white gelcoat.

Stainless steel chainplates,

Headstay recessed for under-deck furler.

Harken lead blocks for halyards, lifts, reefing and main sheet at mast partners.

The lines are led aft below deck to clutches in front of the halyard winches.

Main sheet led further aft both sides.

Harken aluminium jib sheet tracks and cars.

Gennaker sheet blocks each side on aft deck.

Gennaker tack line block on stem, line led aft below deck.

Attachment in cockpit for mainsheet block, tack point for staysail on foredeck.

35mm high teak toe rails.

Mooring cleats and fairleads at bow and stern.

Pulpit, pushpit and lifeline stanchions 600mm high of stainless steel. Spacing conforming to ORC requirements.

Lifeline gate port side amidships, and in pushpit.

9mm teak on coachroof

9mm teak under halyard winches

2 x Lewmar 54 CEST (Chrome electric, self tailing) electric primary winches in lieu of 54 CST

2 x Lewmar 50 CST winches with stb side being electric

Main halyard winch Lewmar 48 CEST in lieu of standard with teak frame in saloon overhead

Electric windlass can also be operated manually with standard winch handle

Bow sprit

Second anchor roller

2 x additional pad eyes in cockpit

Midships cleats with cleat guards

Deck fittings for bathing ladder in gate port and starboard side

Brackets on pedestals – radar and plotter on stb side with autopilot and FFD on port side

Removable teak seat in pulpit

Stainless steel bar in forepeak locker for sheet stowage

Removable transom mounted antennae post in white painted carbon with arms for emergency VHF and fax aerials

Mug holders on each steering pedestal

Outboard bracket on pushpit

On fore deck hinged anchor well hatch.

Lewmar Medium Profile recessed deck hatches.

Four fixed coaming windows.

Openable coaming portlights – in port aft cabin, aft head, galley and navigation area.

Two portlights from port and starboard aft cabin to cockpit.

Main companionway lockable sliding hatch of tinted acrylic with sliding drop board.

In cockpit hinged GRP hatches to lazarette, and to stowage locker with space for life raft.

Under helmsman's seat gas bottle locker port side, stowage starboard side.

Teak mounts for stowing Avon type rib either inflated or deflated with cover and or zip

bag
GRP stowage locker in cockpit coaming
Mosquito screens for deck hatches and washboard
Cockpit table
CANVAS WORK
Covers for steering wheels and instrument pedestals – Pacific blue Sunbrella
Cockpit cushions – Pacific Blue
40cmx40cm folding cushions
Sprayhood with removable side extensions Pacific Blue with cover to match
Bimini top for aft part of cockpit Pacific Blue
2 x canvas bags for lines
Cockpit table cover
Awning

INTERIOR





Teak with hand rubbed satin finish is used for the visible woodwork.

Teak and holly cabin sole boards

Teak slats on hullside in saloon, aft cabins and owners cabin

Plastic protection covers

Overhead lined with removable panelling.

Cabinets, tables, bureaux, seats, dressers etc have rounded corners.

Doors, partitions and panelling are teak-faced plywood or foam.

Self-engaging latches with bumpers to hold doors in open position. Hanging lockers are equipped with rods and hooks, and their doors are provided with louvers.

Drawers are secured with latches.

Handrails at entrance and in heads.

Companionway ladder with non-slip steps.

Upholstery:

All fixed berths have foam mattresses, the fixed berths in the owners cabin have foam mattresses over Scandi-Flex battens.

For double berths 12.5cm (5"), for single berths 7.5cm (3"), and pipe cots 5cm (2") thick mattresses.

All berths equipped with canvas lee cloths.

Interior Layout:

Owner's cabin forward, double berth with stowage underneath. Hanging lockers, Saloon with L-shaped settee and table port side, settees and navigation desk starboard side, lockers outboard. Two removable chairs.

Galley to starboard side with 3-burner stove, front loaded refrigerator and top loaded freezer/fridge.

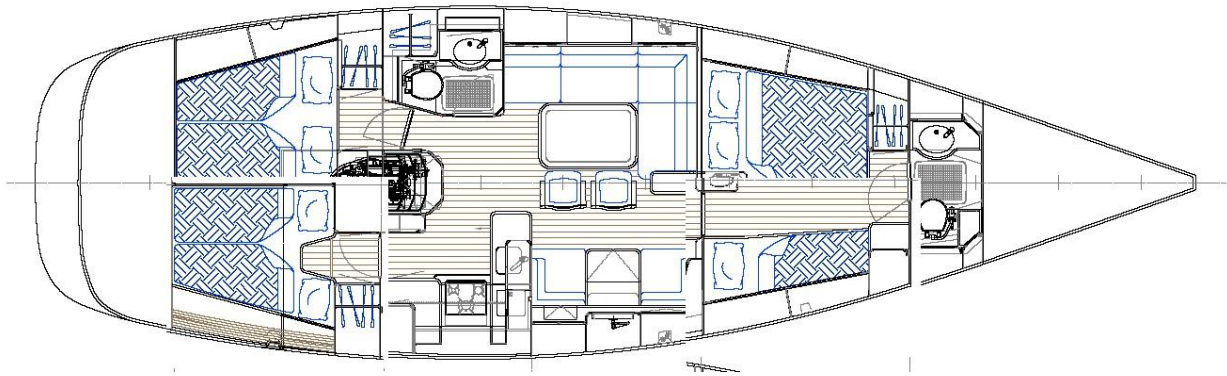
Counter tops in Corian.



Aft cabin on port side, double berth with stowage under. Large hanging locker.
Curtains for windows and ports



Crew covers for saloon and nav seats
Fitted sheets for all mattresses
Stowage for owner's porcelain crockery
Forward cabin has single berth on stb side in lieu of vanity unit
Both forward bunks have headboards
Double berth in additional stb aft cabin
Locker with bottle stowage in saloon
Additional Stainless steel handrail in saloon
Canvas cover for saloon table
Sliding doors in galley black, (not silver as standard)
Stainless plate rack in galley locker



ENGINE AND MECHANICAL

Engine space internally sound insulated, fire resistant meeting SOLAS B-15 requirements.

VOLVO PENTA D2-55 marine diesel, output 39 kW 53 SHP at 3000 rpm with Saildrive.

Wet exhaust system with fibreglass silencer, discharge at transom.

Thermostat-controlled fresh water cooling with heat exchanger on engine.

A separate heat exchanger for the consumable fresh water is included in the same circuit thus making hot water available whenever the engine is running.

Seawater intake with strainer. Discharge through exhaust system.

Fuel capacity 344 ltr (90.8 US gallons) in three stainless steel tanks with gauges.

One filler line with strainer and tank selector manifold for all tanks.

Tanks vented to deck edge.

Fuel filter/water separator with water alarm and shut off valve on feed line to engine.

Saildrive with Flex-O-Fold 3-blade folding propeller.

Maxpower VIP 150 bow thruster

PLUMBING AND VENTILATION

Water tanks of stainless steel provided with baffles, inspection cover, sounding plug and vent pipe.

Hot and cold water pressure water.

Water capacity 500 ltr (132.0 US gallons) in tanks with gauges.

The consumable water can be heated either with engine cooling water, or optionally with a heating element working on AC.

Hot water tank capacity 40 ltr (10.5 US gallons).

Galley sinks and washbasins drained through sea cock.

Washbasin and shower trays drained with electrical pumps to sea cocks.

Two manual Whale Titan 100 ltr/min (26 US gallons) bilge pumps.

One electric bilge pump.

Outlets above waterline.

Galley equipment:

Stainless steel three-burner gas stove with oven and grill, gimballed and provided with fiddles. Battery driven refrigeration unit with thermostat control for refrigerator.

60 ltr top loading fridge with thermostat to allow freezer use with stainless stowage baskets

Ventilation:

Natural ventilation in cabins with Dorade inlets.
Openable deck hatches and portholes.
Electric fans in forward and aft cabins
Exhaust blowers in galley and heads.
Hot and cold deck shower
Sea water spout in galley with foot pump
Forward head has Y valve for overboard or holding tank discharge
Raritan PHEII electric/manual toilets with salt and fresh water flushing
Webasto Blue Cool premium 30,000 BTU air conditioning with 13,000 in saloon, 6,000 in fore cabins and 4,000 in aft cabins with temperature controls in all cabins

ELECTRICAL

For lighting protection the headstay, backstay (unless used a SSB antenna), main shroud chain plates and mast step are grounded to ballast keel bolts with heavy cable.
Shore power inlet with six outlets and battery charger Mass 24/50a
Inverter Mass Sine 24/2,500 VA including transfer switch
1 x additional 240 volt outlet
Voltage stabiliser for instruments
Larger battery capacity 440 Ah at 5 hours gel cell in lieu of 242 Ah standard
The engine has its own AGM starting battery 50 Ah 12V.
Batteries located in ventilated GRP boxes.
The service batteries are charged by a 11A alternator with three step regulation on the main engine, with a 115 A alternator for the starting batteries.
12 volt watertight outlet at mast
Tricolour light at mast head
Blue led lights at floor level
Boom light with dimmer and separate switch
Dimmer for saloon lights
Berth reading lights Cantalupi (upgrade from standard)
Cantalupi Tony lights in saloon and forward cabin (upgrade from standard)

ELECTRONICS

Two SUUNTO 5" magnetic compasses, balanced for both northern and southern hemisphere, on steering pedestals.
One Quartz clock at chart table.
B and G Hydra cruise pack
FFD at nav station
213 mast head unit
Speed and depth sensors
2 x non NMEA FFD displays on either side of companionway
360 wind on stb side companionway
45 magnified on port side
3 x B and G 20/20 displays on mast
FFD display on port pedestal
Furuno NavNet VX2 1834C C-MAP colour radar and plotter

LCD flat screen at nav station
7" display mounted on stb pedestal showing radar and plotter
Furuno FAX-30 weather fax.navtex receiver
Raymarine RAY240E DSC VHF with second waterproof handset
GSM/GPRS Nokia 810 telephone at chart table connected to external antennae and computer
Sailor SC4000 Iridium marine phone
B and G Hydra 2000 pilot with fluxgate compass and hydraulic ram
Sony Radio.CD/DVD/MP3 player with B&W speakers in saloon
Sony XA-300 with outlet for Ipod
LCD screen to be used for DVD and for Furuno radar plotter
Poly Planar loudspeakers in cockpit
Emergency VHF aerial communications aerial for Nokia and Comms aerial for primary VHF
USB converter for connecting a laptop to instruments and phone at chart table
Stowage locker for buyers supplied laptop



RIG

Spars built of extruded aluminium alloy sections painted white.
Double spreader 15/16 fractioned rig with discontinuous shrouds, and 20 degree swept spreaders.
Mast of oval section, with external stemball.
Tapered and welded masthead with two Gennaker and one main halyard sheave.
One jib and one staysail halyard sheave.
Internal wiring secured to mast.
Neoprene mast boot with Dacron cover over deck partners.
Standing rigging of round Navtec rod.

C550 rigging screws with stainless covers for main shrouds.
Headstay with toggles at upper and lower end.
Boom of oval section with internal outhaul led to deck, and arranged for two single line reefs led to cockpit. Double ended main sheet led forward along boom.
Hydraulic boom vang with high-pressure return. Hydraulic tensioners for backstay legs.
Single gauge System 50 central control panel in aft cockpit.
Running rigging colour coded Spectra and polyester.
Main halyard with screw shackle, jib and Gennaker halyards, topping lift with snap shackles.
Recessed Harken jib furler with furling line led below deck to cockpit utility winch.
3 x folding mast steps
Block and cleat for burgee halyard
Antal 40 trysail track
Antal 50 mainsail track with bolt rope
Webbing straps on boom
Carbon fibre spinnaker pole
Carbon fibre jockey pole
Track and tackle on main mast
Spinnaker sheets, guys and downhaul
Deck chocks for spinnaker and jockey poles
70m of 10mm anchor chain with 3m line
10m 10mm anchor chain spliced to 50m anchor line

SAILS

North Sails

- 2005 - 3DL cruising main
 - 3DL cruising furling headsail

 - racing main
 - racing no1
 - racing no2
 - racing no 3 1/2

 - code 2 symmetrical spinnaker
 - code 2 a-symmetrical spinnaker
 - code 4 a-symmetrical spinnaker

 - storm jib
 - trysail

- 2008 - racing no4

- 2010 - code 4 symmetrical spinnaker
 - 3DL cruising main (unused)
 - 3DL cruising furling headsail (unused)

MISCELLANEOUS

Marine safe with electronic code at aft end of double berth in forward cabin
Transport cradle – to be moved at purchasers cost
Owner's Manual in English is provided with directions for use and maintenance, drawings and diagrams for main systems and handbooks for machinery and components.
Two 20 kg DELTA anchors.
Four 20 m mooring lines.
Two 10 m mooring lines.
Four air fenders.
Boat hook stowed in anchor locker.
Anchor light with cable and plug.
One aluminium LPG tank, including securing arrangements and pressure regulator
Winch handles: four 10", two of them double grip.
Bosun's chair.
Flag pole.
Avon rib with 6hp outboard engine with covers and bag
Removable "bishops crook" for flying burgee at masthead

SAFETY EQUIPMENT

Fixed fire extinguisher in engine space with release handle at companionway.
Portable extinguishers in interior, one in galley, one forward.
Fire blanket in galley.
Two jackstays of webbing for side decks, one double for cockpit.
Safety belts for navigator and cook.
Spare parts:
Plumbing spare parts
Engine spare parts including zinc anode
Electric spare parts
Engine tool kit.
2 x six person Ocean Safety liferafts
Lifebouys, Jonbouy and danbouy with light drogue and heaving line.

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 #2 TJQ 15th October 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.



