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SWAN 60.004

FIAMMA
(Name to be retained by Owner)

Launch Date: 1995



Length overall	19.12 m	62.73'
Length of hull	18.85 m	61.84'
Length of waterline	15.90 m	52.17'
Beam	5.34 m	17.52'
Draft (light)	3.0 m	9.9'

Irving and Lilley specification for Swan 60.004 page 1 of 20

19/12/2011

Draft (loaded)	3.1 m	10.2'
Displacement (light)	28500 kg	62800 lbs
Displacement (loaded)	31500 kg	69500 lbs
Ballast	11200 kg	24700 lbs
Engine: Yanmar	77 kW 105 HP	
Designer:	German Frers	
Year Launched:	1995	

Location: Cala Galera, Tuscany

PRICE Euros 1,150,000 VAT paid (reduced from Euros 1,1350,000)

FURTHER PRICE REDUCTION TO EUROS 950,000

The owner now wants her sold – now asking Euros 795,000 to include VAT

COMMENTS

Swan 60 Cruiser racer ex "Innovision" and ex "Crackerjack". Irving and Lilley sold her to the current owner and the previous owner and both owners have used her very successfully in the dual role mode of both serious cruising and racing. This example has always been well maintained by full time skippers up to two years ago. With the deep regatta keel and carbon rig and a North 3dl wardrobe, this is the perfect Swan for the Swan Maxi Class with a great regatta circuit **including a formidable Rolex Swan Cup in Porto Cervo.**

Recent Improvements

The boat has been stored in Cantiere Cala Galera each winter since 2003, and during these lay-ups there have been many improvements. The following is an outline of this work

2007:

New 60lbs CQR anchor
New 10mm anchor chain, 105m in length.
New Refrigeration pump
New Stereo hi-fi system
New DVD-DVX player
220v Polarity converter
Wave-Finder system installed, Radar interface with Man Overboard transponders, 8 personal beacons

2006:

Installation of new steering cables
Refit and service of rudder bearings
New Sealand pump for forward holding tank
New service battery bank
New turn-buckles for Cap and lower shrouds
New Flo-jet autoclave for Fresh water system

2005:

Installation of new engine and associated components Yanmar 4LHA with new exhaust

system

New Racor fuel filter system

New sea-strainers for engine, generator, refrigeration and sea-water manifold

New Watermaker installed, Idromar 120l/h

New Lofrans anchor windlass installed

New Eberspacher heating system

New North Sails mainsail, Carbon/spectra with three reefs

New North Sails Genoa, Carbon/spectra

3 x New reefing lines

2 x New Running Backstays

New Lazyjacks

New Forestay

New furling line for manual genoa furler

New Navtec rod V1 and D1

Substituted all mast cabling for new cables

New winch buttons for five electric winches

Revision of Navtec hydraulic pump

Repainted transom in Awlgrip

New sunshades/mosquito screens for all hatches

New Mattresses for all cabins

New centre cockpit bimini

2004:

New Westerbeke generator with exhaust system

New Frigoboat refrigeration compressor

2 x new Sealand pumps with new hoses for black water system in forward head

2 x new spinnaker halyards

2 x new genoa halyards

2 x gennaker tackline

New main halyard

New main service halyard

2 x new genoa sheets

2 x new Gennaker sheets

New genoa furling line

New inner forestay in PBO

New baby stay in PBO

New Bowsprit prod in Carbon

2 x new running backstays in Dyneema

New North sails Gennaker 0.75 oz. with sock

New Boat Speed instruments

New Wind speed mast head unit

New Autopilot system, Autohelm 7000

New engine battery

New S.S.B. radio by Icom

New Radar by Simrad 36 mile range

New B&G processor, Hercules 690

New Computer

2 x Mastervolt battery chargers

3 x new sun mattresses on deck
3x new sun awnings

2003:

2 x new mooring cleats on bow
B&G FFD unit installed in aft cabin
Skanti Iridium Satellite telephone installed
New main bilge pump, G&R (cap 70lt/hr)
2 x grey water pumps for forward cabins
Isotherm Hot Water heater
2 x Autoclaves for fresh water pumps
New Generator starting battery
New Navtec hoses
New gas rams to support engine access/ companionway steps

Hull & Deck

HULL

The hull is of single skin construction using glass/aramid hybrid fibre reinforced polyester laminate.

Gel coats are of weather-resistant NGA type. Topside colour is dark blue, boot top, cove stripe and coaming stripes in white. Uncoloured gel coat below waterline. Bottom treated with epoxy primer for improved blistering resistance, and antifouled.

The keel is a 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 is of foam filled GRP with tubular tapered stock of E-glass composite, supported by two self-aligning roller bearings

Dual steering gear, sheaves provided with guards to prevent jamming. Steering quadrant bolted to rudder stock. Two 1-metre destroyer type stainless wheels with Elk hide cover, 1.9 turns H.O. to H.O. Two pedestals with roller bearings. Emergency tiller stowed in lazarette.

Sea cocks for all through-hull connections below waterline, finished flush with outside and located in accessible positions. Inboard side of sea cocks fitted with stud long enough to take two hose clamps.



DECK

Cockpit cushions

Bimini tops to forward and aft cockpits

Spray hood for forward cockpit

Cockpit table for forward cockpit

Teak added to coach roof in lieu of standard GRP moulding

Winches of Lewmar Ocean Series Wavespring type

Two primary sheet winches Lewmar 900/3A - manual

Two secondary sheet winches Lewmar 66 AEST - electric

One main sheet winch Lewmar 77/3 AEST - electric

Two main sheet traveller control winches Lewmar 62 AST

One main halyard/genoa halyard winch Lewmar 54 AEST - electric

Two fore guy/pole inboard end winch Lewmar 48 AST

Two manual halyard winches Lewmar 54 AST

Lewmar 2500 electric vertical/gypsy/capstan recessed on deck, with hand held remote control

Stainless steel stem head fitting with headsail tack hooks and one anchor roller.

Stainless steel main shroud chain plates bolted to reinforced mast bulkhead.

Backstay chain plate attached to hull structure.

Additional bow roller added for cruising

Harken roller bearing deck blocks for halyards and slab reefing at mast partners

Harken aluminium genoa sheet tracks with slide rod cars and stoppers

Harken aluminium jib sheet tracks with slide rod cars and stoppers

Harken spinnaker aft guy blocks on upstands each side amidships

Harken spinnaker fore guy block on pad eye on fore deck

Harken spinnaker sheet blocks each side

Stowage position for runners near main shrouds

Harken aluminium main sheet track with recirculating ball bearing car

Pad eyes for jib/genoa outboard sheeting



Two winch handle holders on mast, two near main companionway, two in aft cockpit
Fairleads and mooring cleats at bow and stern
Pulpit, push pit and lifeline stanchions 750 mm high of stainless steel, with bases bolted through deck. Spacing conforming to ORC requirements. Lifeline gates each side amidships
Stowage for life rafts in aft cockpit lockers.
Outboard bracket on push pit
Hood for companionway hatch, Dorade boxes, lazarette, cockpit and foredeck hatches
Carbon fibre pasarelle
Teak toe rail bolted through hull/deck joint. Laid teak 9 mm thick in cockpits and on bridge deck, glued and vacuum bagged without screws

Fore deck hinged anchor well hatch. Hinged hatch Goiot 61.61 to fore cabin, lockable from inside. One hinged hatch Goiot 36.19 in each forward head, and one Goiot 36.24 in each forward cabin. Hinged hatch Goiot 61.61 in main cabin. Aluminium framed fixed side windows. Seven openable portholes Goiot 34.18 in aft cabin two hinged hatches Goiot 49.36, and two openable portholes 34.18 to aft cockpit. Main companionway lockable sliding hatch of tinted acrylic. Aft cockpit hinged GRP hatches to lazarette.
Gas locker under helmsman's seat.
Integral transom bathing platform
Deck shower – hot and cold



Interior

NOTE: New upholstery and curtains fitted May 2000

All joinery work in the living area is done in accordance with the best yacht practice, using first-grade materials. Teak with hand rubbed satin finish is used for the visible woodwork

Lockable floorboards with laid teak veneer, providing access to the bilge

Topsides where visible lined with teak battens

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 louvres

Drawers are secured with latches

Companionway ladder with non-slip steps

Roller blinds/mosquito screens recessed into large deck hatch frames

Forepeak

General stowage

Watertight collision bulkhead aft

Fo'c'sle

Two pipe cots over sail bins with additional lockers fitted for clothes storage

Guest Cabins

Upper and lower berths both sides, port side double lower berth. Hanging lockers provided



Saloon

L-shaped settee with table and chairs port side, settee and coffee table starboard with bookshelf outboard

Two new arm chairs supplied to main saloon May 2000

New upholstery fitted May 2000



Galley

Insulated and sheathed space for stove. Stainless steel sinks. Garbage container
Front loaded 240 l (8.5 ft³) refrigerator, 240 l (8.5 ft³) front loaded vegetable locker,
Top loaded 240lt (8.5 ft³) freezer
Counter tops Corian, Crockery locker and cupboards against topsides
Chest of drawers for utensils
Microwave oven, Siemens HF26040 – 220v
Seawater foot pump



Navigation Area

Provided with shelves, drawers and space for instruments and radios on angled panels
Main switchboard on engine room bulkhead
Chart stowage below headliner



Owners Cabin

Double berth port side, settee/berth starboard side. Writing desk with chair forward.
Hanging locker port side



Heads

Equipped with porcelain washbasin, mirror, telephone type shower, towel, soap and paper holder, trash bin, and lockers. White GRP lining up to washbasin level. Teak grating on floor. Separate shower compartment for Owner.

Engine & Systems ENGINE

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

Drip tray integral with engine bed

Yanmar 4LH-TE marine diesel, output 73HP at 3200 rpm / 81HP at 3300 rpm, with Hurth HSW 450 AR reverse/reduction gear 2.43:1

Wet exhaust system with fibreglass silencer, discharge through transom
Silencer provided with drain tap

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 making hot water available whenever the engine is running. Seawater intake with strainer. Discharge through exhaust system

Fuel capacity 600 l (158 US gallons), in two tanks of welded stainless steel. Separ KWA-50 fuel filter/water separator with water alarm and shut-off valve on feed line to engine and diesel generator. Tanks are vented to deck edge. One filler line for each tank

Starting battery

On starboard side in aft cockpit:

- Engine control ON/OFF
- Single lever control of throttle and gear shift
- Control light for starting and service battery charging
- Start/Stop
- Coolant temperature with alarm
- Oil pressure with alarm
- Voltmeter for starting battery
- Tachometer with hour meter and trip hour meter

Propeller shaft made of high-tensile corrosion resistant steel. Drip-free shaft seal
Shaft supported by rubber bearing at bracket. Three-bladed Max-Prop feathering propeller, diameter 590 mm plus two bladed prop for racing.
Propeller inspection window – 150mm diameter



PLUMBING

Sea water hoses of reinforced PVC tubing, fresh water hoses of nylon tubing. Fuel and water tanks of welded stainless steel provided with baffles, inspection cover, sounding plug, and vent pipe. Shower sump tanks of GRP, integral with the moulded floor liner.

Hot and cold pressure water with back-up foot pumps in galley. Water capacity 1140 litres

(301 US gallons), in four tanks with one filler line from deck terminating at valve chest under saloon floor. Tank vent pipes terminate at galley sink. Single lever mixing faucets type Oras for washbasins and galley sinks. The consumable water can be heated either with engine cooling water, or with a heating element working on AC. Hot water tank capacity 60 litres (15.8 US gallons).

Deck shower

Water maker – Sea recovery 600AQ 90 litres per hour

Sea water spout in galley with foot pump

Sinks and wash basins

Galley sinks drained through sea cock.

Washbasin and shower trays drain to sump tanks, capacity about 60 litres (16 US gallons) each. Sump tanks are emptied by electrical pumps. Back-up Whale manual pumps

Bilge pumps

Two manual Whale Titan 100 litres/min (26 US gallons), one in cockpit, one below deck

Outlets above waterline

1 x electric bilge pump with automatic control

Toilets

Vaccuflush vacuum assisted toilets using fresh water for flushing, and discharging through sea cock. Holding tank for day toilet amidships emptied by electric pump or deck suction line

Electric pump for sump pump

Sea water deck wash and sea water spout with galley foot pump

Stainless steel four-burner Force 10 gas stove with oven and grill, gimballed and provided with fiddles

Iceberg refrigeration unit with hold-over plates for refrigerator and freezer, belted from main engine. Thermostat control enabling freezer to be used as refrigerator, hold-over function is, however, lost in this case.

230v compressor for refrigerator

VENTILATION

General

Natural ventilation in cabins with Dorade box inlets. Openable deck hatches and porthole

Engine room

Air inlet with water trap, outlet with blower

Battery boxes

Ventilated to outside of boat

ELECTRICAL

24 V DC system with insulated return. Wires are sized to minimise voltage drop

230 V AC is a three-wire system

For lightning protection the head stay, backstay (unless used as SSB antenna), main shroud chain plates and mast step are grounded to ballast keel bolts with heavy cable

One battery set 400 Ah, 5 hour rating (482 Ah 20 h rating), 24 V traction type for general service. The engine and diesel generator have their own starting battery sets, 135 Ah 12 V, respective 90 Ah 12 V. All battery sets are located in ventilated GRP boxes.

12 V 12 Amp outlets at chart table, in galley and heads

Interior:

One berth light over each berth, halogen dome lights overhead, with dimmer for the saloon area

Red dome lights over galley and chart table

Flexible chart light

Red night lights at floor level in main cabin and navigation area

Eberspacher D7W electric/diesel heater to all cabins

Outside:

Downward floodlight on forward side of mast, and spreader lights

Compass light with rheostat

Navigation lights:

Combined red and green side lights on pulpit

White stern light on push pit

White bow light on forward side of mast

The service batteries are charged by a 110 A alternator on the main engine or by a 70 A battery charger with automatic regulation. The starting batteries are charged by an 80 A alternator on the main engine, and a 50 A alternator on the generator engine.

The AC system can be fed either by a Panda 8 diesel generator with sound shield, or a 230 V 75 A shore power inlet provided with polarity alarm, main switch, and land connecting cable. Outlets provided with earth fault protection.

120,000 BTU marine air conditioning with outlet to galley

Inverter, Mass 24/2500W



DC main panel

Located near the navigator's space

Switches of trip-free circuit type

V- and A-meters of digital type

Main switch and fuses located in locker near switchboard

Switches for interior and navigation lights

Fuel tank level gauge

Water tank level gauge

Cockpit panel

Main engine controls as per section 4.7. Switches for mast flood light, compass light, spreader lights

Diesel generator panel

Generator control panel with oil pressure, coolant temperature, hour and V-meter

Galley panel

Thermometers for refrigerator and freezer

LPG shut-off valve remote control

AC main panel

Switches of trip-free circuit type, V-meter, frequency meter, A-meter, all of digital type

Flush mounting B&G instruments in aft part of forward cockpit coaming

B&G Hercules 690 Basic Pack 1, including computer unit, performance processor, one FFD, speed, depth and wind sensors

Instrumentation

INSTRUMENTATION

FFD repeaters in aft cabin and cockpit 360° wind angle, analogue, centreline of cockpit coaming

Super Halcyon 3 Compass

Sonic speed with change-over switch

Marine receiver, Sailor R2122, connected to Delta 200S antenna

Computer, Apple Power Macintosh 6100AV

Autopilot, Autohelm, 7000 hydraulic

GPS, Philips AP MkVI, antenna on push pit

GPS, Philips PBR 1000 DGPS, connected to Delta 200S antenna

Radar, Furuno 1831, interfaced to B&G and GPS

Grounding cage for SSB

Questus mount for radar antenna on a Fredriksen spinnaker pole car on mast, stowage under berth in starboard guest cabin

Active antenna, Delta 200S for VHF, Marine receiver, GSM, radio

Additional DGPS amplifier for Delta 200S

Two SUUNTO 5" magnetic compasses on steering pedestals

Hydraulic autopilot Autohelm 7000 driving on steering quadrant with control panel in cockpit

One Quartz clock at chart table

New Hi Fi DVD and flat screen TV system added May 2000

New computer, chart plotting system added May 2000



Mast & Rigging

MAST/RIGGING

Sparcraft carbon mast, main boom and spinnaker poles
Hydraulic mast jack
Reckmann furling head stay RF2000/48 40, L27m
Normal forestay with tuff-luff profile for racing
Split back stay due to bathing platform, N22 cylinders
Navtec hydraulic System VI, in-deck horizontal panel, four functions, 2-speed auto shift pump for backstay, boom vang, outhaul and baby stay, single gauge instead of standard
Quick release valve for boom vang, one piece
Outhaul cylinder in boom
Baby stay hydraulic cylinder
Boom vang and backstay cylinders
Triple spreader masthead rig with discontinuous shrouds – Carbon fibre.

IG = 25.70 m 84.32 ft. Fore triangle 92.5 m² 995.8 sq.ft

J = 7.20 m 23.62 ft. Main sail 83.4 m² 897.4 sq.ft

P = 23.00 m 75.46 ft. 150% genoa 138.8 m² 1494.0 sq.ft

E = 7.25 m 23.79 ft. Spinnaker 333.0 m² 3585.0 sq.ft

Internal wiring, shielded in PVC tube secured to mast
Spinnaker gooseneck track on forward side with tackles for car control
One toggle pin each side for jockey pole
Neoprene mast boot with Dacron cover over deck partners

Sails

Complete set of North racing sails – 2001
Grand Prix 3DL mainsail with one reef
Grand Prix 3DL medium No 1
Grand Prix 3DL heavy No 1
Grand Prix 3DL No 3
Code 2 Spinnaker
Code 3 Spinnaker
Code 5 Spinnaker
Complete set of cruising sails – 2000
Spectra full batten cruising mainsail with 3 deep reefs
135% Spectra furling genoa
Spectra staysail
Gennaker
Mainsail full batten, 3 reefs, Spectra – New May 1995
Mainsail, 4 battens, no reef, 3DL Grand Prix – New September 1996
Mainsail, 5 battens, no reef, 3DL Grand Prix – New July 1998
Trysail, Dacron – New May 1995
Genoa No 2 furling, 135% Spectra – New May 1995
Storm job, Dacron – New May 1995
Genoa No 1, light/medium, 150% 3DL Grand Prix – May 1998
Genoa No 1, medium/heavy, 150% 3DL Grand Prix – September 1996
Genoa No 1, medium/heavy, 150% 3DL Grand Prix – July 1998
Genoa No 2, 138% 3DL Grand Prix – July 1998
Spinnaker D-cut light AP, 0.5oz, white, logo – May 1998
Spinnaker D-cut runner, 0.9oz white, logo – May 1995
Spinnaker gradient runner, 0.75oz, white, logo – July 1998
Spinnaker D-cut reach, 0.75oz, red, no logo – September 1996
Spinnaker gradient heavy AP, 1.5oz, yellow – March 1997
Spicon

General Equipment

Owner's Manual is provided with directions for use and maintenance, drawings and diagrams for main systems and handbooks for machinery and components.

One 60 lbs CQR anchor on stem head, with forepeak stowage
10 m 10 mm (3/8") high-tensile chain
Four mooring lines 15 m each, diameter 20 mm
Four mooring lines 25 m each, diameter 20 mm
Six air fenders with lines
One boat hook stowed below
Anchor light with cable and plug
Stowage for Danforth anchor in lazarette
Two 6 kg aluminium LPG tanks, including securing arrangements, and pressure regulator
Two snatch blocks for reefing
Winch handles: four 10", six 10" double grip
Two pairs of roller fairleads with stoppers for genoa, one pair with stoppers for jib
Bosun's chair
Two tackles with cam cleats for holding runners in stowed position

Two spreader blocks
Four removable cleat guards
Flag pole
Spray hood for main companionway
For pipe cots 3 cm (1 1/4") thick mattresses, for hard bottom berths canvas leeboards and 12.5 cm (5") thick mattresses
Textile covers with Velcro zippers
Curtains for side windows and portholes (New May 2000)
Total flooding fire extinguishing system for engine and generator space with remote control
Two portable extinguishers in interior. Fire blanket in galley
Two jackstays of webbing
Safety belts for navigator and cook
Plumbing spare parts
Engine and generator spare parts
Electric spare parts
One wooden cleat
Engine and generator tool kit
Sounding rods for fuel and water tanks
Sony stereo/CD player
Pioneer speakers in Saloon and aft cabins
Sony loudspeakers in cockpit
Burglar alarm – infra-red detector in saloon
Fire extinguisher – powder – 2Kg each

Navigation Area

Provided with shelves, drawers and space for instruments and radios on angled panels
Main switchboard on engine room bulkhead
Chart stowage below headliner

Owners Cabin

Double berth port side, settee/berth starboard side. Writing desk with chair forward.
Hanging locker port side

Heads

Equipped with porcelain washbasin, mirror, telephone type shower, towel, soap and paper holder, trash bin, and lockers. White GRP lining up to washbasin level. Teak grating on floor. Separate shower compartment for Owner

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 #3 TJQ 6th November 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.



