

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 82RS.007

CLEVELANDER

YEAR: 2004



Price: USD 4,750,000 VAT paid status

Location: Porto Roz, Slovenia

Measurements

LOA:81.66 ft	24.89m
Ballast:31500 lb	14,300 kgs
Displacement:83800 lb	38,000 kgs approx

Power

Engine Make: Cummins

Engine Model: 6BT5.9

Dimensions

Length at Waterline: 69.75 ft 21.26m

Beam: 19.22 ft 5.86m

Max Draft: 4.02m

BROKERS COMMENTS

We have now inspected this Swan and can confirm she is presented in superb condition.

The Swan 82 Raised Saloon is a performance cruising yacht offering an Owner unrivalled sailing performance coupled with spacious and refined accommodation for both the Owner and guests together with realistic two crew handling if required.

Clevelander has the following important additions to make her simply one of the fastest and simple to sail performance cruising yachts afloat today

Carbon mast with rod rigging.

Deep fin keel for improved upwind performance whilst still allowing access to smaller harbours and anchorages

Leisure furl boom with captive main halyard and captive main sheet

2010 lightweight carbon tender with 40hp outboard with carbon stowage on foredeck

2010 new North Spectra mainsail, headsail and staysail

Hydraulic bow thruster

Electric blinds for saloon windows

2010 Awl grip flag blue hull paint

New upholstery throughout the boat excluding mattresses

Beautiful custom light teak interior with white accent

Bespoke light fittings

Clevelander also has a very good layout, ideally suited to charter if required, and she is currently fully MCA coded. She currently has a Sauna fitted in lieu of additional guest cabin which the Owner is looking to change this winter to give Clevelander the option of three guest cabins plus the Owner and separate crew accommodation forward.

Having inspected the vessel in September 2011, we can confirm she is presented in exceptional condition and viewing is very highly recommended.

HULL

Solid single skin fiberglass construction using a glass/aramid hybrid fibre reinforced vinylester laminate with local carbon fibre reinforcements. A large proportion of the fibres are unidirectional giving a stiff laminate with excellent strength and fatigue properties.

Structural bulkheads are of Nomex honeycomb cored carbon fibre epoxy prepreg construction and laminated to the hull and deck

Stiffener flanges are unidirectional carbon layups over foam cores

Engine beds are of GRP with steel inserts

Underwater lights in stern
Awlgrip flag blue (2010)

TRANSOM

Hydraulically operated fold down transom forms a swim platform and gives access to the lazarette

Watertight bulkhead separates interior from transom

Room in the lazarette for a folded inflatable and outboard engine

Separate locker for LPG tank in locker on foredeck with stowage for four tanks

Hot and cold pressure water deck shower

KEEL

"L" shaped keel with lead with antimony ballast bulb attached to a steel fin
High tensile, stainless steel bolts

RUDDER

Foam filled carbon fibre and epoxy skins with tubular carbon fibre stock, supported by two self aligning roller bearings

Weed deflector in front of rudder

STEERING

Dual steering gear

Sheaves provided with guards to prevent jamming

Lightweight aluminum steering quadrant bolted to rudder stock

2 x 47" destroyer type composite wheels with 4.0 turns HO to HO

Pedestals with roller bearings and friction break

Emergency tiller stored in lazarette

THROUGH HULL FITTINGS

Bronze seacocks for all through hull connections below the waterline, closing flush with the outside and located in accessible positions, serviced (2010)

DECK

Main deck is of carbon fibre pre-preg sandwich construction with Nomex honeycomb core and glued to the hull

High density core under deck fittings

Coach roof, deckhouse and cockpits of glassfibre reinforced vinylester with low density foam core



WOODWORK ON DECK

Laid teak 9mm nominal thickness on side and bridge deck, deckhouse top and cockpit soles and seats, glued and vacuum bagged without screws
Low toe rail inside composite bulwark
65mm wider teak planks in lieu of standard – deck lightly sanded in 2010.

WINCHES

2 x Harken 1111.3 STAE electric 3 speed, aluminum anodised drum primary winches at cockpit with carbon top
2 x Harken 980.3 STAE electric 3 speed, aluminum anodised drum secondary winches at cockpit
2 x Harken 980.3 STAE electric 3 speed, aluminum anodised drum utility winches at mast
Each Harken winch has two foot switches on deck for two speeds
1 x Joy stick controlled Rondal hydraulic captive winch for mainsheet in lazarette
Recessed hydraulic windlass , Lewmar 3000 with chain gypsy and rode capstan. Hand held remote control
Sanguineti 2000W 24 volt recessing capstan drum at bow with each direction remote control foot switches, serviced (2010)



CHAIN PLATES

Carbon fibre chain plates bonded to the hull and to reinforced structural bulkhead. Recessed stainless steel chain plates for backstay and headstay bonded to hull structure.

FITTINGS FOR RUNNING RIGGING

Harken deck blocks with custom finish to match matt finish deck stainless
Roller bearing lead blocks for halyards at mast partners
Stainless steel jib sheet tracks with Harken cars

Irving and Lilley specification for Swan 82.007 page 5 of 20

19/12/2011

Foot blocks for jib sheets
Outboard sheet points
Fittings for gennecker and trysail sheets and runner blocks
Main sheet deck lead
Screw in fittings for MPS tack block on stemhead which is also used for locking the anchor arm in working position

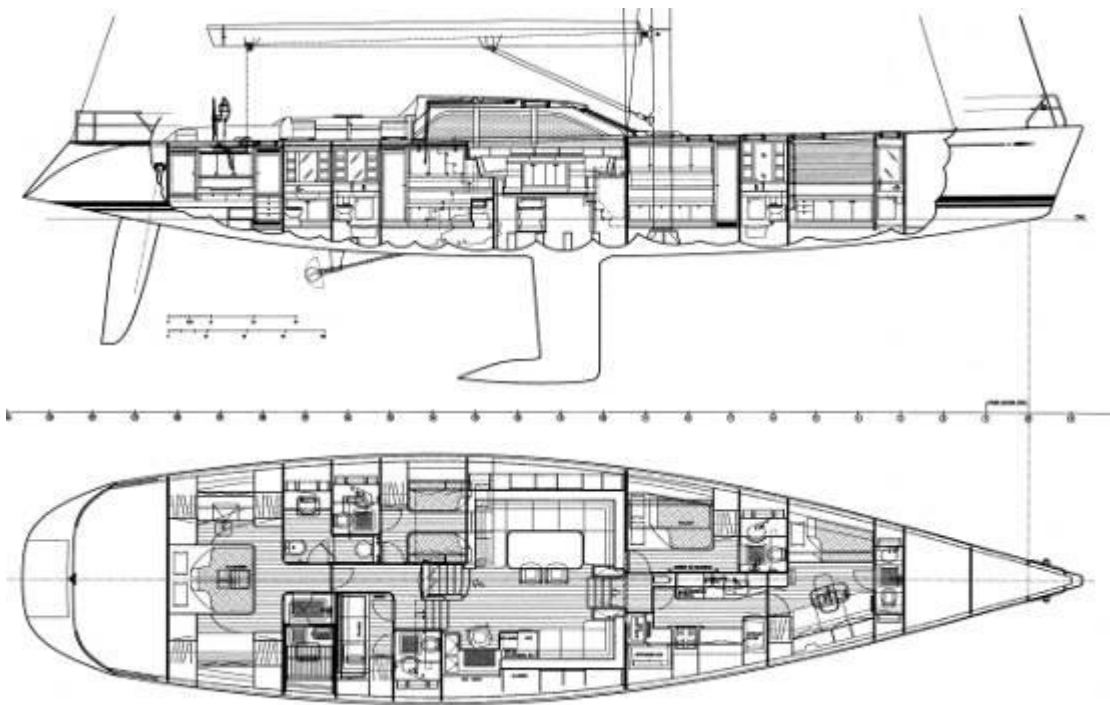
OTHER DECK FITTINGS

4 x pair pop up mooring fairleads, fwd, mid and aft
3 x pair recessed mooring cleats, fwd mid and aft
Stainless steel bow rail, open stern rail and stanchions 740mm high
Above conform to ORC spacing requirements and finished in matt not polished stainless
1 x 19 stainless steel lifelines
Lifeline gates port and starboard mid ships
Socket for flag pole on stern rail
Stowage for 2 x 8 man life raft serviced annually for MCA requirement
5 x Spinlock clutches on deck at mast base
2 x fold up seats on pushpit

HATCHES AND WINDOWS

Hinged hatch on foredeck at bow to deck stowage and anchor windlass
Additional deck prisms
Flush fitting sail hatch and openable deck hatches of composite construction
Goiot opening ports with new Plexiglass (2010)
Raised saloon deck house fixed windows of tinted glass
Main companionway lockable sliding hatch of tinted acrylic with sliding drop board
2 x hinged GRP/teak hatches to lazarette
Additional hatch over Owners cabin in cockpit floor

INTERIOR





GENERAL ARRANGEMENT

Clevelander has a custom interior finish.

The Nautor teak has been treated with a white tint to give a "limed" teak finish which gives the interior a very light and bright feel. The quality and finish is quite superb and in incredible condition which really shows the quality of the Nautor craftsmanship.

All joinery work is done in accordance with the best yacht practice using first grade materials.

The grain of the teak veneer on the furniture and on the floor boards has been filled with white tint and then the teak is finished with a hand rubbed satin finish.

The teak laid floorboards are foam cored for lightness and provide access to the bilges and engine room via sound proofing membrane.

Hull topsides, where visible, are lined with teak battens in crew mess and white painted panels in guest accommodation. Overheads and inside of raised saloon coachroof coamings lined with removable panelling covered in an off white material.

All hatches have roller blinds and mosquito screens.

All the interior furniture, where possible has rounded corners. Doors, partitions and panelling are cored where possible to save weight and increase sound proofing. Self engaging latches with bumpers are fitted to hold doors in open position. Drawers are secured with latches. The doors are also fitted with sliding panels which seal the gap at the bottom of the door when in closed position to improve air conditioning efficiency.

CREW QUARTERS

Crew head and shower in the bow.

Aft of the crew head are two crew bunk beds on the port side.

The crew mess with settee and table is to starboard with lockers and hanging locker outboard and aft.

GALLEY

Located on stb forward side and aft of the crew area.

Appliances are generally outboard with large volumes of storage space.

Double stainless steel sinks inboard with more storage.

Alpes Inox 4 burner propane stove with oven

Alpes Inox extractor fan with light

Miele 720 microwave

Miele G 643 SCVI dish washer

2 x front loading refrigerators powered via 230volt AC
Top loading freezer with custom stainless steel baskets
Washer and dryer
Corian white counter tops
Espresso machine
Icemaker (2010)
Coffee maker



GUEST/CAPTAIN'S CABIN

Located opposite the galley and accessed from the forward end of the main saloon.
Ensuite head and shower forward. Double bed with hanging locker.
Drawers under bed
Single pullman berth above

MAIN SALOON

Incredibly light and spacious with almost a 270 degree visibility of the horizon from the main saloon looking out through the raised saloon windows. Large "U" shaped dinette to port with wrap around settee outboard and two single chairs inboard. Opposite to starboard is a settee followed aft by the ice maker/bar area and then the navigation station. Up steps midships to deck level or down steps offset to starboard to the guest accommodations.



STARBOARD GUEST/KIDS CABIN

Located at the base of the stairs to the main saloon.

Ensuite or day head and shower forward.

Single pullman style bunk with settee under.

Hanging locker.

Note – the Owner is looking to modify the Sauna to extend this cabin to a full guest cabin with possibly a double bed arrangement.

VIP PORT GUEST CABIN

Located aft of the main saloon.

Ensuite head and shower aft.

Two single beds.

Hanging locker, storage lockers above and drawers under bed



MASTER CABIN

Located in the stern of the yacht.

Ensuite head with bidet on the port side forward.

Stall shower opposite the head on stb side providing access to Sauna-storage area.

Outboard of the stall shower, and accessed via the stall shower, is a full sauna, cedar lined and with cedar seating.

Vanity "desk" with seat to port and settee to starboard.

Four hanging lockers and ample other storage.



ENGINE AND HYDRAULICS

Cummins 6BT5.9-M 6 cylinder marine diesel (approx 3,700hrs September 2011) rated at 220 HP @ 2200 rpm

Engine controls on starboard side

Foot operated bow thruster controls

ZF Marine ZF63A reverse, reduction gear, ratio 2.68:1

Two stage super silencing system with with fibreglass silencer and gas and water separators for main engine and diesel generator
Cooling water is discharged below the waterline and exhaust gases discharged near the transom
Separate heat exchanger off the engine for consumable hot water system
3 x stainless steel fuel tanks with total capacity of 534 US gallons
Deck fuel fillers port and starboard
Fuel manifold with fuel return line for each tank
Dual Separ SWK2000/5UK fuel filter and water separator with water in fuel line alarm
Single Separ SWK 2000/5UK for diesel generator
Fuel tanks are vented to deck edge
Propellor shaft made of high tensile corrosion resistant steel with flexible shaft coupling
Shaft supported by rubber bearing at stern tube and strut
Max prop three blade feathering propellor
Shaft bearings and Maxprop serviced (2010)



Captive main halyard winch in engine room and fuel valve chest

HYDRAULICS

Rexroth 24 volt power pack – 2 x DC motor system in engine room stb side
PTO off generator
Twin Navtec backstay cylinders
Navtec boom vang with in and out control buttons at pedestal
Navtec inner forestay adjuster with cylinder under deck
Navtec jib halyard cylinder operated via the Navtec panel for manual adjustment in the cockpit
Navtec three function single-gauge system 50 central control panel with two speed pump

for backstay, jib halyard and inner forestay
Separate System 50 panel for boom vang
Hydraulic mast jack with spacer and removable manual pump
Single purchase hydraulic mainsheet adjustment with manual back-up
Recessed Reckmann hydraulic headsail furler RF90-3
Lewmar 3000 hydraulic anchor windlass with remote control at the bow
Hydraulic Max Power bow thruster with joy stick controls at starboard pedestal

PLUMBING GENERAL

Sea water hoses of reinforced PVC tubing, fresh water hoses of nylon and copper tubing
Fuel and water tanks are of welded stainless steel and provided with baffles, inspection covers, sounding plug and vent pipes
Separate shower sump tanks

FRESHWATER SYSTEM

Pressurized and heated water supplied via one stainless steel tank of 1000 ltrs
Tank filler line from deck
Water tank level gauge
Tank vent pipe terminates at galley
Deck shower port side aft
Oras single lever mixing faucets for washbasins, galley sinks and showers
The consumable water can be heated either with engine cooling water or with a heating element working on AC
AC driven Sea Recovery Aqua Whisper 1200-2 water maker producing approx 1200 US gallons a day

SEA WATER SYSTEM

Electric deck wash/fire pump 13 US gallons per minute with fore and aft deck connections
Electric sea water spout in galley

DRAINAGE SYSTEM

Galley sinks drain through sea cocks
Wash basins and showers drain to sump
Sump tanks are emptied by electrical and manual Whale pump
5 x bilge pumps
2 x manual Whale Titan pumps
Chain locker/forepeak manual pump
Tecma fresh water flushing heads discharging to holding tanks

VENTILATION

Forced ventilation into cabins with timer
Extractor blowers from galley
Engine room air extractors using 2 PAR blowers with thermostatic controls
Battery boxes ventilated
Additional extractor in saloon for electronics and charges/inverters

HEATING

Eberspacher heating system integrated with air conditioning water circulation system

AIR CONDITIONING

Condaria 12002, reverse cycle servicing all cabins

ELECTRICAL

General

24 volt DC system with insulated return

Wires sized to minimise voltage drop

230 volt AC three wire system

DC SYSTEM

24 volt, 1200 Ah house battery capacity

24 volt, 135 Ah engine starting battery

12 volt, 135 Ah generator starting battery

Separate radio battery

Batteries located in ventilated GRP boxes

Main engine battery parallel switch

Voltage stabiliser for sensitive electronics and lights

Navigation lights replaced with LED Lopolight (2010)

AC SYSTEM

Fed via either the generator, shore power cord or inverter

Earth fault protection switch for all AC power sources

Northern Lights 16KW generator (approx 9,400hrs at at September 2011) with sound shield producing 230 volts at 50hz

230 volt, 50 amp and 110 volt, 50 amp shore power via a 6kVA transformer

AC polarity alarm at each shore power inlet

House batteries charged via 140 amp alternator on the main engine or via 2 battery chargers each with automatic regulation

2 x Mastervolt 2,500 watt Inverters

Main engine start batteries are charged via a 55 amp hour alternator on the main engine

Generator start battery is charged via a 35 amp hour alternator off the generator engine and DC back up system fitted by current skipper.



NAVIGATION AND COMMUNICATIONS ELECTRONICS

2 x Suunto compasses, 1 at each helm
B&G instruments
2 x 360 degree wind direction
2 x 45 degree magnified wind direction
1 x rudder angle indicator on pilot display
7 x Hercules 2000 displays
4 x 20/20 displays on mast
2 x 20/20 displays in cockpit
2 x Hercules autopilots
Raytheon Raynav RN300E GPS at navigation station with antenna on lower spreaders
WAAS NMEA antenna on stern rail
Raytheon RL80 CRC radar at navigation station
Standard GX5500 VHF at navigation station with additional handset in cockpit
2 x Icom hand held VHF's with charging station
Furuno FS 1570, 150 watt, SSB with HF DSC distress alert
Furuno NX300 Navtex receiver
Panasonic PABX system
"Mini M" phone with data capability
Dell Opti PC (2010)
HP printer/fax
WIFI antenna

MAST AND RIGGING

Mast removed from the boat and rigging checked (2010) including dye testing the standing rigging
Offshore Spars Carbon fractional rig
Standard modulus carbon
4 x sets of 18 degree aft swept spreaders
External track for full batten mainsail
Antal trysail track
Stainless steel rod standing rigging
Kevlar removable inner forestay to be used for staysail or storm jib
Leisure furl by Marten Marine hydraulic furling boom
Reckman RF90-3 N60 hydraulic furling headsail with twin groove foil
In and out foot switches for roller furler conveniently located next to the jib sheet winches
Single headsail halyard on centerline
Double spinnaker wing halyards (2010)
Staysail halyard (2010)
Mainsail halyard (2010)
Preventer
Checkstays (2010)
Vectran and Spectra sheets for headsail, spinnaker and mainsail (2010)



SAILS

All North

Carbon Spectra inboom furling mainsail with full battens (2010)

Carbon Spectra roller furling jib (2010)

Carbon Spectra staysail (2010)

Asymmetrical, 400sq m, 1.5oz spinnaker (2004) with snuffer

Storm trisail (2004)

Storm jib/staysail (2004)

EQUIPMENT

14' Pure carbon 4.5m RIB (2010)

40hp Yamaha outboard with tiller steering and electric start (2010)

Bose Lifestyle entertainment system with 2 zones

Samsung LED TV screen on "pop up" lift in main saloon

Sharp TV folds down from the headliner in the aft cabin

Bose 321 system in the aft cabin

FM and CD player in each sleeping cabin (not day office/kids cabin)

2 x 8 man Zodiac MCA approved life rafts (2009)

15 x automatically inflatable life jackets

Fixed fire system in the engine room with ventilation and fuel shut-offs operated from the companionway

2 x 406 EPIRBS ACR global fix and McMurdo E3

Irving and Lilley specification for Swan 82.007 page 16 of 20

19/12/2011

2 x 406 EPIRB Personal Locator Beacons (PLBs)
Dry powder fire extinguishers in each cabin
2 x inflatable danbouys
2 x liferings with throw line
1 x 64kgs CQR anchor on hinging carbon fibre, under deck, folding arm
Second bow fitting for anchor on bow
110m, 12mm chain (2010)
1 x Danforth anchor
100m, 24mm plaited nylon rope
Selection of mooring lines
Air fenders
Multiplex, carbon fibre, 3.2m folding gangway with bridle that stows in a bag
Boarding ladder
Swimming ladder
Sunbrella covers for cockpit table, wheels and pedestal, main saloon table and settees
2 x sun awnings, one new 2010.
Cockpit cushions (2010)
Dodger over companionway
Most pumps rebuilt (2010)
Central vacuum system with two suction points below deck
Aqua Signal fog horn on mast
Remote control for swim platform to allow for operation off the boat
All interior soft furnishings except mattresses replaced in 2010.
Crew covers for saloon upholstery
Safe
Comprehensive list of spares – inventory available on request from skipper.







Custom carbon tender





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 13th October 2010. Not confirmed by skipper.

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.