

# NAUTOR SWAN 61

DE VALK
YACHT BROKERS

BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT

# NAUTOR SWAN 61

## KOMMENTARE DES MAKLERS

The Nautor Swan 61 was built by Oy Nautor AB in Finland in the Mid/Late 80's, when the Best Swans were made. This impressive yacht was designed by Germán Frers as a blue water cruiser and handles all ocean conditions with absolute comfort and ease. This Swan 61 has a large owner's cabin, 2 cabins in bow with bunks and lots of features: Code-0 with a furler, 4 electric winches, radar, chart plotter, AIS, autopilot, water maker, freezer, icemaker, heater, Airco, generator, bow truster, overhauled engine. Now located next to our office in Sint Annaland, so available for your visit 7 days a week.

***Jan-Ward van Dantzig***

## TECHNISCHE DATEN

| | | | |
|---|---|---|---|
| **Maße** | 18.44 x 5.00 x 3.10 (m) | **Werft** | OY Nautor AB |
| **Baujahr** | 1987 | **Kabinen** | 4 |
| **Material** | GFK | **Kojen** | 10 |
| **Motor(en)** | 1 x Volvo Penta TAMD 41A diesel | **PS/kW** | 143.00 (PS), 105.25 (kW) |
| **Angebotspreis** | verkauft (MwSt. ) | **Liegeplatz** | beim Verkaufsburo |

## KONTAKT

| | | | |
|---|---|---|---|
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| | NL | | |

## HAFTUNGSAUSSCHLUSS

Diese Angaben erfolgen nach bestem Wissen, können jedoch nicht garantiert werden.

# NAUTOR SWAN 61

## ALLGEMEIN

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| **Modell** | NAUTOR SWAN 61 |
| **Typ** | Segelyacht |
| **Rumpflänge (m)** | 18,44 |
| **Wasserlinienlänge (m)** | 14,68 |
| **Breite (m)** | 5,00 |
| **Tiefgang (m)** | 3,10 |
| **Durchfahrtshöhe (m)** | 27,00 |
| **Stehhöhe (m)** | 2,00 |
| **Baujahr** | 1987 |
| **Werft** | OY Nautor AB |
| **Land** | Finnland |
| **Entwerfer** | German Frers |
| **Gewicht (t)** | 28 |
| **Ballast (Ton)** | Blei 9,2 |
| **CE Norm** | NA |
| **Rumpfmaterial** | GFK |
| **Rumpffarbe** | Weiß Painted in 2005 |
| **Rumpfform** | Rundspant (foam core sandwich) |
| **Art Kiel** | Flossen Kiel |
| **Material Aufbauten** | GFK Painted in 2005 |
| **Stossliste** | Aluminium |
| **Deckmaterial** | GFK (foam core sandwich) |
| **Deck Finish** | Teak (New in 2004/2005) - Re-caulked by Vortec Marine - UK in 2017 |
| **Deck Finish Aufbauten** | Teak (New in 2004/2005) - Re-caulked by Vortec Marine - UK in 2017 |
| **Pflicht Bedeckung** | Teak (New in 2004/2005) - Re-caulked by Vortec Marine - UK in 2017 |
| **Antifouling (Jahr)** | 2019 |
| **Dorado Belufter** | 2 x Plastic & 3 x plastic with a stainless steel protection bar |
| **Fenster Einfassung** | Aluminium |

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| **Fenster Material** | Polycarbonat |
| **Decksluke** | Goiot (2 x in aft cabin with screen & shade) |
| **Bullauge** | Aluminium  Goiot |
| **Radar Träger** | nicht klappbar  Stainless steel |
| **Treibstoftank (Liter)** | Edelstahl  870 (total in 3 tanks - all with a fuel filter) |
| **Füllstandsanzeige (Treibstoftank)** | Present, but never really relied on |
| **Trinkwassertank (Liter)** | Edelstahl  1050 (total in 5 tanks - 2x 285L & 1x 255L & 1x 120L & 1x 105L) |
| **Füllstandsanzeige (Trinkwasser)** | Present, but never really relied on |
| **Fäkaelien Tank (Liter)** | Edelstahl  2 x 50 |
| **Fäkaelien Tankablauf** | Only manual under water line |
| **Grauwassertank (Liter)** | Edelstahl  1 x 60 |
| **Füllstandsanzeige (Grauwasser)** | (Only full indicator) |
| **Radsteuerung** | Stainless steel steering wheel with a blue cover |
| **Not-Pinne** | ja |
| **Weitere Info Rumpf** | Underwater hull was osmosis treaded with epoxy in 1997 |
| **Weitere Info** | Teak on deck and superstructure were vacuum applied in 2004/2005 |
| **Weitere Info** | Teak in the cockpit was vacuum applied in 2004/2005 |

## UNTERKUNFT

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| **Kabinen** | 4 |
| **Kojen** | 10 |
| **Mannschaftskabine** | In the bow |
| **Mannschaftskojen** | 1x Present (with some changes 2nd can be mounted back in cabin) |
| **Innen** | Teak  Varnished in 2015 |
| **Fussboden** | Teak und Holly |
| **Achterdeck** | ja |
| **Salon** | With white leather upholstery |
| **Standhöhe Salon (m)** | 2,00 |
| **Heizung** | wasserheitzung  Webasto |

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| Heizung 2 | Condaria Airconditioning (original, works, but is getting old) |
| Klima Anlage | Klima mit Ruckzyklus Condaria Airconditioning (original, works, but is getting old) |
| Navigation Zenter | ja |
| Kartentisch | On starboard side (next to the entrance) - Headroom : 1,95 m |
| Achterkabine | 1 x |
| Dinette | Folding top to make the saloon table double the size |
| Dinette zum umbauen | To a double berth (1,90 x 1,20 m), with Lee Cloths |
| Umbaubar Koje | On starboard; single berth (2,35 x 0,60 m), with a Lee Cloth |
| Kombüse | On port side of entrance - Headroom 1,97 m |
| Arbeitsfläche | Duropal (White) with typical Swan dishes drainer storage above the sink |
| Spülbecken | Edelstahl 2 x |
| Herd | Gas Gimballed Alpes "Tempo Libero" in stainless steel with 4 burners |
| Ofen | Alpes "Tempo Libero" in stainless steel |
| Dunstabsauge | 24 Volt |
| Mikrowelle | Sharp 220 Volt |
| Kuhlschrank | 1 x 105 Litre top loader & 1 x 150 Litre front loader (both connected to a 24 Volt [new in 2007] & a 220 Volt [new in 2014] watercooled compressor) |
| Gefrier Truhe | 230 Litre top loader (also connected to same both 24 Volt [new in 2007] & 220 Volt [new in 2014] watercooled compressor) |
| Warmwasser System | 220V + Motor Vetus 45 liter boiler (New in 2000) |
| Wasserdruk System | elektrisch |
| Hand und/oder Fusspumpe | 1 x fresh water & 1 x sea water |
| Eismaschine | Raritan Ice-Ette with a 24 Volt compressor |
| Geschirrausstattung | ja |
| Eignerkabine | Doppelbett + Einzelbett In aft cabin - Headroom 1,92 m |
| Länge Bett (m) | 2,00 x 1,70 & 2,05 x 0,60 |
| Kleiderschrank | hängend/Schublad/Regale |
| Badezimmer | en suite Headroom 1,87 m - with a towel-radiator (installed in 2016) |

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| Toilet | en suite |
| Toilette System | vakuum  Lavac Henderson MK V (electric & manual) |
| Handwaschbecken | im Badezimmer  (Porcelain) |
| Dusche | en suite |
| Weitere Info | Folding Lee-Boards present at both beds |
| Gästekabine 1 | Stockbett  Starboard in bow - Headroom 2,00 m |
| Länge Bett (m) | 2,00 x 0,60 & 2,00 x 0,70 |
| Kleiderschrank | Regale und hängend |
| Badezimmer | gemeinsam  Headroom 1,96 m |
| Toilette | gemeinsam |
| Toilette System | vakuum  Lavac Henderson MK V (electric & manual) |
| Handwaschbecken | im Badezimmer  (Porcelain) |
| Dusche | en suite |
| Weitere Info | With Lee-Cloths and a Pullman-type upper berth |
| Gästekabine 2 | Stockbett  Port side in bow - Headroom 2,00 m |
| Länge Bett (m) | 2,00 x 0,90 & 2,00 x 0,80 |
| Kleiderschrank | Regale und hängend |
| Weitere Info | With Lee-Cloths and a Pullman-type upper berth |
| Mannschaftskabine(n) | 1 x In the bow |
| Badezimmer (Mannschaft) | ja |
| Toilette (Mannschaft) | ja |
| Toilette System | handbetrieb  Unknown if the toilet still functions |
| Handwaschbecken | im Badezimmer |
| Weitere Info | Most of all interior lights are LED |
| Weitere Info | Electric gas-valve in the galley |

## MASCHINEN

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| Motoranzahl | 1 |
| Marke | Volvo Penta |
| Typ | TAMD 41A |
| PS | 143 |

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| kW | 105.25 |
| Kraftstoffart | Diesel |
| Installiert im Jahr | 1987 |
| Überholung im Jahr | 2017 - approx. 250 hours since refit |
| Höchstgeschwindigkeit (Kn) | 10 |
| Marschgeschwindigkeit (Kn) | 7,5 |
| Verbrauch (l/h) | 6 |
| Motorstunden | 570 |
| Kuhlungsystem Motor | indirekte Wärmetauscher |
| Antrieb | Schraubenwelle |
| Motor bedienung | Seilzug Kabel |
| Gewende getriebe | hydraulic |
| Bugschraube | elektrisch Lewmar - retractable - 24 Volt |
| Exhaust | wassergekühlt |
| Propeller Typ | Segelstellung Maxprop |
| Propellerblatter | 3 |
| Material Propellerwelle | Edelstahl |
| Propellerwelle schmierung | Fett |
| Hand Bilgenpumpe | Needs to be renewed |
| Elektrische Bilgenpumpe | 1 x automatic & 2x High Capacity |
| Bilge Alarm | ja |
| Elektrische Anlage | 12 & 24 & 220 Volt |
| Generator | Nassauspuff Kohler 11 kW EFOZD (bought [second hand] & installed in 2016) |
| Betriebstunden Generator | 83 |
| Starterbatterie | 2 x 105 Ah Varta |
| Versorgungsbatterie | 2 x sets of 12 x 2 Volt gel batteries (need to be renewed) |
| Generatorbatterie | 1x 95 Ah (new 11/2023) |
| Batterie Monitor | Several Voltage & Ampere displays |
| Batterie Ladegerat | 1 x Mastervolt Mass 24V/100A & 1 x Victron Blue Power 12V/15A (new in 2015) for the generator battery |

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| **Umwandler** | 1 x Victron Phoenix Compact 24V/1600W (new in 2017) & 1 x Mastervolt 24V/800W ???? & 1 x Mastervolt DC Master 24V/12V |
| **Dioden-Batterie-Koppler** | ja |
| **Landstrom** | mit Kabel 1x Shore power & 1x Air Conditioning (both 220 Volt connectors) |
| **Wasserbereiter** | Spectra Catalina 300 MKII (24 Volt) |
| **Weitere Info** | Electric Jabsco engine room blower |
| **Weitere Info** | Last engine service was done in October 2023 |
| **Weitere Info** | Exhaust manufold Generator is leaking |

## NAVIGATION

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| **Kompass** | Suunto (on the pedestal) |
| **Elektrisches Kompas** | B&G Hydra 2000 |
| **Tiefenanziege** | B&G Hydra 2000 |
| **Logge** | B&G Hydra 2000 |
| **Windlupe anzeige** | B&G Hydra 2000 |
| **Tochter anzeige** | B&G Hydra 2000 (there is also a repeater mounted in aft cabin) |
| **UKW** | 1 x Shipmate RS8000 & 1 x Raymarine Ray GMD |
| **Portabel UKW** | Cobra Floating Marine HH350 |
| **Autopilot** | Raymarine ST8001 SmartPilot with a wireless S100 Remote |
| **Ruderwinkel Anzeige** | Via the autopilot |
| **Radar** | Furuno with a Navnet keyboard & a Neovo screen at the chart table. Furuno Radar Dome/Antenna is half-cardanic mounted on a radar pole on the aft deck |
| **GPS** | 1 x Raymarine RS130 GPS Receiver (new in 2016) & 1 x Garmin GPS 158i & 1 x Furuno GPS |
| **Radar/GPS/Plotter** | 1 x Raymarine hybridtouch eS7 (on the steering pedestal) & 1 x Raymarine hybridtouch e165 (at the chart table). The Raymarine Quantum Dome/Antenna is mounted on the front side of the mast (Complete system new in 2016) |
| **Elektronische Kart(en)** | 2 x Navionics (for the Raymarine hybridtouch) |
| **AIS Transceiver** | Raymarine AIS650 Class B Transceiver with a Raymarine AIS Splitter 100 (both are new in 2012) |

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| **Radio Empfänger** | Skanti HF-SSB Radio System TRP 8251D (functioning unknown) |
| **Sender Vorrichtung** | Skanti HF-SSB Radio System TRP 8251D (functioning unknown) |
| **Epirb** | JOTRON (Type 95475) Tron 40S Class 2 Epirb (battery is valid till 2025). This Epirb can be installed in an automatic release Jotron (Type 80180 - FB-5 - Category I) bracket, which is mounted on the radar pole on the aft deck |
| **Navigation Beleuchtung** | ja |
| **Weitere Info** | Sailor H2095C INNERSAT-C Transceiver (functioning unknown) |
| **Weitere Info** | The spreader lights need to be checked |

## AUSRÜSTUNG

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|---|---|
| **Spritzverdek mit Griffbügel** | Dark blue (2014 - is getting old) |
| **Kuchenbude** | Dark blue (2014 - is getting old & roof needs to be repaired) |
| **Bimini** | Dark blue (roof of cockpit cover) - only over the cockpit |
| **Cockpit Polster** | White leather with covers |
| **Cockpit Tisch** | Removable & enlargable & folding teak cockpit table |
| **Badeleiter** | Edelstahl  Foldable (very long) |
| **Gangway** | (A plate with non-skid paint mounted on the boarding ladder) |
| **Heckdusche** | (With hot and cold water) |
| **Anker** | CQR Pflugschar  75 lbs (galvanised) |
| **Ankerkette** | 60 m galvanised chain & 60 m anchor rope |
| **Anker 2** | Danforth  60 H (as a spare anchor) |
| **Ankerwinde** | elektrisch  Lofrans Falon 1700W, with buttons on bow & wired remote control |
| **Gangspill** | (On the windlass) |
| **Deckwasche** | (Needs to be checked / renewed) |
| **Beiboot** | aufblasbar  With an inflatable bottom |
| **Ausserborder** | Mercury 4-stroke 8 Hp |
| **Ausserborder Halterung** | Teak - on the pushpit (second one is not usable at the moment) |
| **Deck Kran** | handbetrieben  On the starboard side of the radar pole on the aft deck |
| **See Reling** | Draht/Seil  2 x stainless steel (stantions approx. 75 cm high) |

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| **Seiten-Einstieg Seereling** | On both sides |
| **Heckkorb** | Stainless steel |
| **Bugkorb** | Stainless steel |
| **Rettungsinsel** | Container 1x 6 persons RFD - mounted in stainless steel bracket on pushpit |
| **Rettungsinsel (Pers)** | Tasche 1x 6 persons RFD Seasava Pro |
| **Letzte Wartung Rettungsinsel** | Valise life raft in 2017 (both need to be surveyed) |
| **Schwimvesten** | 5 x (need to be surveyed) |
| **Rettungsboje** | Lifesling on the pushpit |
| **Horn** | elektrisch (New in 2015) Needs to be serviced, the sound isn't loud enough) |
| **Fenderkissen** | ja |
| **Festmacher** | ja |
| **Reserve Teilen** | ja |
| **Werkzeug** | ja |
| **TV** | Philips Flathscreen (functioning unknown) |
| **DVD Spieler** | Sony DVD-player (functioning unknown) |
| **Lautsprecher im Salon** | (4 x speaker, but not connected anymore) |
| **Feuerloscher** | Fire extinguishers need to be surveyed/renewed |
| **Letzte Wartung Feuerloscher** | 2019 |
| **Weitere Info** | Honeywell CO Alarm |
| **Weitere Info** | Fire Blancket |
| **Weitere Info** | 3 x Aluminium folding Maststeps on the bottom of the mast |

## RIGG

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| **Rig** | Kutter |
| **Stehendes Gut** | Rod (New in 2017) & removable Jack Stays |
| **Marke Mast** | Nautor Mast |
| **Material Mast** | Aluminium |
| **Salings** | 3 x set of spreaders |
| **Durchgehende Mast** | ja |
| **Großsegel-Persenning** | Dark Blue cover, with Lazy-Jacks |

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| **Latten traveller** | Harken |
| **Durchelatted großsegel** | North Sails (new in 2014 - serviced in 2022) |
| **Kutter Stag** | (Removable) |
| **Hohes Aspekt** | North Sails - Furling - (new in 2014) |
| **Genua** | North Sails - Furling (new in 2014) |
| **Rollreffanlage** | Reckmann Zwilling R4 (manual) |
| **Code Zero** | North Sails - with a furler (new in 2014) |
| **Spi** | North Sails (new in 2014 - only once used), with a snuffer |
| **Stagsegel** | (With hanks) |
| **Sturmfock** | (With hanks) |
| **Reff Vorrichtung** | Reffleinen (2 x reef) |
| **Achterstag Spanner** | hydraulik Navtec (needs to be checked) |
| **Baumniederhohler** | hydraulik Navtec (needs to be checked) |
| **Primare Schot Winschen** | 1 x Lewmar 52 ST (manual) mainsheet |
| **Sekundaire Schot Winschen** | 2 x Lewmar 55 ST electric |
| **Genua Schotwinschen** | 2 x Lewmar 66 ST electric |
| **Fall Winschen** | 1 x Lewmar 55 ST & 1 x Lewmar 52 ST |
| **Spi Winschen** | 2 x Lewmar 46 ST |
| **Reff Winsch** | 1 x Lewmar 16 ST (on boom) & 2 x Lewmar 46 ST |
| **Multifunktional Winschen** | 2 x Lewmar 46 ST |
| **Spi-Baum** | Kohlenstoff Hall (needs to be re-coated) |
| **Jockey-Baum** | Aluminium |
| **Isolierte Heckstag** | (With Rod) |
| **Weitere Info** | Baby stay with a hydraulic Navtec tentioner (Navtec needs to be checked) |
| **Weitere Info** | Wibo blocks, Spinlock hallyard jammers, Antal Jib track & cars |






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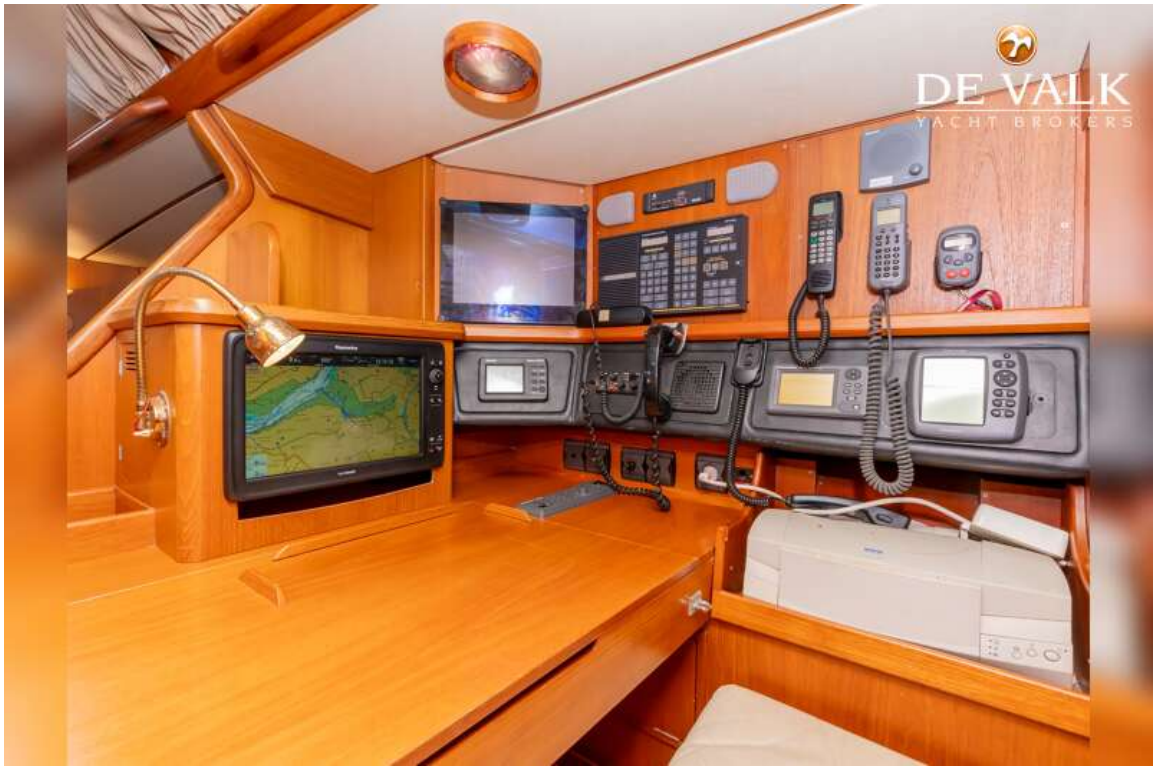

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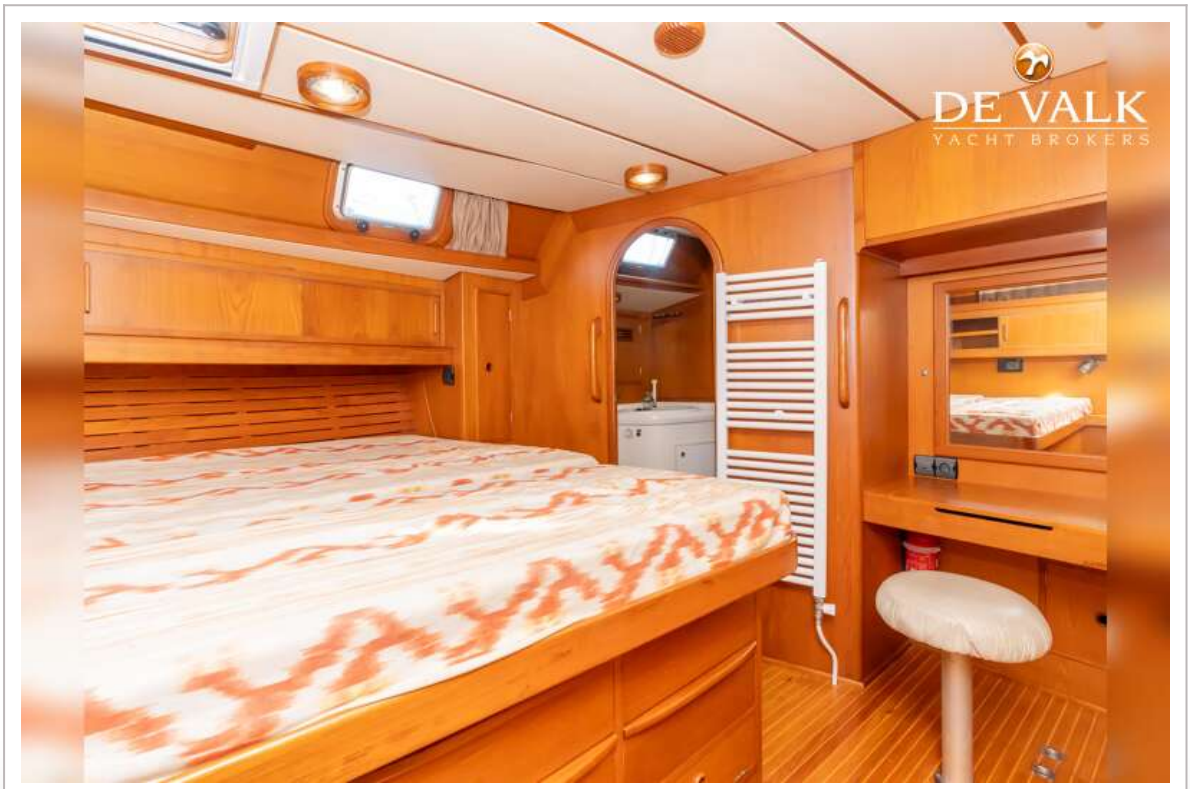

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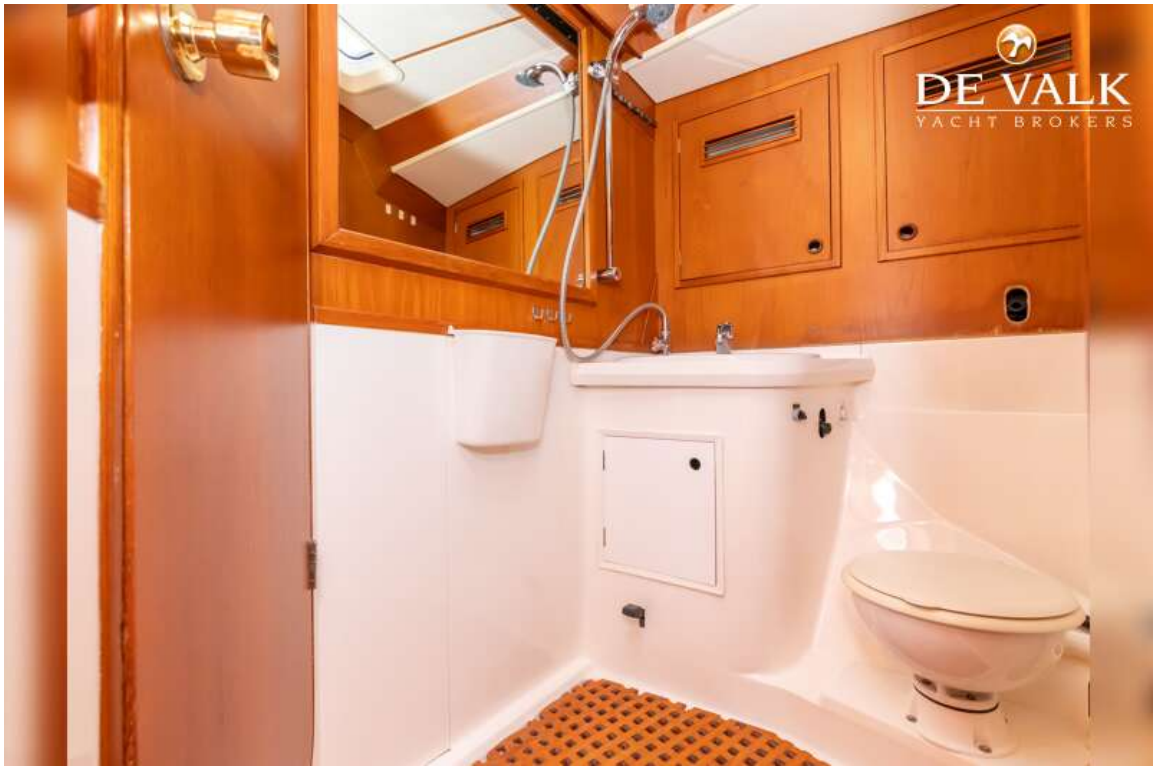

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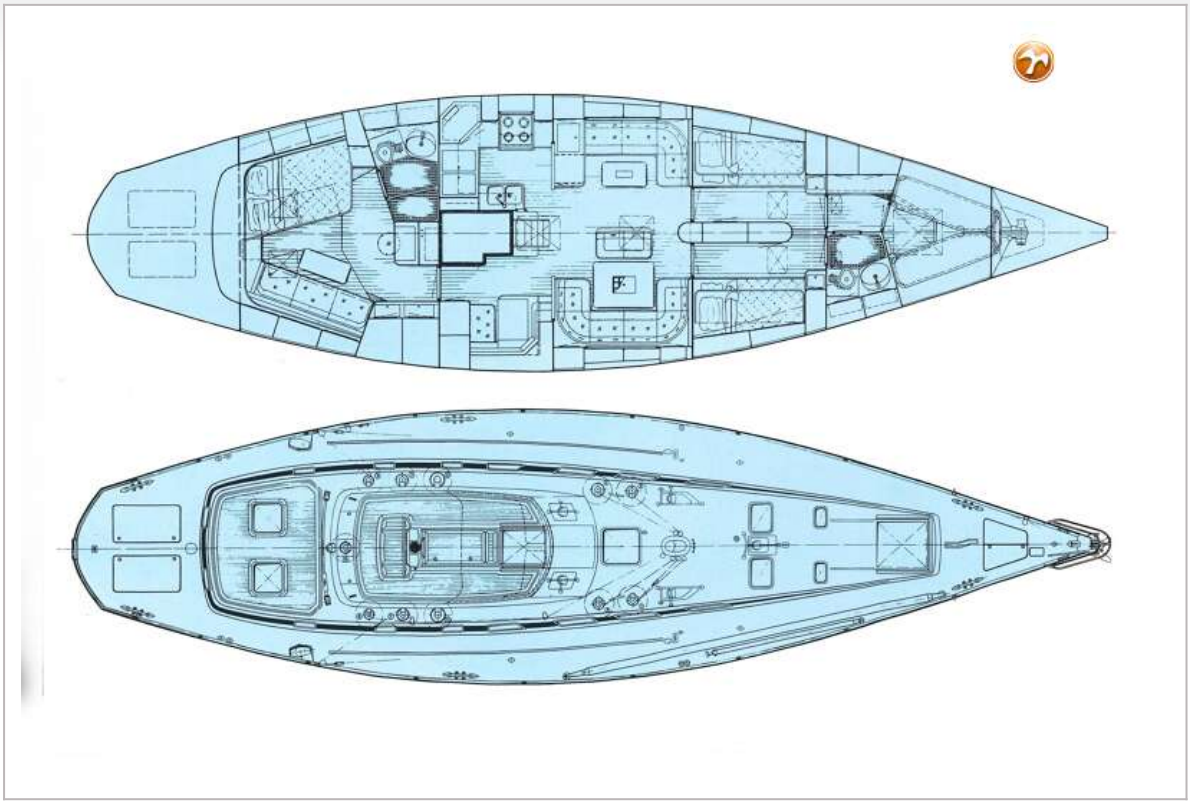

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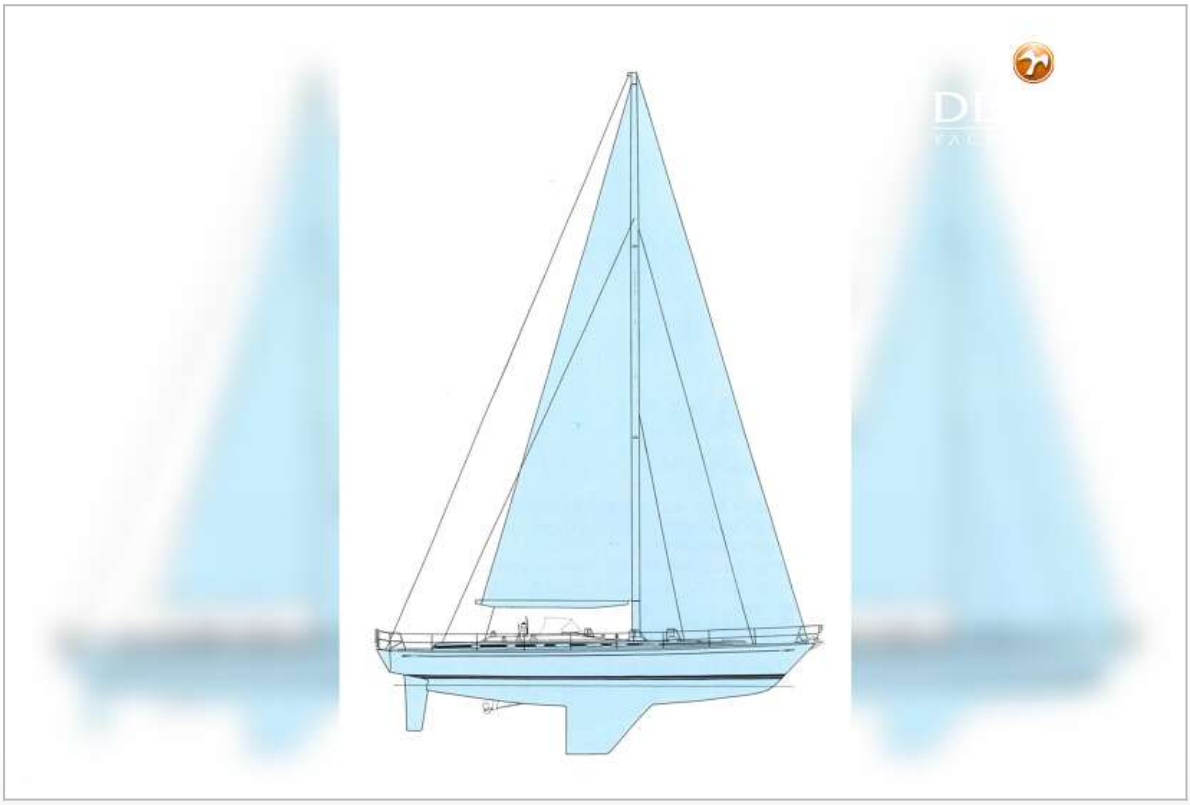

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NAUTOR's SWAN 61

# FAST AND COMFORTABLE BLUE WATER CRUISING...

Fast and comfortable blue water cruising – that's the aim of the new Swan 61. The first boat is due in the water in August 1985 and the new model is the fifth to be designed for Nautor by German Frers. His previous designs have been the highly successful Swan 51, 651, 46 and 59.

The 61 World Cruiser is an exciting development as it is the most cruising orientated Swan to date. The hull design is a careful development of the Swan 59 though this time a counter stern has been drawn. This allows ample stowage in the lazerette and makes mooring stern-to easier, be it in Marstrand or Monte Carlo, Port Grimaud or Port of Spain.

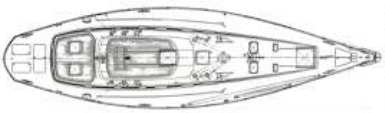
There's a long centre cockpit which provides greater privacy while moored stern-to. With the cockpit moved forward there is excellent space to devote to the owner's suite aft complete with its separate head and shower. Amidships there are large galley and chart table areas, the saloon and two twin berth guest cabins plus a second head and shower compartment.

The standard specification highlights the yacht's intent for serious cruising. Both the headsail and mainsail are fitted with roller furling while there's an anchor windlass, autopilot, stern boarding ladder and a large sprayhood for the cockpit.

The Swan 61 has a standard draught of 3.0m (9ft 8in) though both centreboard and Scheel keel versions are available for those sailors whose cruising knows no limits.

There are generous tankages for both fuel and water while the galley is fitted with not only a fridge but a freezer chest and vegetable locker as well. The crew is looked after even above decks as well for two cockpit coaming cod boxes have been fitted.







Because of the generous space under the after portion of the deck there is good scope to match the accommodation to owner's individual requirements. Hull No. 1, for instance, a is having an extra guest cabin and will be fitted with an ensuite galley in the saloon.




## Specification

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| LOA | 18.44 M (60.50 FT.) |
| LWL | 14.68 M. (48.15 FT.) |
| BEAM | 5.00 M. (16.40 FT.) |
| DRAFT | 3.00 M. (9.8 FT.) |
| DISPLACEMENT | 27,700 KG. (61,000 LBS.) |
| BALLAST | 9,200 KG. (20,300 LBS.) |
| ENGINE | Volvo 77 KW Diesel (105 HP) |
| FUEL | 700 L. (185 U.S. GALLS.) |
| WATER | 1,050 L. (277 U.S. GALLS.) |

Refrigeration:
Front-loaded 150 L. (5.3 cu.ft.) Refrigerator
Top-loaded 230 L. (8.1 cu.ft.) Freezer
Top-loaded 105 L. (3.7 cu.ft.) vegetable locker, all with racks.
Refrigeration system belted from engine with hold-over plates in both units and independant temperature control for refrigerator.
Vegetable locker cooled by convection through freezer wall.
Heads with Blake "Victory" Toilet and Shower.
Engine room internally sound insulated, fire resistance meeting Solas B-15 requirement.
Fuel tank level gauge.

D.C. Service Power.
Starting Battery 90 Ah. 24 V.
Service Batteries 524 Ah. 24 V.
Hot and cold pressure water in five tanks with gauges.
Hydraulics for main backstay adjustment with two function system V control panel in cockpit and electro-hydraulic mainsail furling.
6" Suunto steering compass.
Standing rigging of solid Navtec rod.
Single spinnaker pole and jockey pole.
Complete anchoring and mooring equipment.
Winch handles, blocks and shackles.
Spare parts and engine tool kit.