40 - 1972

https://www.yachtadvert.com/fr/3655-nautor-40.html

64 500 EUR ttc



Général

Constructeur : Nautor
Longueur : 11,98 m
Tirant d'eau : 2,05 m
Région : Kinsale, Irlande

Sous type : Plaisance
Année : 1972
Largeur : 3,30 m
Radeau : Non
Leasing en cours : Non

Moteurs

Carburant : Diesel
Puiss. Unit. (CV) : 56

Marque moteur : Yanmar
Nombre : 1
Transmission : Ligne d'arbre directe

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Aménagements

- Couchettes : 8
- Cabine Marin : 2
- Flybridge : Non
- Timonerie : Non

électronique

- Pilote auto : Oui
- Radar : Oui
- GPS : Oui
- Sondeur : Oui
- VHF : Oui
- Traceur de carte : Oui
- Déssalinisateur : Non
- Convertisseur 12/220 : Non

équipement de pont

- Hydraulique : Non
- Passerelle : Non
- Plateforme AR : Non
- Bossoirs : Non
- Taud d'hivernage : Non
- Guindeau élèctrique : Oui
- Capote de roof : Oui
- Taud cockpit : Non
- Cockpit en teck : Non
- Pont teck : Non
- Grand voile sur enrouleur : Non
- Génois sur enrouleur : Oui
- Spinnaker : Oui

équipements principaux

- Propulseur Arrière : Non
- Propulseur avant : Non
- Clim. : Non
- Groupe éléc. : Oui
- Eaux noires : Non
- Eau chaude : Non
- Annexe : Non
- Flaps : Non
- Moteur annexe : Non

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électroménager

Réfrigérateur : 1
Four : Oui
Réchaud gaz : Non
Chauffage : Oui
Lave-vaisselle : Non
TV : Non

Glaçons : Non
Congélateur : Oui
Micro-ondes : Oui
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Divers

Broker Remarks
This classic 1972 Swan 40 designed by S&S and built by Nautor in Finland is a gorgeous, well maintained "Blue Water Cruiser". She is also quite capable on the race course and competed in this year's Round Ireland Race. She has completed a couple of Transatlantic crossings with her present owner and is quite capable of doing many more. When not sailing she is powered by a (2000) Yanmar 56hp shaft driven, diesel engine with approximately 2500 engine hours. Her inventory includes wheel steering, 2020 standing and running rigging, an excellent suit of sails including a furling genoa, manual windlass, eight berths, radar, wind instruments, log, depth, auto-pilot and more. "Shindig" has a solid sea kindly "Swan" feel to her. Her classic lines are a real eye catcher. She has been continuously upgraded over the years but like any classic of this age, one will always have a few jobs to do. Viewing recommended!

Accommodation
Classic Swan Teak Interior with Teak and Holly Sole in lovely condition

Two quarter berths aft, two pilot and two settee berths in the saloon and two pipe berths in fo'c'sle.

Large saloon table

Heads compartment to port just forward of the main saloon with marine toilet and wash hand basin

Hanging locker and locker with shelves opposite the heads to starboard
Galley to starboard with a 4-burner LPG stove with oven and grill, stainless steel sink, ice box 127 ltr. and numerous lockers
Forward facing chart table opposite to port
Water 180 ltr. in 4 tanks

Water heated by Isotherm calorifier new 2022

2022 H+C domestic plumbing including shower in lazarette

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Mechanical
Yanmar 4JH3E (believed to be 1999)
56 HP
2,500 engine hours approx.
Fuel tank opened up and cleaned in 2021
2021 Morse single lever controls
2022 Flexible coupling, shaft and cutlass bearing renewed
2023 Diesel tank thoroughly cleaned
2026 Starter
2026 Raw water pump overhauled
New spare alternator on board.

<h3>Construction</h3>

The following is from the Nautorâ€™s Swan standard specification and it should be noted that this yacht may differ from the information in italics below.
Old SWAN 40 Produced 1970 to 72, 51 built, S & S Design
L.O.A. - 11.98 m - 39.30 ft
Displacement: 8600 kg - 19000 lbs
L.W.L. - 8.70 m - 28.54 ft
Ballast: - 3600 kg   7900 lbs
Beam: - 3.30 m - 10.83 ft   &

Bermudan sloop (short rig) with loads of power Aluminium mast with a single set of spreaders 2022 "Sparcraft" (slab reefing) main boom
2020 Profurl Furling gear on the forestay
Twin jib poles for downwind sailing
Standing rigging replaced in 2020
Running rigging replaced in 2020
<h3>Sails </h3>
2020 UK tapedrive 130% furler
2020 UK tapedrive Mainsail

2019 Dacron 150% furler (used once)
Hood 150% roller headsail good cruising
North symmetrical spinnaker .5oz runner good
1972 Hood heavy reacher 2 oz.
Trysail
Storm jib

<h3>Deck Equipment</h3>

Stainless steel pulpit, pushpit, stanchions and guardrails

Whitlock steering pedestal

Emergency tiller

Monitor wind vane

2023 "Pelagic" electronic actuator and remote (converts Monitor to electronic steering

2024 "Jefa" Planetary Gear electronic steering effectly controlled by ST 6000 Control Head and Course Computer

2026 Lewmar Mainsheet track and car
2 x Genoa sheet winches
1 x Mainsheet winch
4 x Mast winches

2 x Winches on the coachroof
Lewmar Genoa sheet cars
Simpson Lowrance manual windlass
1 x CQR and 1 x Bruce (15kg)

2024 - 50 metres main anchor rode 10mm chain
Warps and fenders
Numerous mooring cleats
Electrical

1 x 2024 Deep cycle 12v Engine battery

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2 x 2024 Deep cycle 12v Service batteries

Shore-power

2025 Mastervolt battery charger

Navigation
Binnacle compass
2021 Raymarine ST60+ Wind (speed/angle)

2021 Raymarine 60 + Speed and depth
2023 Furuno wifi radar

2020 Icom IC-M505 DSC VHF

2020 Icom Class B AIS Transponder MA-500TR

Safety

Fire Extinguisher

Fire Blanket

2025 Automatic electric bilge pump
2021 Henderson MK5 manual bilge pumps
Some recent History

The present owner bought the boat "Dragon" (now known as "Shindig") in 2019 in Newport Rhode Island and sailed her nonstop to Kinsale in 19 days, with his wife and two "grown up kids".
The boat was indoors for all of 2020 during COVID where the hull and deck were resprayed with "International Perfection"
In 2021 she competed in the Kinsale Sovereigns Cup, where she was presented with the Concours d'elegance.
In 2022/2023 Sailed from Kinsale to Lanzarote via Galicia
In January 2024 sailed onto Barbados and cruised the Caribbean and then laid the boat up in Cape Canaveral.
In 2025 sailed "three up" Florida, Bermuda, Azores and Kinsale.
In 2026 competed in the Round Ireland Race (Two Handed Class) in June "to good effect"

<h3>Broker's Comments</h3>

"Shindig" has lovely lines and has been well minded by good owners. She was imported into Ireland and is Irish /E.U. VAT paid. Viewing is recommended"

<h3>Disclaimer</h3>

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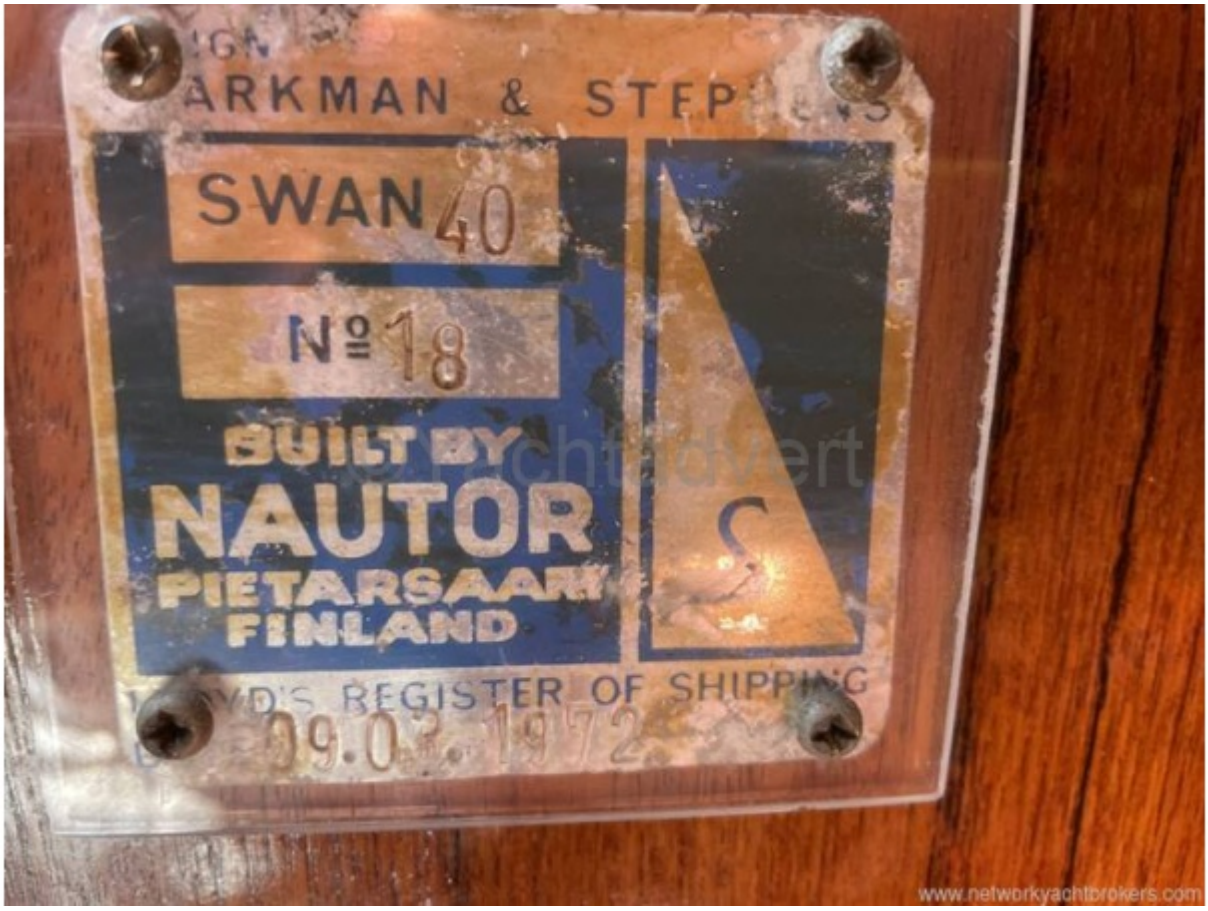


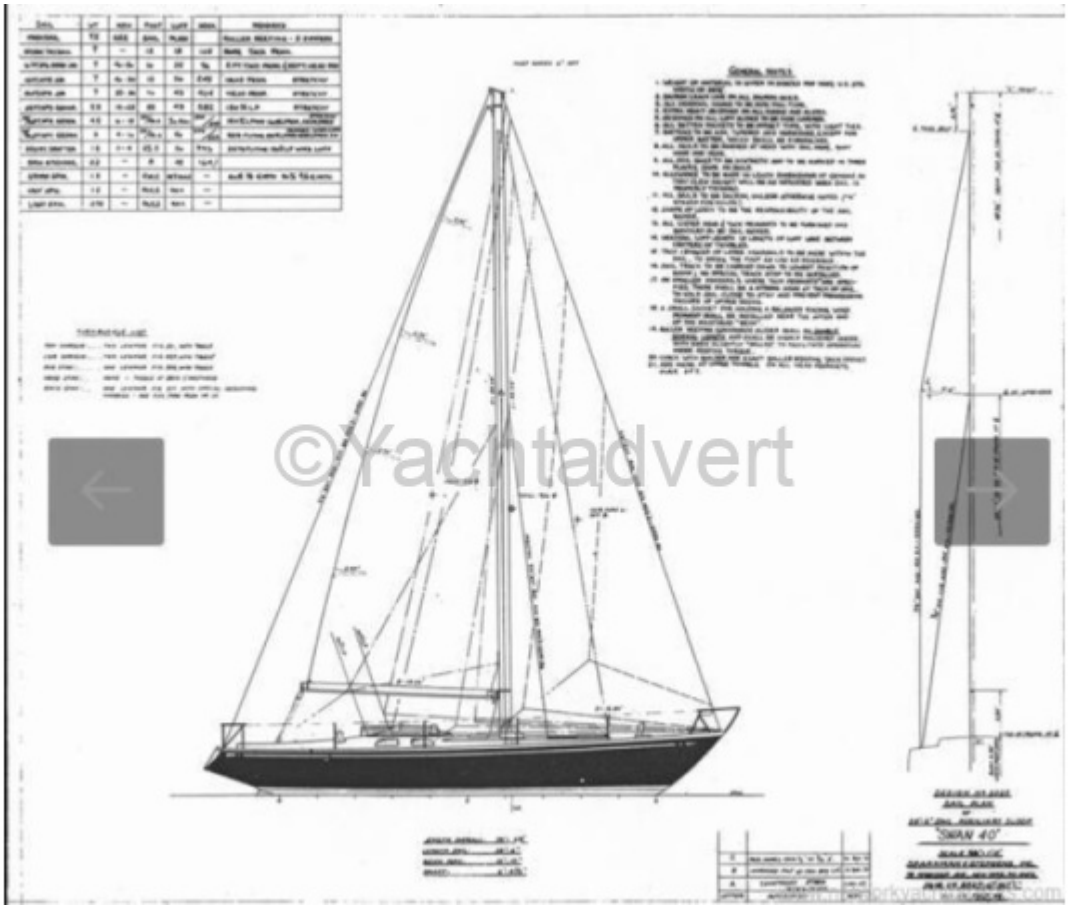
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