

Swan 60-902 Petite Flamme

Flush-Deck Version



| | | | | |
|-----------------------|--|-------------------------------|------|-------------------------------|
| LENGTH OVERALL | Meters | 18.86 | Feet | 61.89 |
| LENGTH OF WATERLINE | m | 16.70 | Ft | 54.80 |
| BEAM | m | 5.09 | Ft | 16.70 |
| DRAFT | m | 3.60 | Ft | 11.81 |
| DISPLACEMENT | Kg | Light 18,700 Loaded 19,500 | Lbs | Light 41,200 Loaded 43,000 |
| BALLAST | Kg | 7,700 | Lbs | 17,000 |
| CONSTRUCTION MATERIAL | Carbon Fibre | | | |
| ENGINE | Volvo D3-110, 81Kw (110Hp) (1589 hours in February 2017) | | | |
| TANKAGE | FUEL 500L (132 USg) - WATER 400L (105USg) | | | |
| ELECTRICAL SYSTEM | DC 24V: AC 220V | | | |
| MAST & BOOM | Hall Spars Carbon Fibre | | | |
| DESIGNER | Frers Naval Architecture | | | |
| DELIVERED | June 2010 | | | |
| FLAG | Finnish | | | |
| LYING IN | Scarlino, Italy | | | |
| CLASSIFICATION | CE Category A Ocean | | | |
| HULL COLOUR | Royal Blue Awlgrip | | | |
| ASKING PRICE | € 1,300,000 Ex VAT | | | |

Swan 60-902 Petite Flamme

COMMENTS

The new Swan 60 offers a high-volume interior, a large and well-protected cockpit and regatta levels of performance. To meet these conflicting demands, Nautor has made extensive use of state-of-the-art technology in the design and the construction of these magnificent yachts... The boat features an entirely new hull built from advanced materials, while at the same time preserving Nautor Swan's core values: to be comfortable for cruising and fast for offshore racing

The result is very low drag, keel and rudder, and a long dynamic waterline at displacement and semi-planing speeds. These performance refinements also bring the advantage of improved sea-keeping qualities.

The boat's high-stability, direct steering system, and foils with a forgiving performance all add up to a light and responsive yacht. The yacht can be sailed easily by just two people, thanks to powered winches and a cockpit layout that places the helmsman within easy reach of the winches. The steering position is carefully designed to allow the helmsman a clear view of the sails and approaching seas. The thinking behind the deck layout is to provide space for more than one activity while sailing or at anchor, yet still allowing unhindered movement around the boat at all times. The deck is very spacious and offers a functional full transom that features a sunbathing area and dinghy garage.

Moving below deck, the interior has been designed to maximize living space, with plenty of natural light. The galley provides all the facilities you might expect from a Swan of this size, and surprises and delights with ingenious details and design features, making the galley both attractive and practical to use. The large, open saloon is based around a spacious navigation station, and benefits greatly from hull windows, coachroof ports and wide hatches, giving both natural illumination and exterior views. Moving forward from the saloon, a generously sized owners cabin boasts the ambience, proportions and privacy normally reserved for much larger yachts. Finally, guests will enjoy their stay in two symmetrical after cabins, both of which are en-suite.

Petite Flamme is the second Swan 60 to be delivered and was launched in 2010. Currently lying in Scarlino. She is available to visit by appointment

HULL & APPENDAGES

Construction

Hull is constructed using a SPRINT/pre preg carbon fibre /epoxy sandwich laminate over Corecell foam core. Laminated in a female mould to ensure excellent external finish
Stiffeners, chain plates, mast step and bulkheads in carbon fibre pre preg using unidirectional fibres
Hull windows on either side of saloon, aft cabins and forward cabin
Hydraulically operated transom door doubles as a bathing platform

Keel

Keel is comprised of antimony hardened lead bulb and hi tensile steel fin, bolted to hull with hi-tensile bolts, draft (3.6m/11'9")

Hull Finish

The hull is painted using polyurethane paint systems, blue topsides with white cove and boot stripes. Bottom is treated with epoxy primer then grey International antifouling

Steering System

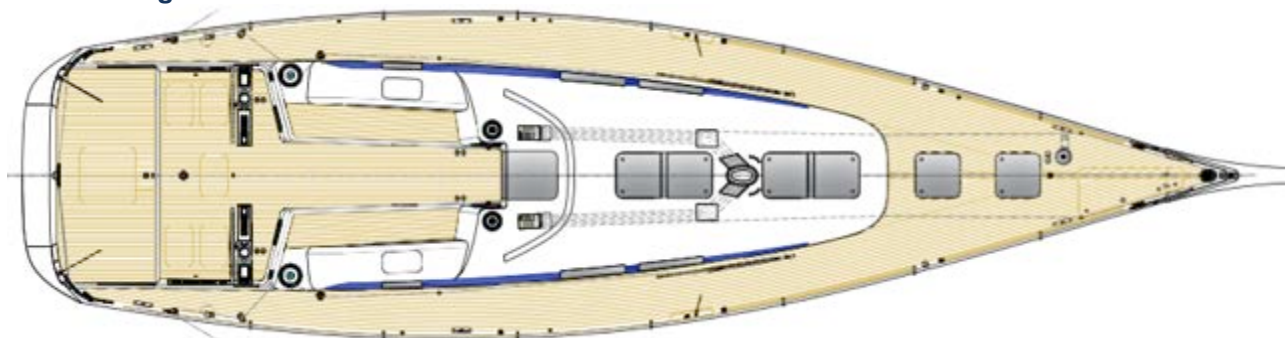
The rudder is supplied by Isotop, carbon skins over foam core and a carbon rudderstock
JP3 rudder bearings, Lightweight alloy quadrant
Twin 120mm clear coated carbon steering wheels 2.0 turns H.O to H.O.

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Emergency steering system in lazarette

DECK

Deck Arrangement



Construction

Deck is constructed in SPRINT/pre-preg sandwich using Corecell foam, hi-density core under hi-load areas
Composite surfaces are painted with Snow White DuPont paint system

The side decks, fore deck, cockpit sole and seats are covered with 55 x 9 mm quarter cut teak battens with 5 mm white caulking.

Two built-in angled adjustable helmsman's supports are located at the steering consoles.

30 mm high teak toe rail forward of the mast

Cockpit

Large cockpit providing safe access to the interior, designed for comfort both under sail and at anchor

Cockpit seats are 2.5m (8'2") long with backrests on either side

A 2m (6'6") long semi permanent cockpit table with folding leaves is mounted in the center of the cockpit.

Table is mounted on telescopic legs to adjust height, allowing to drop down and become sunbathing area

Deck Equipment

Anchor windlass Lewmar V6 with remote control on foredeck

Folding anodized aluminium anchor arm, supported by gas spring

Stainless pushpit, pulpit and stanchions

6x Pop-up mooring cleats. Fairleads integrated into pulpit and pushpit bases

Deck Canvas

Recessed sprayhood at front of cockpit (Grey Sunbrella)

Canvas sun awning connects to boom and covers entire cockpit area (Grey Sunbrella)

Cushions for entire cockpit area (Grey Sunbrella)

Padded cover for cockpit table

Rope coil pockets by main companionway

Winches (Harken)

Primary 2x B 990.3 STRAD EH with free spinning bases

Halyards 2x B 65.3 STRAD EH with free spinning bases (not installed)

Mainsheet

Single point mainsheet aft of helmsman connected to hydraulically operated Magic Trim system which is mounted in lazarette. Control buttons on steering pedestal

Sailing Hardware

Removable carbon fibre bowsprit – A-frame type including bobstay

Harken tracks/cars for jib sheet

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Holmatro hydraulic ram for genoa car adjustment
Harken foot, halyard and spi sheet blocks
Spinlock Jammers
Wichard and Harken padeyes

Hatches & Portlights

Custom made flush mounted hatches with gutters in white composite, all supported by gas rams
Manually sliding companionway hatch and drop down washboard
Acrylic portlights on either side on coachroof

Teak covered hatches

- Anchor locker
- Lazarette
- Gas locker
- Helm foot stands
- Steering quadrant access
- Life raft storage

Perspex Hatches

- Above forepeak
- Above forward head
- Above forward cabin
- Above saloon
- Above aft heads
- Above aft cabins

INTERIOR

General

Interior woodwork in European oak is oil-waxed providing a natural looking satin finish
Removable overhead panels in all cabins with recessed LED lighting
Foam cored floorboards are finished in wenge
Leather features throughout interior
Upholstery for sofas, cabin seating in grey cotton with double stitching to match colour
Topsides where visible are covered with lightweight oak panels
Overhead blinds/mosquito nets on hatches

Leather detail including:

- Mast cover in saloon
- Table tops in aft Cabins
Headboard in forward cabin

Forward Cabin (Owner's Suite)

The forward cabin features a queen size berth at centerline in the forward end with shelves on either side. Large hanging lockers located near the entrance of the cabin on the starboard side. Upper lockers for additional storage can be found on each side of berth. The visible hull outboard is covered with lightweight oak panels. Berth outboard has leather pockets for smaller storage. Large double overhead hatches and hull windows.

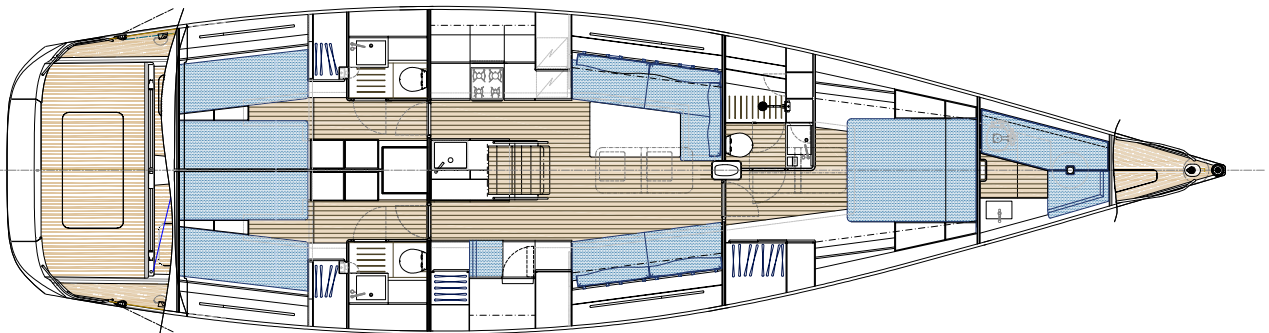
Entrance to the master bathroom is adjacent to the cabin entrance. Master bathroom features washbasin, mirrors, storage lockers, WC and separate shower compartment

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Aft Cabins (Both sides aft, identical mirrored cabins)

Aft cabins feature twin berths aft. An additional filler piece makes the berths in to a double berth when required. A hanging locker is located outboard at the forward end of the outboard berth. Counter top with a tray for loose items at centerline. The visible hull outboard is covered with lightweight oak panels. Bedside outboard has leather pockets for smaller storage. Entrance in to the bathrooms are adjacent the cabin entrances. Openable portholes to cockpit and aft deck allow generous flow of natural air and light into the cabin. En suite head with wash basin, WC, shower, mirror and storage lockers

Interior Arrangement



Note: forward crew cabin has been removed and converted to sail locker

Saloon

The saloon features an open, voluminous arrangement with an integrated galley and navigation areas. Dining for six persons is provided on port side consisting of dining table, settee and two loose chairs. A three-person settee is located on starboard side with a locker aft of the settee. Settee features a hidden folding coffee tray table. Upper lockers for storage are placed outboard. The exposed hull outboard is covered with lightweight oak panels. Ceiling at centerline integrates indirect lighting and a handrail. Access to engine room is located behind the main companionway.

Galley

The galley is located on the port side of the yacht with direct contact to saloon. The sink, the draining plate rack and storage for cutlery are located in a centerline galley island. The stove is gimballed. It is located in the outboard counter with an exhaust fan above. Microwave oven is integrated in the upper locker aft. The fridge-freezer is located near the entrance and the saloon for easy access. Drawers and lockers for storage are provided.

Galley Equipment

- Front-loading refrigerator 115L
- Front-loading freezer 80L
- Four-burner gas stove with electric oven
- Miele microwave oven
- Fisher & Paykel Drawer type dishwasher
- Exhaust hood over cooker
- Microwave oven

Nav Station

Outboard facing chart table with opening top and storage within.
Instrument panels outboard with recessed mounting of instruments and controls

Engine Room

Located centreline between galley and nav station. Accessible from three sides with removable panels. Soundproofing reduces 20dB of airborne sounds plus great vibration reduction.

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ENGINE & SYSTEMS

Main propulsion engine is a Volvo D3-110, 81 kW (110 hp) with Volvo 2.48:1 reduction gear
Four-blade Brunton Varifold propeller on 38mm shaft
500L (132UsG) total fuel capacity in two polyethylene tanks
Semi dry exhaust by Halyard, water is separated from gas for quiet operation
Engine hours 1589 in February 2017
Hydraulic, swing type, bow thruster, Maxpower R200/8, driven by a DC power pack, including additional batteries 24V, 75Ah, 975 CCA

Hydraulic System

Bosch Rexroth DC power-pack with two electric pumps operating:

- Backstay
- Boom vang
- Outhaul
- Cunningham
- Jib furler length adjuster
- Mainsheet magic trim
- Transom hatch
- Jib car adjusters

Pneumatic System

The yacht is equipped with a low-pressure compressed air system, used mainly for transom door sealing

Plumbing Systems

Pressurized hot/cold water system distributed to galley, deck shower and all bathrooms
Water capacity 400L in two polyethylene tanks
Aqua Jet Flowmaster 24v water pressure pump with 2L pressure vessel
50 litre stainless steel hot water tank, heated by engine operation or 220v element
Sea Recovery Ultra Whisper 600 series watermaker producing 95 l/h

Ventilation System

230v AC Marine Air conditioning system circulates cooled or heated water throughout boat, independent fan coils in each cabin and saloon
Forced air ventilation system draws air from throughout the boat and exhausts through transom area
Galley exhaust fan
Separate engine room and battery box ventilation systems

Drainage Systems

Grey water from washbasins, showers, condensing water from air conditioning and freezer/fridge is collected to transfer pumps and pumped out above waterline
Black water is collected in 3x 40L holding tanks (one for each head) and pump out via 24v pump
All heads are Tecma Silence 24v, fresh water flushing
Four separate bilge areas are emptied using 24v electric or Whale manual pumps
Automatic bilge pumps in main saloon and lazarette

ELECTRICAL SYSTEM

DC System

The DC-system is based on Multiplexing Technology. The CAN-technology allows distributed switching and protection of electrical loads.
All functions can be controlled and monitored on a touch screen.
Service battery bank 24v 480 Ah Gel type batteries
Handling system batteries 24v 75A
Engine and generator starting batteries 12v 75A
LED Lighting overhead and indirect lighting throughout boat

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Lopolight LED Nav lights

AC System

The AC system is a 230 V 50/60 Hz single-phase three-wire. The 230V can be powered by the diesel generator or by 50/60 Hz shore connection.

There are also a number of 230 V 50 Hz appliances powered by a DC/AC inverter.

230v 50A Shore Power system

9.4 Kw Mastervolt Whisper generator with sound shield

578 hours in the generator in February 2017

Chargers/Inverters

24v 100A battery charger for service battery bank

24v 20A battery charger for handling battery bank

24/2500 Inverter supplying AC consumers

Monitoring System

The following alarms are displayed on the touch screen including an audio signal at the helm:

- Bilge levels high
- Black water tank levels full
- Water pressure pumps run dry
- Deck wash pump run dry
- Water in fuel separators
- Low battery voltage, service battery bank
- Low battery voltage, handling system battery bank
- Navigation light failure (side, stern and motoring lights)
- LPG leakage
- Generator overload

Level metering:

- Water tanks
- Fuel tanks
- Black water tanks

ELECTRONIC SYSTEMS

Navigation Instruments

B&G Sailing instruments Hercules H3000 package including central processor unit, masthead unit, speed/temperature sensor, depth sensor and Halcyon Gyro compass

B&G Displays:

- GFD Nav station
- GFD Helm
- GFD Owner's Cabin (not installed)
- 4x 20/20 displays on carbon mast bracket below gooseneck

Autopilot System

B&G H3000 autopilot with one GPD control at starboard helm

Bosch Rexroth power pack driving autopilot ram

Computer Systems

Dell OptiPlex 'Ultra Small' PC connected to 17" LCD monitor at nav station

Communications Systems

Navtex receiver Furuno NX-300. VHF Simrad RS-87H DSC with handset at Navstation and additional handset with speaker near starboard helm

Inmarsat FB 250 satellite telephone with broadband internet

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Entertainment Systems

Saloon:

Bose Lifestyle 48 DVD/CD/FM stereo system which stores up to 340 hours of music on its hard drive
An iPod docking station is connected to Bose Lifestyle 48

Cockpit:

Two Bose 131 speakers are installed in the cockpit. Music is fed to the speakers as an individual zone from the saloon Bose system. The system is controlled by a Bose Personal Music Center II radio remote control as well as a volume control remote in cockpit.

MAST & RIGGING

Two-spreader Hall Spars Carbon fibre mast, faired and painted metallic grey

Swept spreaders 21 degrees

Hall Spars V-Boom in carbon fibre painted metallic grey to match hull. Set up for three reefs.

Navtec rod rigging, Kevlar backstay

Removable hydraulic mast jack with manual pump

Rigging Hydraulics:

- Reckmann UD3 forestay length adjuster
- Boom vang, Holmatro HVG-40 B
- Mainsail outhaul, Holmatro HCL-12 B LS
- Cunningham, Holmatro HCL-10
- Backstay, 2 x Holmatro HCL-17 B LS mounted under deck

EQUIPMENT

General Equipment

Folding carbon fibre gangway

Assorted fenders

Winch handles

Crew covers for saloon cushions

Lee cloths

Bed linens

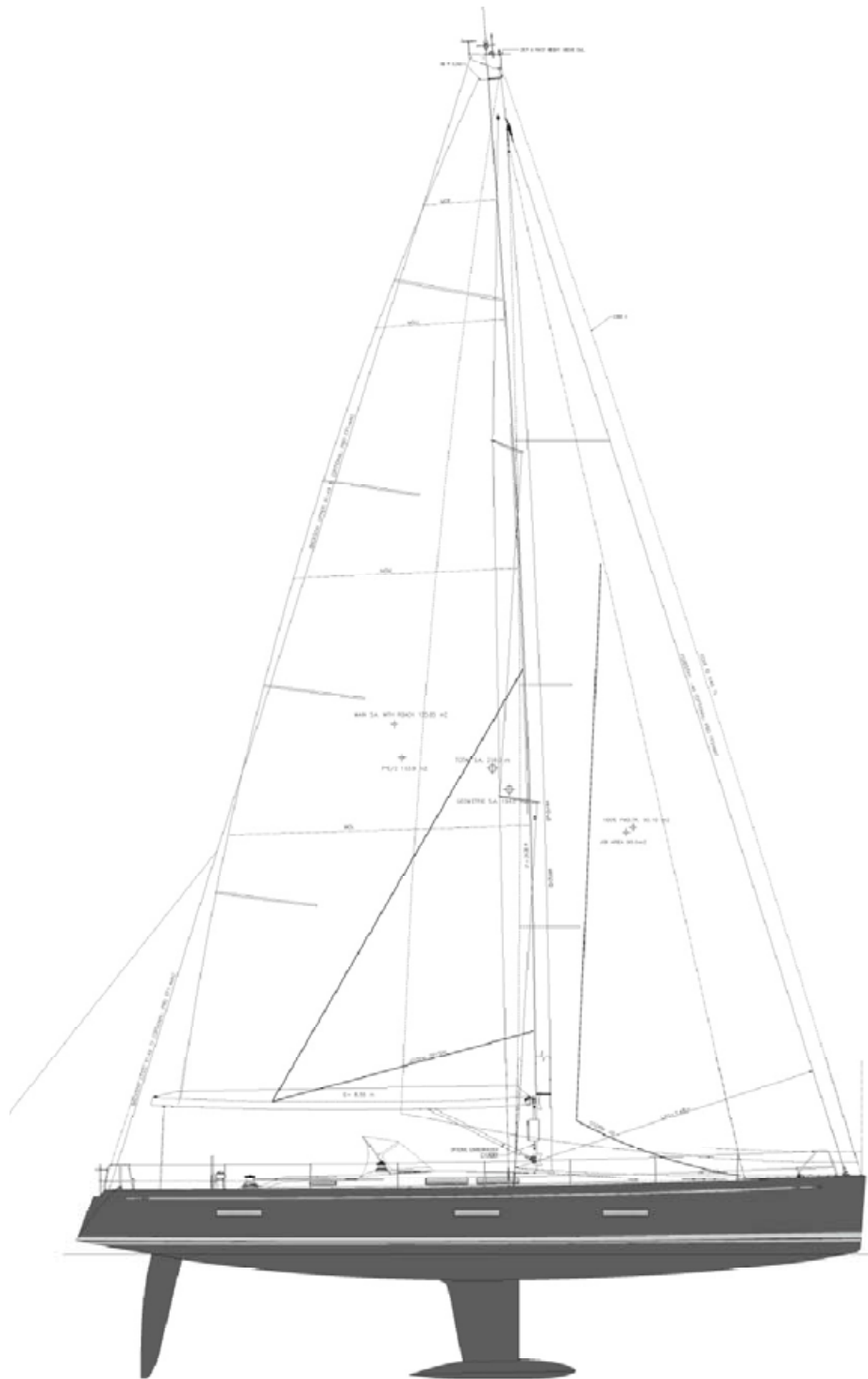
Safety Equipment

Inventory of safety equipment available on request

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| SAILS – ALL BY NORTH SAILS | | | |
|----------------------------|------|-----------------------------------|----------|
| Mainsails | Year | Material/Notes | Location |
| Offshore Main | 2014 | North Sails Carbon Spectra panels | Onboard |
| | | | |
| Upwind | | | |
| 1 Furling genoa | 2014 | North Sails Carbon Spectra panel | Onboard |
| | | | |
| | | | |
| Downwind | | | |
| 1x Spi | | | Onboard |
| | | | |
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Price may be changed without notice
Boat is offered subject to still being available
The particulars are believed to be correct but not guaranteed