

AQUA EQUINOX V

Swan 80-001



Asking Price: 2 400.000 EUR

Delivery date	1999	LOA	24,45 m
Designer	German Frers	LWL	21,00 m
Lying	Méditerranéen	Beam	5,91 m
Flag	UK	Draft	4,00 m
Displacement	36.000 Kg	Engine	YANMAR 4L HA-STE 220 HP
Ballast	15 000 Kg	Water	1 200 L
		Fuel	1 820 L

Aqua Equinox is a Swan 80, an eye catching light and fast performance/cruiser, She has a carbon fiber masthead rig with 4 swept back spreaders. A fully battened 3DL marathon mainsail and jib. The rig configuration, in combination with the hull shape, provide a very responsive and easy to handle yacht for her size.



HULL

Colour Awlgrip white - Boot top, cove stripe and coaming stripe Awlgrip flag blue (EPOXY + 2 coats of international Micron extra 2009)

The hull is of single skin construction using glass/aramid hybrid fibre reinforced vinylester laminate with carbon fibre reinforcements. A high 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 pre-preg construction and laminated to hull and deck. Stiffener flanges are unidirectional carbon layups over foam cores.

Engine beds are of GRP with steel inserts.

Bathing platform, hydraulically driven, on transom.

The racing keel is a lead casting with antimony attached to a steel fin. Keel bolts are of high-tensile stainless steel.

The mast is stepped through the deck onto a carbon fibre mast step. Tie rod from mast collar to step.

Foam filled carbon fibre/epoxy skins with tubular carbon fibre stock, supported by two self-aligning roller bearings. Weed deflector in front of rudder.

Dual steering gear, sheaves provided with guards to prevent jamming. Aluminium steering quadrant bolted to rudderstock. Two destroyer type wheels in carbon fibre with varnish teak finish. Two pedestals with roller bearings and friction brake. Emergency tiller stowed in lazarette.

DECK

Main deck is of carbon fibre sandwich construction with Nomex honeycomb core, and glued to the hull. High-density core under deck fittings. Coachroof and cockpits of glass fibre reinforced vinylester with lowdensity foam core.

Laid teak 9 mm, nominal thickness, on side and bridge deck, cockpit soles and seats, glued and vacuum bagged without screws.

WINCHES

Winches are ocean series wavespring type.

Two powered primary sheet winches Lewmar 88 AEST electric, three speed.

Two halyard winches Lewmar 77 AST three speed, one of them electric.

One winch Lewmar 66 AST Wavegrip two speed near mast

One winch Lewmar 88 AEST, three speed, electric, on movable support for the mainsheet when racing

Two Lewmar 88 three speed manual

1 powered Lewmar Captive Winch for the mainsheet installed under the base of the cockpit table

Aluminium Versari pop-up fairleads forward, amidships and aft.

Pulpit, pushpit and lifeline stanchions 650 mm high of stainless steel with composite bases.

Gates in lifelines each side amidships. Socket for flagpole on pushpit.

Stowage for two eight-man liferafts.

Cockpit teak table

Aft platform bathing ladder

Recessed electric windlass Lewmar Ocean 3000 with single gypsy and rope drum.

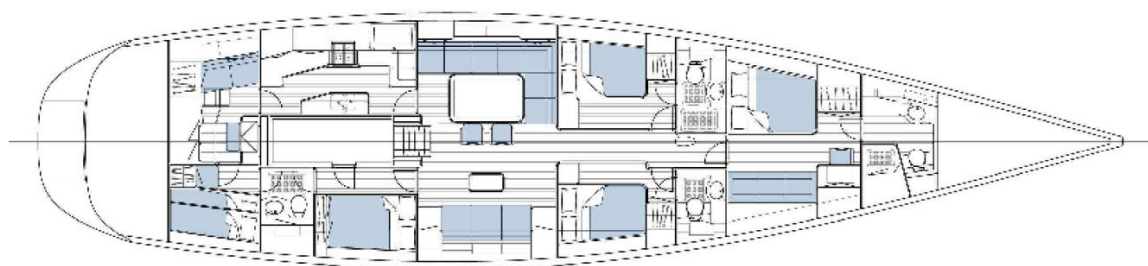
Hand control with 3.5 m (11') cable. Chain locker with hatch.

1 CQR anchor, 105 Lbs on carbon fibre pivoting arm

12mm chain 60mtrs.

1 Danforth 60 H (27 Kg) stowed under deck

INTERIOR



Teak with hand rubbed satin finish is used for all visible woodwork.
 Floorboards with laid teak veneer, providing access to the bilge.
 Topsides where visible lined with teak battens.
 Overhead lined with removable panelling covered in Ultraleather HP 3599 Almond.
 Roller blinds/mosquito screens for hinged deck hatches from 0.5 m width upwards

FOC'S'LE

Watertight collision bulkhead aft.
 Ladder under hatch.

OWNER CABIN

Port side double bed with four big drawers and storage space below, upper lockers. Hanging locker forward. SB side sofa, vanity desk and upper locker forward. Leather upholstery for settee.
 LCD screen TV SHARP LS20S1E
 LG combined DVD/VHS player
 Toilet forward
 with separate shower compartment
 with sliding door



HEADS

GRP lining up to washbasin in owner's head.

Separate shower stall for owner's head and portside guest head.

Teak grating on head floors. Owner cabin floorboards in teak as throughout the boat.



GALLEY

Insulated and sheathed space for stove, 4 burners with extractor hood over.

Microwave oven Miele 625 EG

Miele dishwasher, washing machine & dryer

Stainless steel sink

Garbage container.

260 upper refrigerator, 85 lt lower refrigerator, and 175 lt (6.2 cu.ft) freezer.

2 Iceberg compressors AC and engine driven.



MAIN CABIN

L-sofa with dining table and chairs PS
Settee with coffee table SB.
Outboard lockers, bookshelves, bar locker.
Leather upholstery.
Icemaker
Tv Sharp 30", flat screen LC-30HV4E
PIONEER Multi region DVD player.



NAVIGATION STATION

Provided with lockers, seat and space for instruments and radios.
Oilskin locker aft.

GUEST CABINS

Hanging lockers forward. Three big drawers and storage space under double berths. Lockers outboard. Vanity desk aft.
Both guest cabins have their own toilets.





ENGINE

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

Yanmar 4LHA-STE four-cylinder marine diesel, output 162 kW (220 SHP) at 3300 rpm with Hurth HSW 800A2 reverse/reduction gear 2.85:1.

Three-bladed folding propeller 28" Gori.

Fuel capacity 1820 l, in four stainless tanks with two filler lines and the possibility to fill from both sides.

Shut-off valves for each tank. Fuel valve chest with return valve for each tank. A dual Separ SWK 2000/5UK fuel filter/water separator with water alarm on feed line to engine and a single SWK 2000/5K for diesel generator (new in 2009).

Bow thruster Max Power 20 HP (new PTO in 2009), with remote control.

HYDRAULIC AND PLUMBING SYSTEM

Pressurised and heated water. Water capacity approx. 1200 l, in integral tanks with one filler line from deck terminating at valve chest under saloon floor. Water tank level gauges. Tank vent pipes terminate at galley sink.

Deck shower

The consumable water can be heated either with engine cooling water or with a heating element working on AC. BARKA hot water tank, capacity 80 l.

Water pressure pump AMFA A 99 (new 2009).

Electrical deck wash/fire pump AMFA A 99 50 l/min with connection on fore and aft deck.

Seawater spout in galley connected to deck wash pump.

Galley sinks drained through seacock.

Wash basins and showers drain to sump tanks, capacity about 70 l each. Sump tanks are emptied by electrical or manual Whale pump. Outlet above waterline.

AC-driven water maker Sea Recovery Aqua Whisper 1200-2.

Lewmar hydraulic power pack + PTO from genset.

Air conditioning Condaria and separate pump for heating system.

Bilge pumps

Five bilge pumps - one electrical submersible JABSCO 4000 with automatic/manual control, two Whale electrical with manual control for shower sump, and two manual Whale Titan 100 l/min

Chain locker/fore peak manual pump.

ELECTRICAL SYSTEM

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

230 V AC is a three-wire system.

Lightning protectors on the masthead are connected with cables to a keel bolt.

One battery set 1200 Ah (5 hour rating, equals 1440 Ah 20 h rating), 24 V traction type for general service.

Starting batteries 135 Ah 12 V for engine, and 135 Ah 12 V for generator (new in 2009).

Paralleling button for main engine starting and diesel generator starting batteries.

Voltage stabilizer for sensitive electronics and lights.

Westerbeke 17 kW diesel generator with sound shield (new 2009).

Shore power inlet 230 V AC 50 A or 115 V AC 50 A via 6 kVA transformer. Each inlet is provided with polarity alarm, main switch and land connecting cable.

Inverter 2500 VA Sine wave.



BATTERY CHARGING SYSTEM

The service batteries are charged by a 175 A alternator on the main engine or by two battery chargers 75 Ah each with automatic regulation.

The main engine starting batteries are charged by a 55 A alternator on the main engine, the diesel generator starting battery is charged by a 35 A alternator on the generator engine.

2 Service battery charger, MASS 75 A

Battery capacity meter, DCC 4000

Foghorn Aqua Signal manual/automatic control

INSTRUMENTS

2 SUUNTO 6" magnetic compass on steering pedestals.

B & G 2000 with vertical TX on masthead

1 Raytheon rudder angle

5 B&G FFD

5 20/20's at the mast

2 analogue repeaters

VHF Icom M 127 transceiver

FURUNO Radar

GPS Northstar 951X

Computer + CDRW DVD + infrared keyboard x 2 + Printer/scanner

1 Panasonic wireless nac tablet

Mini M Nera system PABX

Standard C Trimble CGPS marine transceiver TNL 7001

1 Windex

Fax Furuno Dfax 207 with printer

Hydraulic autopilot Autohelm RAYTHEON 7000 driving the steering quadrant with control panel in cockpit + remote.

1 PABX telephone switch

1 Samsung syncmaster flat screen

1 US Robotics 56k modem

1 Nauticomp weather proof deckscreen

Sat phone "NERA"

Portable GPS + 3 x Portables VHF

RIGGING

Spars are built of carbon fibre and painted white.

Four spreader masthead rig with discontinuous shrouds and 18° swept spreaders built by Offshore Spars.

$L = 32.30$ m

Park Avenue boom

Carbon fibre spinnaker pole and jockey pole

For backstay adjustment, Navtec hydraulic cylinders.

For mainsail outhaul hydraulic cylinder inside boom.

Jib halyard cylinder on side of mast, and inner forestay cylinder below deck.

Hydraulic boom vang with high pressure return.

Four-function one-gauge System 50 central control panel with two-speed pump in aft cockpit for backstay, outhaul, jib halyard, and inner forestay.

Separate System 50 panel for the boom vang, alternatively oil pressure can be fed from the Power Pack to the vang.

Hydraulic mast jack with spacer and removable manual pump.

Single part mainsheet with hydraulic adjustment and manual back-up. Controls in aft cockpit.

Recessed Reckmann hydraulic headsail furler RF90-3. Controls in aft cockpit.

Pressure amplifier Navtec for boom vang low load control hydraulic pressure.



GENERAL EQUIPMENT

Sprayhoods for main and aft companionway.

DINGHY 4.2 AVON plus cover and one outboard engine YAMAHA 60HP 4 strokes

SAFETY EQUIPMENT

Softex total flooding system for engine and generator space with remote control at main companionway.

Four portable extinguishers in interior. Fire blanket in galley.

EPIRB + SART

SAILS

Cruising – North Sails

- 1 MARATHON 3DL Mainsail 2007
- 1 MARATHON 3DL 100% Genoa 2007
- 1 heavy Staysail
- 1 Trysail 2001
- 1 Heavy Gennaker with socks

Racing – North Sails

- 1 Light Solent 3DL
- 1 Medium Solent 3DL
- 1 Medium heavy Solent 3DL
- 1 Solent N 4 3DL
- 1 Fully batten Staysail in Spectra
- 1 Light Gennaker
- 1 Medium Gennaker
- 1 Code 0

LAST MAINTENANCE

Deck and hardware

- When the mast was pulled out, all the Stainless steel rigging was replaced, also the in mast ram and most of the cables and all the mast head lights to LED's and the PCB in the wand were changed. (Also Nautor fitted 5 20/20's at the mast)
- The bottom has been stripped right back to Epoxy and fared in and 2 coats of International Micron extra were put on. (the color is now flag blue to match the boot line).
- The sails were replaced in early 2007 although they are still in good shape as the 3DL's for the crossings were not used (use the old cruising sails) and have the 3DL's fully serviced at the end of every season.
- All the canvas work has been replaced and proper back rests have been made for the cockpit.
- A 4.2 Avon with 60Hp 4 stroke was put to replace the old one
- The rusty chain was replaced and 10M extra were added in 2008
- All the winches have had a regular service the steering cables replaced annually the paint that was milky has been brought back to a gloss, and a full deck and engine maintenance log is in place now.
- New jib sheets, main sheet and some halyards.



Mechanics and Below Deck

- The water maker membranes have all been replaced in 2007
- The computer system has been updated with a full backup system on KVM switches, the deck screen was updated in 2008 and there is a mobile touch screen tablet and a proper Wifi sniffer.
- The salt water side of the engine has been mostly replaced and has also now had a top end rebuild done. The engine-driven compressor for the fridge is new in early 2007 and the 24 Volt alternator is new early 2007 as well as new starter motor and start batteries in 2009.
- The bow thruster has a new PTO to fit the new Gen.
- The water pump system has been changed to Headhunter and all the spares are on board(Including a spare complete pump)

Price may be changed without notice
Boat is offered subject to still being available
The particulars are believed to be correct but not guaranteed