

SIRMA

Swan 61-005



Asking Price : 700.000 € (VAT paid)

The Swan 61 is a cruising masterpiece designed by the leading designer German Frers. It is a performance yacht easily handled by a crew as small as two, with luxury accommodation and exceptional stowage space for equipment and accessories.

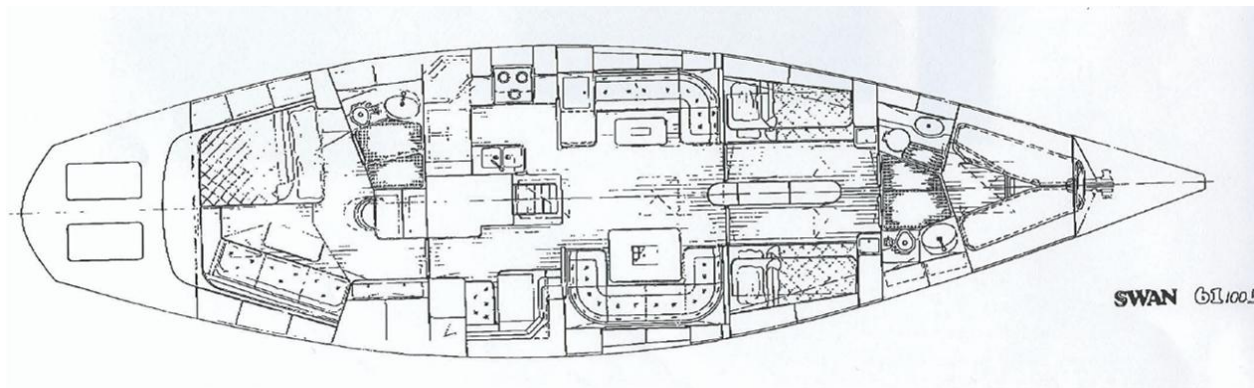
SIRMA has been equipped with a full depth keel which gives her excellent sailing performance. She has been continually improved and updated. In 1998 a retractable lewmar bow thruster (10 hp) has been installed which enhances the manoeuvrability of the yacht, especially under difficult circumstances.

In 1999, the navigational equipment has been completely modernized and gives the yacht a unique navigational system where all parts are interfaced with each other. A computer with MaxSea charting software forms the heart of the system. Two GPS systems, Furuno Arpa Radar, B&G Hydra 2000 and Robertson Autopilot are interfaced to the MaxSea software.

The general specifications are:

White painted hull with blue cove line and two blue coaming stripes

Length overall	18.44m	Length water-line	14.68m
Beam	5.00m	Draft	3.10m
Displacement	27,700kg	Ballast	9,200kg
Fuel	750 l	Water	1200 l
Engine Volvo TMD41 150hp, 1994		Service power	24v 500 Ah
Maximum speed 9.1 knots		Designer	German Frers



HULL & DECK

Full depth keel for increased sailing performance.

New painting hull and superstructure (2004)

Nautor mast I=26m.

Teak deck new 2004

Deep water keel of appr. 3m for enhanced performance

Three spreaders mast (longer than the normal installed two spreader) for enhanced performance

Standing rigging of solid Navtec rod.

Lewmar hydraulic backstay, vang and babystay

Mainsail with Harken rails

Reckman headsail furling

Removable inner forestay and runners

One spinnaker pole and one jockey pole.

Spinnaker equipment

Winches all Lewmar and self-tailing, including: (NEED TO BE CHECKED)

Primaries 2 x 65 SEST electric.

Secondary 2 x 55 SEST electric.

Mainsheet 1 x 55 ST

Genoa halyard 1 x 55 SST.

Main halyard	1 x 55 SST.
Spinnaker halyard	2 x 52 SST.
Other controls	6 x 46 CST.

Blocks and jammers for genoa fairled position control from cockpit

Stemhead fitting of stainless steel with double chain rollers.

Lofrans Falcon T1500 electric anchor windlass, recessed in hatch on the foredeck.

60 lb Danforth and 75 lb. CQR anchor. 65m 1/2" chain extended with 60m rope.

Chain box with drain pump.

Stowage for one 8-man liferaft in drained locker in central cockpit.

Large cockpit amidships with sprayhood at forward end.

Deck shower hot and cold amidships.

Large deck after central cockpit ideal for sunbathing.

Extended transom providing generous stowage in lazarette.

Swimming stair for use amidships.

Swimming stair/gangway on the aft.

Gates in lifelines and pushpit.

Outboard bracket (2x) on pushpit.

Radar pole with folding crane for hauling in/out dinghy.

Anti Osmosis preventive treatment of the hull & new epoxy layer (2000 / 2001) – No osmose problem

INTERIOR

OWNER'S CABIN: SIRMA has a very spacious and luxurious owner's cabin normally found in yachts with a length of 68' or more. She has a large double bed on port side, a couch with a table on starboard side, a vanity table with mirror and stool on the centreline facing forward and en suite bathroom with toilet and shower stall.

She has large lockers on starboard side, shelving and lockers all around, drawers and special stowage place for charts available under the bed.

MAIN SALOON: She has a U shape seating area to starboard with a (re)movable settee on centreline and large dining table which could be further enlarged. The saloon seating is upholstered in white leather (slipcovers available).

Port side has a small seating area with a removable table. This table could also be used in the centre cockpit or stored opposite the navigation station. This seating area could easily be converted into a double bed.

GALLEY: The galley is on port side close to the entrance. She is compact and comfortable to work in even during heavy seas. She has two s/s sinks, an Alpes Inox gas cooker with four burners and oven, and a microwave. She has a very large top loading deep-freeze with 3 large baskets. The fridge has been divided into two units: One with a front door on eye level and one top loading compartment with two large baskets.

The fridge/freezer has two independent cooling systems: One running on 220V and one on 24V ensuring reliability during your holidays.

NAVIGATION STATION: The navigational area is on starboard side close to the entrance. An easy to use navigational system has been installed and the computer and display are nicely integrated into the furniture. The computer is interfaced with all essential navigational systems on board and all information is available on the B&G displays for example on the steering helm and the owner's cabin. The navigation corner has been upgraded with new MAX SEA software on a new computer with following attributes :

- ✓ Connection of autopilot
- ✓ Connection to B&G hydra system
- ✓ Routing module
- ✓ Radar/arpa module
- ✓ Weather module
- ✓ Routing module

SIRMA has a very large library of electronic charts (France Mediterranean & Corsica, North Italy & Sardinia, South Italy & Sicily and Greece), Baltics, North Sea; UK. These charts are a very powerful tool to navigate safely in the Mediterranean. Waypoints and routes can be made and stored easily, a log can be kept, radar objects (Furuno ARPA radar) can be named and tracked on the charts electronically.

The Robertson autopilot can be steered to a magnetic heading, a waypoint from MaxSea (computer) or any other waypoint in one of the two GPS systems (Furuno GPS and Philips AP GPS) and a specified windangle obtained from the B&G Hydra system. A new second autopilot RAYMARINE (2005) has been installed.

An Inmarsat C terminal has been installed and connected to the computer. This terminal is a GMDSS compliant terminal which could send and receive distress signals. The terminal receives NAVTEX messages and could communicate with any other Inmarsat C-terminal, telex or telefax anywhere.

A Motorola GSM has been installed and connected to the computer. The GSM could handle telephone calls, telefax and data calls. With the GSM internet connections could be established.

A satellite téléphone system has been added.

A new VHF (old one still functional), weatherfax and Skanti transmitter/receiver has been installed.

GUEST CABINS: Both starboard and port cabins have upper and lower berths with ample space in the shelves, drawers and lockers all around. The lockers on the centreline provide ample hanging space. Both cabins share one big bathroom with toilet and shower. An additional heating system has been installed (no fan) in the guest cabins and a shower in the guest bathroom.

FO'C'SLE: SIRMA has opted for a crew cabin with pipe-berths and separate head/shower. The cabin has ample of storage place.

ENTERTAINMENT EQUIPMENT

Computer.

Sony Mini Hi-Fi centre in main saloon with speakers in saloon and cockpit.

New TV (2005) / Video SONY.

New radio (2005)

spec. 61-005

Page 4

ENGINE, PLUMBING & ELECTRICAL

Volvo Penta TMD41A 150hp diesel engine, (standard = TAMD 30 105hp) xxxx Hours.
Max Prop 3 blade 24" propeller.

Generator Westerbeke 12.0 BTDB 514 (12.0 KVA – installed new 1999 xxxx Hours)

Seafresh watermaker 240V (appr. 70 ltrs/hour)

Condaria Airconditioning / Heater (220V)

A new Webasto Heater (gasoil) system which can heat the yacht continuously

Fridge/Freezer cooling system on 220V

Fridge/Freezer cooling system (Frigomar) on 24V (installed new 1999)

Vetus water heater (installed new 2001).

Shorepower connection

Shorepower connection for Airconditioning

Victron 1500W Invertor (installed new 1999)

Victron battery charger service batteries

Capacity of service batteries are seriously increased (2005)

Battery charger engine batteries (installed new 1999)

Electric/manual pumps for bilge

Electric high capacity bilge pump

Additional bilge pumps has been installed (2005)

Three Lavac vacuum flush toilets equipped with both electrical and manual pumps

Two sump tanks (grey water) with both electric and manual pumps

Holding tank

SAILS

New North sails 2007/2009 – hardly used :

- Main sail
- High aspect
- Spinnaker
- Code one
- genoa

Competition genoa light

Competition genoa heavy

Most of the Halyards are new : from 2007 & later

Older staysail and stormsail available

ACCESSORIES

Sprayhood

Sun awning

Cockpit table and upholstery

Gangway.

Elkhide covered steering wheel

Emergency tiller

spec. 61-005

Page 5

Seasaver 8 person life-raft under cockpit floor in dry locker
Beaufort 8 life-jackets with harnesses Ancra.4
Heavy weather safety lines (jackstays)
Full sailing gear - blocks, winch handles, running rigging, fenders, warps, mooring lines
Comprehensive set of kitchenware, china, cutlery, glasses, towels and bed linen
Spare parts for engine, toilets, pumps and filters
New Bimini and dodger. The centre cockpit could be closed completely with side flaps for convenient cruising in harsh weather.

Automatic inflatable buoy (pack)

Life raft

Radar pole equipped with crane to bring the dinghy into the water and store it conveniently on the aft deck.

Since 2007 she has been hardly used but is still very well maintained. She is currently lying in Belgium

Price may be changed without notice

Boat is offered subject to still being available

The particulars are believed to be correct but not guaranteed



Nav station



Saloon

