

Swan 36



Year: 1968
Location: Chichester
LOA: 35' 10" (10.6m)
Beam: 9' 8" (2.9m)
Draft: 6' 6" (1.98m)

Remarks:

A rare opportunity
Nautor's Swan 36
which is a most

Swan 36 cruiser/racer built in 1968 by
for her time, well admired and envied
her a most stable, seaworthy yacht of

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Mechanical and Rigging

Engine & Electrical System

The Volvo engine is housed beneath the dinette seat at aft end (central part of vessel in front of chart table) with two 12 volt batteries, one on port side beside engine, other at forward end beneath seat beside mast.

Engine:

New 2012 - Volvo Penta D1-30F 30HP diesel inboard engine
Serviced by Volvo Penta Agent (Steve Grier) 2021
Hours - 420 approximately
Volvo 3 bladed folding propeller with shaft drive
2015 - Golden Arrow new engine mounts

Stainless steel fuel tank: 50 litres (located beneath cockpit, accessed from quarter berths)

Electrical system:

Volvo Penta D1-30F engine has starter/generator (see engine details fact sheet in operating manual)

Shore power (240v) socket in rear of cockpit (leading to isolator switch at rear of port side quarter berth) feeding two mains sockets beside chart table and galley.

All electric switches/fuses at Chart Table. Main battery/electrics on/off switch on lower bulkhead in foot well beneath chart table.

Rigging:

All standing rigging and principal running rigging replaced/renewed by Holman Rigging Chichester Marina in April 2021.

Mainsail halyard Kevlar, other halyards 10mm Dynamic braid.
Harken MKII Furling system for forestay - 1996.

Sails:

Original sails (checked/commented on by surveyor in survey report from 1994) in storage at owner's home, comprising:

Mainsail Hood 1988 - good
Mainsail Original spare, serviceable with cover
Working jib Ratsey 1968, serviceable
No 1 Genoa Hood - Heavy - good
No 1 Genoa Hood - Light
Spinnaker - Heavy Green - Little used (good for heavy weather regattas)
Spinnaker - Light blue - some repairs, fragile, serviceable with care
Storm jib - unused.

North Sails from 2001 (as currently used for club racing/regattas etc)

2 x Mainsails - one fully battened (cruising), one half battened (racing)
No 1 Genoa Heavy - serviceable
No 1 Genoa Light - good
No 3 Genoa - good
Spinnaker (light and dark blue with white) - good
No 1 Genoa Heavy - updated new sail in 2008 - good (best sail!)
Furling Genoa with Easy Cover Protector - 2014 - good (cruising)
1998 Arun sails - Radial Head Cruising Chute (Asymmetric) with snuffer (yellow)

Covers

New covers from C & J Marine

2021 - Spray hood on folding frame, tonneau cover over cockpit with zip to fasten to sprayhood, front hatch cover, windlass cover, all in matching blue.

2022 - Pack-a-Main (bespoke) with Lazy Jack system (being fitted Dec 2022)

Mast, Spars & Rig

Proctor alloy mast keel stepped with front tracks holding twin spinnaker cups
Twin spinnaker poles (either side of foredeck)
Whisker/jockey pole
Boom with fixed kicker
Slab reefing
Two Lewmar 16 halyard winches (either side of mast).

Inventory

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Deck & Cockpit Equipment

Arco Winches 40ST x 2, 52ST x 2

Barlow Winch No. 17 for kicker

New Lewmar mainsheet track system 4:1 purchase (2021)

Sestral binnacle compass (central position leading to companionway)

2 x Manual bilge pumps (1 in cockpit side locker, other in navigation area)

Cockpit side locker (starboard side)

Dorade Ventilation box with cowl above toilet

Pulpit/pushpit/guardrails

Manual Anchor/Windlass winch

Danforth anchor with 30M of chain and 30M of warp

Fishermans anchor

Grab anchor with warp

Horseshoe lifebuoy with light x 2 fitted to pushpit

Extendable Danbuoy with light fitted to Pushpit

2 x sets of cockpit dodgers port and starboard, one in white with sail number, other longer with "Flyover" name in blue

Various mooring lines and spare halyards in stern lazarette

Extendable boathook

Fuel infill point - forward end in centre of cockpit floor

Water infill point - port side deck.

Navigation and Communication:

Radar reflector fitted to upper mast
Raytheon RL70CRC radar/plotter (2001)
Raytheon 2 Kw 18" radome (2001)
Raytheon LP120 WAAS/EHNOSS computable GPS transducer (2001)
Raytheon ST60 Speed (2001)
Raytheon ST60 Depth (2001) Ray49 VHF DSC radio telephone
Raytheon ST60 Wind (2001)
Raytheon ST4000 + Tiller Pilot System (2001)
Raymarine RAY49 VHF DSC Radio telephone (2014)
Port/starboard LED Nav lights fitted to Pulpit with stern light on pushpit
Deck/Steaming light
Windex/Hawk Wind indicator at top of mast
Black ball/cone

Misc

Operating manuals for all equipment/instruments
Various warps and fenders covered with fender socks
Engine spares
General spares
Wire cutters
Flares pack - valid to 2024
4-man Seago liferaft in valise (needs replacement)
Aries self steering gear with fixing blocks - in storage at owners home.

Accommodation

General Specification

Designer: Sparkman and Stephens Inc.
Builder: Nautor Swan, Pietarsaari, Finland
Length overall: 10.91m
Length waterline: 7.77m
Beam: 2.94m
Draft: 1.90m
Displacement: 7,150kg
Lead ballast: 3,600kg
Registered No.: 335461
Engine: Volvo D1-30F
Fuel: 50 litres (stainless steel tank)
Water: 75 litres (flexible tank)

Major Items covered in refits

New Harken MK11 Furling System (1996)

New Arco Winches (1999)
New Raymarine Instruments radar/plotter/speed/depth/wind /tiller pilot (2001)
New North Sails (2001/2008/2014)
New complete external cockpit coamings/surrounds (2007)
New Volvo engine (2012)
New Raymarine VHF DSC Radiotelephone (2014)
Complete refurbished Baby Blake (2020)
Complete refurbished Taylor Paraffin Cooker (2020)
Central main cabin sanded back and revarnished 2020
New standing Rigging (2021)
New Lewmar mainsheet system (2021)
New covers Sprayhood/Cockpit Tonneau/Front hatch/Windlass/Pack-a-Main (2022)

Construction:

Hull structure: one piece moulded fibreglass, hand laid according to and exceeding Lloyds 100A1 requirements. All through hull fittings are equipped with Blakes marine seacocks.

Deck: the complete deck, trunk cabin and cockpit are single moulded sandwich construction with mono-cellular form filling. Deck and cabin tops have integral moulded non-slip surfaces. Deck has a 3" teak toe rail with s/s bolts.

General: Self draining cockpit, teak grating on seats, rudder is a balanced spade well aft of the keel protected by the keel that provides exceptional stability off wind and fine balance on all points of sail.

Accommodation:

Forward Cabin:

Two berths in V shape with drawer and locker under each and full length shelf over, with removable central infill to form large double berth when needed.

Dressing seat located between berths.

Recessed lighting over each berth.

Built-in steps provided for exit through forward hatch

Sliding door with latch to forward cabin.

Heads Compartment:

Utilises full beam with double hinged door with mirror to main cabin.

To starboard a moulded fibreglass wash basin with counter and fresh water pump action tap. One cupboard above and one locker below the basin.

To port a large hanging locker with rail and shelves behind. Baby Blake marine toilet centrally placed fully restored and re-chromed 2020.

Main Cabin:

To starboard, a drinks cupboard with Fusion RA50 radio system above, galley area with a Formica topped counter. Insulated top loading ice box at forward end, stainless steel sink with fresh water pump in centre. Sink drains to seacock common with wash basin. Taylors Paraffin cooker, gimballed 2 burner range with oven, paraffin tank and pump in locker behind and further storage in large drawer beneath. Storage lockers behind galley counter with sliding darkened Perspex doors. Five drawers (for cutlery/utensils, etc) below counter with cedar wood pull-out slatted bread board and/or draining board. Wet hanging locker at aft end.

To port, a dinette with drop leaf table designed to fit into area between settee ends for double berth. Back rest hinged and swings 90 degrees forming third upper berth in main cabin secured by supporting swing arms bolted to bulkhead, with two lockers and bookshelves behind. Additional storage is provided beneath dinette seats and behind the seatback. Flexible water tank lies beneath central floor boards.

The Volvo engine is housed beneath the dinette seat at aft end (central part of vessel in front of chart table) with two 12 volt batteries, one on port side beside engine, other at forward end beneath seat beside mast.

Aft of galley to starboard is a full length quarter berth with storage beneath, full length shelf above and recessed reading light.

Feature central lights in main cabin and above sink. Oil Lamp on gimbals next to mast with brass clock and barometer on bulkhead. Two fire extinguishers fore and aft of galley on starboard side with fire blanket.

Navigator's Area:

Located on port side aft, quarter berth with full length shelf over and fixed chart table with hinged top, chart storage under and nest of five drawers facing inboard, bookshelf and locker to port with VHF radio, electrical panels/switches and navigational instrumentation and light, small shelf above chart table to house chart plotter. Charging devices/USB ports for mobile phones, etc. Main battery/electrics on/off switch on lower bulkhead in foot well beneath chart table.

Companionway removable access steps with non-slip tread inserts for access through main hatchway, behind which useful storage shelving for flags/sails ties etc.

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Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Remarks :

A rare opportunity to purchase a treasured, well-maintained and much loved Swan 36 cruiser/racer built in 1968 by Nautor Swan in Pietarsaari, Finland. Universally recognised as a true classic of her time, well admired and envied wherever she sails with beautiful lines and underwater profile that makes her a most stable, seaworthy yacht of distinction.

"Flyover" is one of the earliest Sparkman and Stephens designed Swan 36s, hull No. 009 out of a total of over 90 built between 1967 - 1970. She has been built to the very highest standards according to and exceeding Lloyd's 100A1 requirements.

"Flyover" has been in current ownership for past 28 years with regular annual additions and upgrades. She has sailed cruised and raced the English Channel and beyond, taking part in competitive club racing and cross channel regattas, participating in the regular biannual Swan Rendezvous in Guernsey and Swan Europeans in Cowes, Cowes Classics Week, and Round the Island Race winning the Renaissance Trophy five times in the Classic Yacht class. She is a fast, successful, beautifully balanced and comfortable dry vessel, well set out below to accommodate up to 7 crew in a traditional yet modern layout for her time.

As the years are now catching up with her current owners "Flyover" is seeking a new caring owner to take over and enjoy her for many more years to come.

Contact: Network Yacht Brokers Chichester Unit D3 Chichester Marina Chichester PO20 7EJ
Tel: 01243 550042

Email: chichester@networkyachtbrokers.co.uk