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Swan 40 - SOLD

£135,000 GBP tax paid/included

United Kingdom

Outstanding long-distance cruiser

Manufacturer/Model	Swan 40 - SOLD
Name	Wild Carol
Designer	German Frers
Year	1994
Category	Sail
New or used	Used
Status	Sold
Price	£135,000 GBP
Tax/VAT status	Paid / included
Price comment	Outstanding long-distance cruiser

Lying
Reference

lymington, United Kingdom
AGS40WC

Specifications

Length overall	12.26 m
Length waterline	9.98 m
Beam	3.93 m
Draft	2.15 m
Displacement	8,800 kg
Keel	Fin keel

Accommodation

Further information 8 berths in 2 cabins plus saloon (v-berth, 1 double and 4 singles)

Description

Sorry, this yacht is now SOLD

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Update 03/07 - Price Reduced to just GBP135,000 VAT paid. Not only has this stunning Swan 40 been reduced in price, but she is also priced in Sterling which reflects a further substantial saving over similar Euro priced yachts.

WILD CAROL was purchased as a cruising yacht, a task she has fulfilled with aplomb, having been specified by her original owner for cruising, and updated appropriately in her previous and present ownerships. She benefits from such updates as SSB, holding tank, large battery capacity and cruising chute, making her ideal for serious cruising and the ideal 'ARC' yacht. With her removable drum Reckman genoa furler, she could also be pressed into racing duties very easily and very quickly.

Launched in April 1995 with a high original build specification and a more practical aft cabin arrangement, this beautifully appointed fast cruising yacht is one the nicest of the 58 examples launched by the Nautor yard in Finland between 1992 and 2000.

Lying Lymington

Specification

CONSTRUCTION

RCD Status:

- RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

- Hull construction drawings are approved by the American Bureau of Shipping (US Lloyds equivalent).

Hull Construction:

- The hull is built of single skin construction using GRP/Kevlar reinforced polyester laminate. A high proportion of the fibres are unidirectional, giving a stiff laminate with excellent strength and fatigue properties.
- Two layers of epoxy tar are applied over unpigmented gelcoat beneath the waterline for added resistance to osmosis.
- Structural bulkheads are marine grade water-proof marine plywood (except saloon aft bulkhead which is of GRP sandwich) and are laminated to the hull.
- Hull stiffness is further increased by foam-cored stiffeners reinforced with unidirectional glass fibre.
- The hull is finished in white gelcoat with mid-blue waterline hull stripes, mid-blue caveta line and mid-blue style lines on the superstructure.

Deck & Superstructure Construction:

- The deck is of GRP sandwich construction using low-density closed-cell PVC foam core (does not absorb water or rot like end-grain balsa) with high density foam inserts and aluminium back-up plates under deck-fittings.
- The deck is overlaid with hand picked teak planking vacuum bonded to GRP subdeck.
- The cockpit seating, sole, bridge-deck and foredeck are also teak laid.
- Aluminium Goyot opening deckhead hatches are fitted throughout.
- Stainless steel grab bars along superstructure with further grab bars at companionway.
- Aluminium toerail.
- Fold-out transom to create swimming platform and aid boarding.

Keel & Rudder:

- The fin keel is of elliptical bulb shape with short root chord.
- The keel ballast is cast lead alloyed with antimony.
- Cast-in keel bolts are of high-tensile stainless steel.
- The rudder blade is foam filled GRP with a tapered, tubular, S-glass/epoxy composite stock supported by two self-aligning bearings (Bottom bearing renewed 2001).

MACHINERY

Engine & gearbox:

- Nanni 4.150 HE 4-cylinder marine diesel engine (based on Kubota) producing 35hp @ 3000rpm.
- Engine control via Morse lever and control panel in cockpit (starboard side).
- Thermostat controlled freshwater cooling with heat exchanger and raw water intake and strainer.
- Hurth HBW 150A mechanical reverse gearbox with reduction ratio of 2.63:1.
- Engine mounted on GRP beds with steel inserts.

Maintenance & Performance:

- Engine hours – approx 1951 as of April 2016.
- Maximum speed – 8 knots @ 3,000rpm.
- Cruising speed – 7knots @ 2,300rpm.
- Fuel consumption at cruising speed – approx 4.2 l/h.
- Range at cruising speed – approx 407Nm.

Propulsion & Steering:

- Vetus Uniflex 1630 flexible coupling to 30mm stainless steel shaft (reduces vibration) through a Volvo Seal driving propeller through a cast p-bracket and cutless bearing (stern seal replaced November 2015, also stern tube repair).
- Max-prop 3-bladed feathering prop (510mm diameter) with Spurs rope cutter (fitted November 2015).
- Nautor white awl-grip painted helm pedestal with cable & hydraulic steering controlled by Elk-hide covered large diameter stainless steel wheel (needs new wheel cover).

ELECTRICAL SYSTEMS

Voltage systems:

- 12v DC service battery circuit.
- DC & AC panel at navigation area with battery monitor system.

Battery Banks:

- 1x 12v 90Ah engine start battery.
- 6x 2v single cell service batteries joined in series to supply 320Ah @ 12v (upgraded over standard, renewed 2010).
- Batteries located under main cabin table and vented to the mast area.

Charging:

- Victron Pallas 25Amp battery charger running from shore-power.

Alternators:

- 50Amp 14v DC engine-mounted alternator for charging engine start battery (replaced 2015).
- 105Amp 14v DC engine-mounted alternator for charging service battery bank (replaced 2007).

Other Electrical:

- 220v AC shore-power supply with 220v sockets throughout yacht.

PLUMBING & GAS SYSTEMS

Fresh Water:

- Pressurised hot & cold water system using 12v DC pressure pump assisted by pressure accumulator (water pump was replaced in 2008).
- Water heated by 22 litre engine driven calorifier with 220v AC 700w immersion element.
- Thermostatic mixer taps supplying galley and both heads.
- Manual freshwater foot-pump supply at galley.
- Bronze seacocks are fitted throughout.

Bilge Pumps:

- 2x 85 l/min manual bilge-pumps (in saloon and cockpit).
- 1x 12v DC electric bilge-pump.

TANKAGE

Fuel:

- 240 litres in two stainless steel tanks located beneath saloon sole (120l each).
- Single point deck filling.

- Tank gauges at engine control panel in cockpit.

Fresh Water:

- 425 litres in two stainless steel tanks located beneath saloon seating (port 225l & starboard 200l).
- Single point deck filling with overflow at galley sink.
- Water level gauged by sounding rod stowed in forward cabin.

Holding Tanks:

- Holding tank (Tek Tanks) fitted to forward head 2011.

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

- Autohelm ST7000 autopilot.
- B&G Network Wind display (at forward end of cockpit).
- Raymarine RL70C Radar/Chartplotter display (at forward end of cockpit) (2007).
- B&G Network Data (Wind, Speed, Depth, Log).
- B&G Network Compass (2002).
- B&G Network Nav (GPS) (2002).
- Suunto binnacle compass.

At Chart Table:

- B&G Network Quad (Speed, Depth, Log, Temperature, Timer) repeater.
- Raymarine RL80C large screen Radar/Chartplotter (2002).
- Raymarine 125 GPS (display via radar/plotter) (2010).
- MLR FX312 GPS (2001) (dismounted to make way for SSB but can still be connected, antenna and power supply still in place).
- ICS Nav6 digital Navtex (2002, but with latest antenna, fitted 2015).
- Clock & Barometer.

Communications Equipment:

- Icom IC-M601 VHF with DCS (2003).
- Icom SSB IC-M802 fitted 2010.
- Icom Commandmic VHF handset (replaced 2016).

DOMESTIC EQUIPMENT

Galley:

- Alpes Inox stainless steel 3-burner gimbaled gas stove with oven and 240v AC grill + rotisserie.
- 100 litre front opening refrigerator with ice-cube box.
- 12v Danfoss compressor with TEC temperature controller.
- 2x Stainless steel sinks with hot & cold water supply.

Heads:

- 2x Jabsco / ITT Par manual marine heads (replaced 2010 together with all pipework).
- Hot & cold pressurised showers in forward and aft heads with 12v DC 3.3gpm electric pump-out (both shower pumps have been replaced in this ownership).
- Hot & Cold pressurised transom shower in aft locker (new 2012).

Heating & Ventilation:

- Webasto 3.5kW heater (fitted 2006) mounted in starboard cockpit locker with 3 x outlet vents – in aft heads (for drying wet gear), in aft cabin and in saloon.
- 12V Fans fitted at chart desk, galley and aft cabin (2010)

Lighting:

- Halogen interior lighting with extra reading lights over berths.

Entertainment:

- Pioneer radio cassette player with CD changer and speakers in saloon.

ACCOMMODATION

Summary of Accommodation:

- 8 berths in 2 cabins plus saloon (v-berth, 1 double and 4 singles).
- 6ft+ headroom throughout.
- Burma teak interior joinery made up of faced marine plywood with solid teak where appropriate.
- Joinery is hand rubbed satin finish.
- Teak battening to exposed hull sides.
- Teak soleboards with holly inlay.
- White vinyl headlinings with teak trim (Velcro affixed for easy access to deckhead).

- Red/navy Microcare upholstery in saloon (new 2007).
- Pale pink cloth curtains (renewed 2010).
- Blue canvas lee-cloths for berths.
- Elk-hide cover for mast (keel-stepped spar).

Description of Accommodation from Forward:

Forward Cabin

- Double berth with extensive stowage for sails beneath.
- Side settee aft of berth
- Full length hanging locker aft to starboard.

Forward Heads:

- Positioned aft of forward cabin to port and accessed en-suite to forward cabin.
- GRP module with tiled floor and mirror on bulkhead.
- Stowage in lockers.
- Manual marine heads (replaced 2010 together with all pipework).
- Holding tank located under port forward bunk fitted 2010.
- Faucet with thermostatic hot & cold pressurised water supply and separate shower head.
- Electric pump out for shower.

Main Saloon:

- Settee berths to port and starboard.
- Folding leaf table over centreline.
- Lockers and bookshelves to starboard.
- Pilot berth outboard to port.

Galley:

- Aft of saloon to port in walkway through to aft cabin.
- Gimballed gas stove with stainless steel guard and 12v extractor fan.
- 12v fan.
- Corian worktops.
- Twin stainless steel sinks (with Corian covers) mounted over centreline above engine box.
- Stowage for pans, crockery and food.
- Front opening refrigerator.

Navigation Station:

- Aft of saloon to starboard.
- Forward facing chart table with double navigators seat.
- Chart stowage & further stowage in drawers and lockers.
- 12v fan.

Aft Heads:

- On starboard side of aft cabin.
- GRP module with tiled floor and mirror on bulkhead.
- Stowage in lockers.
- Manual marine heads.
- Faucet with thermostatic hot & cold pressurised water supply and separate shower head.
- Electric pump out for shower.

Aft Cabin:

- Split berth with single to port and narrow double to starboard.
- Full length hanging locker to port.
- Lockers and shelving outboard.
- Stowage beneath berths.
- Access to helm cockpit via hatch and removable stainless steel ladder.
- 2 x 12v fans.

DECK EQUIPMENT

Rig:

- Nautor aluminium alloy anodised keel-stepped mast and boom with three sets of spreaders.
- Discontinuous Navtec Nitronic rod rigging (Renewed 2006).
- Insulators fitted in backstay when rigging renewed (2006).
- 1x19 stainless steel wire babystay.
- Removable inner forestay (1x19 wire) for hank-on storm jib.
- Checkstays with Harken multi-purchase block & tackle tensioners.
- Reckmann RS2000 stainless steel genoa furling system with removable drum for racing sails
- Harken adjustable genoa cars (with Lewmar jammers).
- Harken System 'A' fully adjustable mainsheet traveller with multi-purchase mainsheet.

- Fully battened mainsail system with stackpack lazyjacks/sail cover & Harken ball-bearing batten-cars on mast track.
- Navtec hydraulic solid-strut boom vang (replaced 2013 with new cylinder one size up from original).
- Navtec hydraulic split backstay.
- Navtec System V multifunction manual hydraulic system for vang & backstay.
- Halyard lines led aft through Harken blocks & sheaves to Lewmar jammers by companionway.
- Harken spinnaker track & full spinnaker kit with Harken deck-mounted aluminium spinnaker pole.

Winches:

- Lewmar Ocean 54ST 2-speed self-tailing manual genoa winches.
- Lewmar Ocean 48ST 2-speed self-tailing manual spinnaker winches.
- Lewmar Ocean 44ST 2-speed self-tailing manual halyard winches.

Sails:

- North Sails fully battened Dacron mainsail
- Owen Sails 140% roller furling DCP Pentex genoa (2007).
- North Sails 95% (No.3) high cut Dacron roller furling jib (1995) – (ideal for passage-making).
- North Sails 0.75oz nylon spinnaker (1995).
- North Sails hank-on Dacron storm jib (1995).
- Sanders Sails nylon cruising chute with snuffer (2001).

General:

- Stainless steel pushpit, pulpit (open front with teak seat) and guardrail stanchions.
- Forespar Novalift outboard hoist fitted at pushpit to port (2013).

Anchoring & Mooring:

- Additional mid-cleats for mooring.
- 45lb CQR anchor.
- Lewmar 12v 1000w vertical electric anchor windlass.

Covers, Cushions & Canvas:

- Blue canvas sprayhood for companionway (renewed 2015).
- Blue canvas sprayhood for cockpit (Owen Sails 2007).
- Blue “stack pack” zip-up mainsail cover with lazyjacks & gooseneck cover.
- Custom awning which zips to stackpack covering deck up to mast and over cockpit.
- Winch covers and helm pedestal cover.

SAFETY EQUIPMENT:

Navigation Lights:

- International LED navigation lights and LED steaming light for low power consumption.

Life saving:

- Sea Me active radar reflector control (2006)
- ACR Satellite2 406 EPIRB (serviced, new battery 2016)
- Passive radar reflector
- Zodiac 6-man liferaft in valise (Solas-B pack). Serviced February 2016 and valid until 2019.
- Plastimo extending Danbuoy.
- 1x Horseshoe buoy with light.
- Lalizas LifeLink Overboard rescue system.
- MOB recovery system.
- Webbing jackstays.
- Emergency tiller.

Fire control:

- Fire-extinguishers (some replaced 2011).
- Fire-blanket.

General note on safety equipment: Any safety equipment such as liferafts, epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

MISCELLANEOUS:

- Engine Spares Box
- Comprehensive selection of spare parts
- Complete set of cutlery, crockery, pots, pans, kettle, teapot etc.
- Shore power cables with several adapters
- Hosepipe

Owners Comments

After purchasing Wild Carol in Lymington in 2006 we sailed her to Arisaig on the West Coast of Scotland which would be her summer base for the next few years. She was usually wintered indoors at either Fairlie Quay near Inverkip or Silvers yard at Rosneath. We cruised extensively among the islands of the west coast and made a trip to Orkney one summer, returning to Arisaig via the Caledonian Canal. We also did the round Mull race a couple of times and West Highland Week once but that is the only racing she has done in our ownership. Having experienced everything that the weather in Scotland could throw at us we decided to head for the sun.

So, having fitted a holding tank serving the forward head over the winter, in early summer 2011 we sailed Wild Carol from the Clyde, south to Falmouth, then across the Bay of Biscay, to the Algarve in Portugal with brief stops in Falmouth, Loctudy (gale dodging) and La Coruna. Having run out of time to deliver her all the way to her intended destination in the Mediterranean she spent the remains of that summer pottering in the Algarve and that winter in the water in the marina at Portimao. In spring 2012 we sailed to Alicante and she spent the summer there with a couple of trips to Ibiza and back. During summer 2013 she was based in Andratx, Mallorca and we undertook a very pleasant circuit of the waters around Mallorca and Menorca before returning to Alicante marina where she remained, doing only a few short coastal cruises in 2014, until spring of 2015.

We then sailed her to the Sopromar yard in Lagos, Portugal to undergo some TLC. The blue coach line was repainted and the hull and deck professionally polished. New window panes were fitted all round. A number of Harken blocks were replaced including the mainsheet blocks and some running rigging was also renewed. The steering binnacle and instrument pods were removed and repainted, as were various vents that were showing a bit of age. The cutless bearing and stern seal were renewed and in course of this some corrosion of the stern tube was discovered which was also professionally repaired by the yard. A new alternator was fitted and the engine was thoroughly overhauled with the injectors, heat exchanger and tappets all receiving the manufacturer's recommended service attention. A new fuel pump was also fitted. Cockpit and sink drain hoses were replaced.

We have found the Swan 40 to be an outstanding long-distance cruiser with excellent sailing performance. The layout is perfect for extended passages and we particularly like the design of the galley, which is very easy to use at sea. The quality of the joinery and the robustness of construction is better than anything we have seen on any other model of yacht.

Lying Lymington

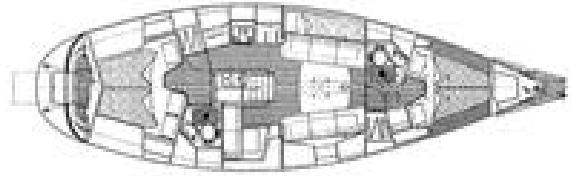
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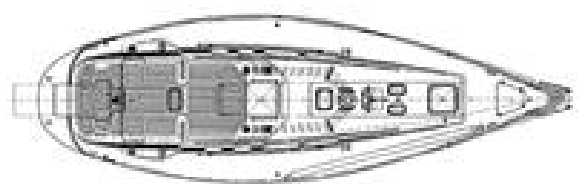














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