PAUL E. SAPERSTEIN CO., INC.

AUCTIONEERS & APPRAISERS

AUCTION NOVEMBER 6, 2013, 12:00 NOON, SOUTH DARTMOUTH, MA

Inspection: Tuesday, November 5, 2013 10AM - 3PM

DISCLAIMER

Paul E. Saperstein & Co., Inc. 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 potential bidder in the auction should instruct his agents or his surveyors to investigate such details as the bidder desires validated. This vessel is offered subject to prior sale or withdrawal without notice.

THE SALE IS "AS IS" AND "WHERE IS" WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND, AND EXPRESSLY EXCLUDES ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

NAUTOR SWAN 47

Make:	Nautor	Boat Name:	ARISTEA
Model:	Swan 47	Hull Material:	Fiberglass
Year:	1981	Fuel Type:	Diesel
Condition:	Used		
Location:	Padanaram, MA		

MEASUREMENTS

LOA:	47 ft. 10 in.	Ballast:	15,500 lb.
LWL:	36 ft. 3 in.	Displacement:	42,000 lb.
Beam:	8 ft.	Fuel Tanks Capacity:	160 gal.
		Fresh Water Tanks Capacity:	44 gal.

ACCOMMODATIONS

ARISTEA features sleeping for six to eight in three cabins.

The aft cabin has two bunks. This cabin contains the freezer compartment and has its own head with electric commode **(in need of repair)**, sink and shower, and a companionway to the aft cockpit.

Next forward is the galley and then the main salon. The main salon features two lower, and two upper, bunks. A table is in the center of the main salon. The table conceals the Northern Lights generator and the built-in dehumidifier as well as a trash can.

In the starboard aft corner of the main salon is the navigation station. Adjacent to the nav desk is a second companionway ladder that leads to the main deck.

Next forward from the main salon is the forward head to port with a manual commode, sink and shower. To starboard, outboard of the passageway, is a bosun's locker. In the forepeak are storage bins and two pipe berths with storage for sails and gear forward and underneath.

Headroom:	2.1 m
Berths:	Eight
Heads:	Two

GALLEY

The alley-galley has the refrigerated cold storage compartment, outboard storage lockers and a built-in microwave oven.

Stove:	Force 10 Model 61350 propane galley range (1989)
Microwave Oven:	Panasonic NNT5635AF (2004)
Refrigeration:	Grunert 110v AC-powered system (1999)
Refrigeration:	Grunert engine-driven system (1999) **(in need of repair)**

CONSTRUCTION

The hull is from female molded GRP. The hull is reinforced by a structural bilge grid of transverse and longitudinal box sectioned GRP framing, cored longitudinal stringers plus plywood transverse bulkheads.

The lead ballast fin keel is attached to the heavy laminate of the integrally molded keep base by stainless steel bolts.

The mast is through-stepped onto a galvanized steel "I" beam that bears on transverse floors and links to the main forward bulkhead.

The deck and superstructure is from female molded GRP. The deck is bonded to a hull edge flange with the toerail fastenings through the hull-deck joint. The cockpit and mid companionway dodgers are composed of foam-cored GRP with tempered glass windows. The main decks, cabin tops and cockpit seats and sole have a teak deck overlay. The cabin windows are tempered glass, set in external rebates with stainless steel surrounds.

PRINCIPAL MODIFICATIONS AND FEATURES

S&S-designed underbody modification and carbon fiber spade rudder, shaft and quadrant installed by Burch & Mason, professional boatbuilders, New Zealand (2002)

Replacement teak deck laid by Burch & Mason, New Zealand (2000)

Replacement Nautor-supplied anodized toe rail installed by Burch & Mason, New Zealand (2005)

Two "hard" dodgers built and installed by Burch & Mason, New Zealand (2004-2007)

Carbon fibre mast and boom installed by Matrix Masts, New Zealand (2003) and stainless steel chainplates installed by Burch & Mason, New Zealand (2004)

Rewired by Marine & Industrial Electrics Ltd., New Zealand (2000-2007)

110v AC system with isolation transformer installed by Marin & Industrial Electrics Ltd., New Zealand (2003-2006)

Hot/cold fresh water pressure system **(in need of repair)**, including marine hot water heater (2007)

Stainless steel radar arch

Northern Lignts 6kW 110v marine Diesel generator (2004)

NAVIGATIONAL EQUIPMENT

Suunto D-165 on-deck magnetic compasses (2004-2007)

Northstar fixed-mount 941 GPS Receiver (1999) **(in need of repair)**

Simrad Robertson hydraulic ram autopilots, Models AP 22 (1999) and AP 26 (2002) **(in need of repair)**

Furuno NAVnet VX2 color radar, Model 1834C-BB (2006)

Furuno NAVnet VX2 video plotter, Model GD-1920c-BB (2006)

Brooks & Gatehouse Hydra main processor, Hercules 890 Performance processor, FFD cockpit displays, wind instruments, depth sounder and speed transducers (1999)

KVH "Azimuth" Gyro Trac compasses (sensor modules) (1999-2001)

Furuno THD Satellite (GPX) compass, Model SC 50

RADIOS AND COMMUNICATION SYSTEMS

Marine VHF transceiver: Icom IC-M602 (2002)

Marine VHF transceiver: Icom IC M 502 (2001)

Marine SSB transceiver and antenna tuner: Icom M701 (2002)

Modems: SCS PTC-II PACTOR SSB communications controllers (1999-2000)

Amateur radio (HAM) SSB transceiver: Icom IC-706 Mk II G (1999)

Inmarsat-C/GPS transceiver and antenna: Trimble Galaxy Marine

Iridium voice and data transceiver, antenna and handset: Sailor SC 4150 (2005)

AUDIO EQUIPMENT

Pioneer KEH-P5950 stereo AM/FM receiver and CD changer (2001)

OTHER ELECTRONIC EQUIPMENT

Big Bay 10-inch waterproof cockpit monitor interfaced with Furuno radar and chart plotter (2005) **(Interface in need of repair)**

Hewlett-Packard HP Laser Jet 1320nw monochrome (black & white) printer (2005)

Furuno FA-150 Universal Automatic Identification System (UAIS) (2005)

SkyEye Pro weather satellite tracker and receiver (2005)

Radar transponder – "Sea-Me" – fixed mount at masthead (2004)

Fireboy Xintex propane and CO detectors

Delonghi DE 500P dehumidifier(2005)

ELECTRICAL SYSTEM

Two 150-amp "house" system alternators governed by two Ample Power "smart" regulators (1999)

Northern Lights 6kW (60 Hz/1800 RPM) 110V Model M637L Marine Diesel generator (2004)

Shore power 110v/220v isolation transformer (2002)

Prosine 3.0 3000W (25 amp) Inverter with ACS remote Panel (1999)

Mastervolt MASS 12/80-2 (110v12v) battery chargers (2004)

DECK EQUIPMENT

Lewmar "Ocean 3" electric windlass

Lewmar stainless steel self-tailing manual winches

Lewmar electric main halyard winch

RIG AND RIGGING

The vessel is equipped with carbon fibre mast and boom. The mast is through-stepped, double spreader, supported by Navtec Nitronic stainless steel rod rigging with Navtec stainless steel rigging screws. There is a Navtec hydraulic tensioner on the permanent backstay, main boom vang and outhaul integrated control.

Type: Cutter rig

Rig Dimensions:	I=18.46m; J=6.05m; P=16.97m; E=4.86m
Rig Specifics:	Carbon fibre mast and boom built and installed by Matrix Masts, New Zealand (2003)
	Navtec Nitronic rod installed by Matrix Masts, New Zealand (2003)
	Stainless steel chainplates (2003-2005)
	Two aluminum spinnaker poles (1981)
	Reaching strut
	Navtec hydraulic boom vang (1981)
	Navtec hydraulic backstay adjuster (1999)
	Main boom hydraulic outhaul (2003)
	Harken Battcar system for both fully battened mainsails
	Profurl roller reefing/furling systems for forestaysail stay and headstay (1999-2004)

SAILS

Mainsail: Dacron, fully battened, 10.8 oz., North Sails (NZ) (2003)

Mainsail: Dacron, fully battened, 9.8 oz., North Sails (NZ) (1992)

80% Blade Jib: Dacron, 10.9 oz., North Sails (NZ) (2001)

High-cut working jib: Dacron, 9.3 oz., North Sails (NZ) (2004)

Forestaysail: Dacron, 9.3 oz., North Sails (NZ) (2001)

Storm Trysail: Dacron, 10.5 oz., Hood Sails (1981)

Storm Forestaysail: Dacron, 10.8 oz., North Sails (NZ) (1981)

Spinnaker: Nylon, 1.5 oz., North Sails (1999)

Gennaker: Norlon, 0.75-1.5 oz., North Sails (NZ) (2003)

ENGINE AND CONTROLS

Manufacturer:	Yanmar
Model:	4JH2-DTBE
Max. Output:	65kW, 88 HP
Gear:	JN4A
Reduction ratio:	2.6:1
Year manufactured and installed:	1999

Morse KE-4 Electronic Engine Control System (2004)

MECHANICAL

International Thermal Research (ITR) "Hurricane" hydronic Diesel-fired hot water cabin heating system (2006)

Sea Recovery Aqua Engine-Driven (AED) Reverse Osmosis Desalination System watermaker (1999), modified for 110v power (2006-2007) **(in need of repair)**

Taylormade Cruisair Direct Expansion (DX) Air Conditioning Units

SAFETY EQUIPMENT

"Sea-Me" active masthead radar transponder (2004)

Fireboy Xintex, Model CMD-3M, CO gas detectors (2001/2005)

Fireboy Xintex S-2A propane gas detector (1999)

110v AC 120 gal/min emergency bilge pump (2005)

Rule 12v bilge pump with automatic "float" switch

Engine-driven 130 gal/min emergency bilge pump (2005)

Two hand-operated Edson Model 117 diaphragm bilge pumps (1981) (1988)

Portable fire extinguishers

Kidde “FyreWatch” marine automatic fire extinguishing system in the engine compartment

STEERING

Carbon fibre rudder, stock and quadrant

Cable steering from quadrant to pedestal mounted steering wheel **(in need of repair)**

Emergency tiller-type steering gear

TANKAGE

Fuel (five separate tanks):

1. 75 litres
2. 104 litres
3. 104 litres
4. 161 litres
5. 162 litres

Water (two tanks):

1. 61 litres
2. 105 litres

EXCLUSIONS

Personal gear and hand tools

Cutlery, cooking utensils, cooking pots and pans, glasses, mugs, bowls, plates, etc.