



HOPPETOSSE

100' (30.48m) 2006 Nautor Swan Swan 100 FD
Palma Spain



OVERVIEW

€3,800,000

Manufacturer:	<i>Nautor Swan</i>		
Engines:	3 Perkins	Hull Material:	Fiberglass
Engine Model:	Sabre M300Ti	Cruise Speed:	10 Knots
Engine HP:	300	Max Speed:	20 Knots
Beam:	23' 11"	Cabins/Heads:	3 /
Max Draft:	18' 0"	Fuel Type:	Diesel
Water:	396 G (1500 L)	Fuel:	1056 G (4000 L)



Data Sheet

Category: Schooner
Condition: Used
Model Year: 2006
Refit Year: 2010
Beam: 23'11" (7.29m)
Max Draft: 18' (5.49m)
Min Draft: 3' 7" (7.00m)
LOA: 100' (30.48m)
LWL: 86' (26.28m)
Cabins: 3
Sleeps: 7
Twin Berths: 1
Double Berths: 1
King Berths: 1
Full Beam Master: Yes

Crew Cabins: 2
Crew Sleeps: 4
Maximum Speed: 20 Knots
Cruise Speed: 10 Knots
Fuel Type: Diesel
Hull Material: Fiberglass
Air Conditioning: Yes

Gross Tonnage: 84
Displacement: 77400 tonnes
Fuel Tank: 1056 gal (4000 liters)
Fresh Water: 396 gal (1500 liters)
Holding Tank: 1057 gal Classification:
Germanischer Lloyds 100 A5 Sailing Yacht
MCA Certified: No
Builder: Nautor Swan
Interior Designer: Nautor Swan
Exterior Color: Anthracite Grey
Stock #: 01dc6e64-48c9-eb11-
bacc-000d3a37cb65

Engines/Generators

Engine 1

Perkins
Sabre M300Ti
Inboard
300HP
221KW
Fuel: Diesel
Year: 2006

Engine 2

Northern Lights
Lugger
33KW
Hours: 6821

Engine 3

9KW
Hours: 53

Summary/Description

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BROKER'S COMMENTS

Hoppetosse is a superyacht and masterpiece built by Nautor's Swan and launched in 2006. She combines the performance of a racing yacht with world-class comfort and opulence. The Swan 100 FD's deck lines give the yacht a very impressive sleek and racing oriented look.

The cockpit concept features two spacious L-shaped sofas with large cockpit tables on either side of the centre-line companionway. In addition the helmsman seats are extended aft to form another seating area on the aft deck. The coaming continues aft of the L-shaped helmsman seats awarding a sleek and elegant profile.

Hoppetosse has been maintained to an exceptionally high level and has benefitted from an open check-book budget where systems and equipment have constantly been upgraded and improved to keep this superyacht looking and working better than new.

HULL & APPENDAGES

Hull Construction

The hull is of single skin construction built in a female mould using glass/aramid hybrid fibre reinforced vinylester laminate with local 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 fibre lay-ups over GRP shells.

Fresh antifouling in 2020.

4x underwater lights aft of rudder

Hull Finish

Exterior finish in Anthracite grey Awlgrip paint, newly painted in 2016

Keel

Hydraulically operated lifting keel mechanism regulating draft from 5.5m with keel down to 3.3m with keel up.

T-Bulb keel with access to lifting mechanism via hinged lockers on deck.

Complete service of keel lifting system and replacement of hydraulic cylinders in 2016

Rudder & Steering System

Sprocket and chain steering gear sheaves provided with guards to prevent jamming. Lightweight aluminium steering quadrant bolted to rudder stock. Two 47" (1.20 m) destroyer type composite wheels. Rudder removed and serviced in 2016.

New lower bearing 2021 - Advanced Hydraulics Palma

New cutlass bearings 2020

Dinghy Garage & Bathing Platform

Storage for a tender in lazarette dinghy garage.

Remote control winch to load tender

Hydraulically operated swim platform with teak laid on top

Hot and cold shower on platform

Passarelle

Hydraulically operated Multiplex carbon passarelle

Lazarettes port & starboard

11Kva night generator installed in port lazarette

Storage for equipment in both sides

DECK

Deck Construction

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

Laid teak on side decks, coach roof, coamings and cockpit sole glued and vacuum bagged without screws.

Polished surfaces repainted in light grey Awlgrip paint (2016)

Deck Equipment

Lewmar blocks, tracks and padeyes.

Composite / stainless steel fairleads integrated in bulwark, two forward, four amidships and two aft.

16" retractable mooring cleats, two on fore deck, four amidships, two aft.

Integral toerail with four built in fairleads per side.

Pulpit, pushpit and lifeline stanchions 680 mm high of stainless steel. Spacing conforming to ORC requirements. Stainless lifelines with polished turnbuckles and eyes. Gates in lifelines each side amidships.

Socket for flagpole on aft deck.

Stowage for two eight-man life rafts in deck lockers.

Composite mast collar with Spartite support, custom composite boot painted white.

Stainless fittings to secure safety lines on deck.

Two removable foot supports at helm stations.

Two halyard bails at base of mast.

Winches

2 X Lewmar L111 HSTOR sheet winches.

2 X Lewmar L111 HSTOR winches.

4 X Lewmar L88 HSTOR halyard winches near mast.

1 X Lewmar LMS 111 captive mainsheet winch.

1 X Lewmar LMS 111 captive main halyard winch.

1 X Lewmar vertical 5000 hydraulic windlasses.

3 X Sanguinetti retractable 3755000 capstan winches, two aft, and one forward.

Hatches and Windows

Pneumatically powered main companionway sliding hatch of tinted acrylic and vertically sliding door with grey painted finish.

On aft deck two hinged hatches to lazarette and one hatch to dinghy garage.

Hull windows in saloon and owner's cabin

Custom Nautor composite flush hatches

All hinged hatches are supported by gas cylinders (new 2016)

Teak Covered Hatches

- Anchor locker
- Anchor windlass locker
- Gas locker
- Sail Locker
- 2x Lazarette
- Dinghy garage

Perspex Hatches (all new Perspex, gas struts and teak trim in 2016)

- Four in saloon.
- One in each guest cabin
- One in each guest head
- One in navigation area (crew entrance)

Opening Portholes

- One in each crew cabin
- Two in galley
- One in crew mess

One fixed glass prism in crew shower

Anchoring

Lewmar vertical 5000 hydraulic windlasses recessed in fore deck. Controls on a wandering lead with 3.5 m (11') cable. Windlass to have winch handle-controlled friction brake to allow lowering of anchor.

System to allow for stowage of anchor below deck with the use of a hydraulically controlled titanium arm.

Canvas & Deck Upholstery

Dodger recessed in coach roof (new 2017)

Cockpit cushions (new 2016)

Boom awning (new 2017)

Cockpit table cover (new 2016)

Mainsail cover (new 2016)

All berths have canvas lee cloths

ENGINE & SYSTEMS

Engine Room Description

Fire resistance meets SOLAS B-15 requirements.

Propeller area sound insulated.

Engine room internally sound insulated.

Drip trays under engine and generator are connected to electric waste oil drain pump.

New alternator (2018)

New starter motor in spares

New exhaust elbows

New salt water pump

Main Engine

1 X Marine diesel engine, Perkins Sabre M300Ti 6 cylinder, output 221 kW at 2500 rpm. (completely rebuilt in 2016, new engine mounts) Marine gear 2.5:1 gearbox (new 2016).

Flexible couplings between engine and gearbox and flexible mountings.

Propeller & Stern gear

3-blade Hundested variable pitch propeller, diameter 850mm

Drip free shaft seal replaced in 2015

Water lubricated rubber bearings at bracket and stern tube and flexible shaft coupling.

New cutlass bearings (2020)

Exhaust System

Halyard wet exhaust with GRP silencers and gas/water separators.

Silencers have drain taps.

Silencers supported on flexible mountings.

Generators

Main Generator: Northern Lights Lugger 33Kw with big PTO. (6.821 hrs June 2021)

Service Generator: Panda 9Kw to 25Kw (new 2020). 53 hrs June 2021

Fuel System

4 X s/s tanks for total 4000 litres, fuel tanks cleaned in 2016

Racor fuel/air separator.

Fuel supply lines have dual Racor fuel filter/water separators. Single Racor fuel filter/water separator on the generator supply line.

Lubricating System

1 X 40 litre oil tank.

1 X 40 litre oil waste tank.

Hydraulic System

The hydraulic system is a Bosch-Rexroth custom designed system to supply all hydraulic functions quietly and smoothly, eliminating any inherent hydraulic noise. The alternative power sources are installed to meet the demands of the sail handling equipment. Central hydraulic system is PLC controlled.

The hydraulic system is defined on a basis of a central power pack supplying regionally located valve groups, thereby achieving minimal weight to power ratio with the effect of using minimum electrical power with maximum hydraulic movement. Each control valve group is situated close to the operating unit, giving a precise control and allows for a quiet and smooth operation, eliminating inherent hydraulic noise and vibration. The system has three different sources of power. Each source will be operated independently of each other.

The sources are obtained from:

1. Generator PTO pump – fully reconditioned in 2016
2. Main engine PTO pump - fully reconditioned in 2016

3. DC powerpack system using two electrically powered hydraulic pumps.

Hydraulic Functions

- Anchor windlass
- Lifting keel and lock
- 3x Sanguinetti capstan
- Jib furler
- Anchor swing arm
- Bow thruster plus up/down
- Outhaul
- Jib halyard tensioner
- Backstay tensioner
- Main halyard captive winch
- Main sheet captive winch
- Boom vang
- Transom hatch cylinders
- All drum winches
- Cunningham
- Tender winch in lazarette

Pneumatics

There are two pneumatic compressors with quick acting couplings in lazarette for transom door seal, companionway hatch and washboard.

Bowthruster

Maxpower retractable: 430/34, 30 kW

Noise and Vibration

Every effort has been made to minimize noise and vibration

All engines, pumps, fans, exhaust pipes, hydraulic elements and compressors are flexible mounted.

Plumbing Systems

3x stainless steel tanks with combined capacity of 1500 litres

Wilo freshwater circulation pump with pressure tank.

All piping is colour coded.

Additional Reya backup freshwater pump.

Deck-shower in dinghy garage.

2x Jaspi 120 litre hot-water tanks.

Shore supply connection with Idromar active carbon filter.

SE-water pump for fire/anchor-wash, with connection on fore-deck and amidships + fire hoses.

2x 6kg gas bottles in drained locker

Watermaker

1x Spectra Farfallon watermaker producing 400 litres per hour

Ventilation System

Condaria climate control system with independent fancoils in each cabin

Forced ventilation in all cabins.

Exhaust ventilators in galley and bathrooms.

Battery boxes have extractor fan to outside.

Drainage System

2x grey water tanks fore and aft

4x Maxi submersible bilge pumps

2x manual Whale Titan bilge pumps

All marine heads Tecma Standard Plus 24V with fresh-water flush

2x Blackwater tanks drained by Gianneschi pumps (new 2016)

Others:

- Bauer Dive compressor

- 3 x tanks

- 2 x BCD

Serviced 2020

ELECTRICAL SYSTEM

DC System

Service batteries split into 2 banks, each with capacity of 24V 1000 Ah/10 h.

Each bank with 12 units of 2V each. New service batteries fitted in 2020

Starting batteries 24V 50Ah Ah/20 for engine and generator.

Separate battery 12V 50 Ah/20 h battery for the night generator in the lazarette.

AC System

230V 50HZ single phase 3-wire system. Supplied by shore-power, generator, or inverter.

Power shedding system, PLC controlled.

1x Northern Lights MPP 445D 33 kVA in engine room 6,100 hours in February 2017

Vetek VSP11 Frequency converter 20 kVA accepts input 180-520 V AC, 47 to 64 HZ, installed in engine room.

Chargers/Inverters

2x Bosch 28V 140 A alternators on main engine for service battery charging.

1x 60 A alternator on main engine for main engine start battery

Generators have their own alternators for their starting batteries, serviced 2019.

4x Mastervolt Mass 24V 100 A chargers for service batteries

1x Mastervolt Mass 24V 25 A for start batteries

Inverter Mastervolt 24/5000 VA

Inverter Mastervolt 24/1500 VA Sine wave, for entertainment systems

ELECTRONIC SYSTEMS

Sailing Instruments

B&G H5000 system installed in 2015

Digital displays

- GFD at nav station/both helms/crew mess/saloon bulkhead and owner's cabin
- 4 X 40/40 displays on mast bracket below gooseneck
- 4 X 20/20 repeaters at companion way.
- GFDs also show rig pressures, and lifting keel position.
- 2x B&G analogue 360 degree wind direction.
- 2x B&G analogue 45 degree magnified wind direction.

Navigation Instruments

3 x Raymarine Chartplotter and radar system with interactive displays at nav station and port and starboard helm.

MaxSea chartplotting software.

Autopilot

Segatron Meridian, fully serviced in 2016

Main control at nav station.

Control panel on starboard helm.

Hydraulic back-up from main hydraulic system.

Computer Systems

2x PC with Sony 15" screens at navstation

Communication Systems

VHF radio Raymarine with 2 handsets

McMurdo GMDSS Navtex

2x VHF handheld.

R&R Electronic Delta Pacific active TV antenna

Entertainment Systems

Saloon: Bose Lifestyle 50 tuner/CD changer plus 5 surround sound speakers. Metronic DVB player, DVD player. Sony 42" flat screen TV on a lift port-side.

Crew mess: Bose entertainment system, Sony TV.

Port & Starboard Guest cabins: Bose entertainment system, Sony TV.

Master cabin: Bose SA-1 amplifier. 2xBose speakers. Sharp flat screen TV. Sony DVD player.

Cockpit: Bose speakers

MAST & RIGGING

General

Four spreader rig with discontinuous shrouds by Offshore Spars. Faired and painted black.

Spreaders swept back 25 degrees.

I= 40.00m

J= 10.70m

P=38.50m

E=12.46m

Fore triangle 214 m²

Main sail 240 m²

110% Jib 237.7 m²

Asym Spinnaker 797 m

Mast

Carbon fibre Intermediate modulus with luff track for mainsail.

Masthead is moulded carbon-fibre until integral to mast.

Internal wiring protected in PVC tubes.

Ventilation conduits

Carbon fibre spreaders.

Four down lights on lower spreaders.

One pair up light on each spreader.

PVC mast boot, sealed.

Trysail track.

Custom radar & horn bracket.

Standing Rigging

Navtec rod, all replaced in 2016

Running backstays are aramid cable.

Main shroud rigging screws of barrel pin types.

Head stay and inner forestay have toggles at upper & lower end.

Boom

Carbon fibre standard modulus black painted Park Avenue boom with lazy-jacks. Hydraulic outhaul system. two reefs in main. Built in deck lights. Boom preventer system.

Rig Hydraulics (All serviced 2021)

Reckmann hydraulic furling head stay and inner forestay with carbon foils

Navtec boom vang.

Navtec jib halyard tensioner.

Mainsail outhaul.

Navtec split backstay.

Mast Cunningham.

Inner forestay tensioner.

Nautor made furler for Code-O installed in bow.

Running Rigging

All running rigging replaced in 2016, inventory available on request.

Main halyard & sheet replaced 2021

Mast Jack

Hydraulic mast jack with spacer and removable manual pump.

EQUIPMENT

Anchoring and Mooring

CQR 180 lbs anchor on hydraulic launching arm.

Fortress FX-80 kedge anchor.

100m X 14mm high tensile chain.

100m X 25mm plaited nylon anchor line.

Assorted fenders

Anchor light with cable and plug.

Safety Equipment

Throwing line mounted on stern pulpit.

Jackstays for deck.

McMurdo EPIRB Cospas/Sarsat distress EPIRB.

McMurdo RT9 SART radar transponder.

3x 8-man AVON Modula 8 Super vacuum packed liferafts.

Fire Extinguishers

Sea-fire extinguishing system for E/R.

Heat detectors in E/R galley, lazarette and forepeak

Hand extinguishers Gloria P2G for each cabin.

Fire blanket in galley

SAILS

MAINSAILS

Mainsail 2016 (Evolution). Full batten, black taffeta

New Battens/Trysails 2006 (North)

UPWIND

Furling Genoa 2016 (Evolution) Black taffeta

Furling Staysail 2016 (Evolution) Black taffeta

DOWNWIND

Code Zero 2010 (Doyle). Top down furler

MAINTENANCE HISTORY

Recent improvements include:

2015 /2016

All new B&G H5000 Sailing Instruments (2015)

New Raymarine radar/Chartplotter system with displays at helm and nav station (2015)

New lightening (2015/2016)

Hull repainted in anthracite grey with silver cove stripe and black boot top stripes

Carbon surfaces on deck repainted in light grey (2016)

Complete rebuilding of main propulsion engine and replacement of gearbox (2016)

Complete strip and service of mast including new standing rigging and repainting of mast and boom in black, (2016)

addition of new custom radar antenna mounting offering a clean and minimalist look (2016)

Rudder removed and bearing serviced (2016)

New set of Evolution sails - Main, Jib, Staysail (2016)

New Navtex, AIS and VHF radio systems (2016)

New cushions and covers (2016)

All hatches refurbished with new teak trim, new plexiglass and gas struts (2016)

New consoles and control panels on deck (2016/2017)

Hydraulics - Recondition engine and generator PTO and all cylinders serviced in 2016/2017

New refrigeration and freezer compressors (2016)

2018

New alternator 2018

New starter motor in spares 2018

New exhaust elbows 2018

New salt water pump 2018

2019

Major lifting keel service including 3x new hydraulic cylinders and top plate (2019)

Generator starter batteries serviced 2019

2020

New Miele washing machine and dishwasher 2020

New cutlass bearings 2020

New service batteries 2020

New rudder bearing 2020

New Raymarine

New hydraulic pressure lines 2020

New Panda service generator 9Kw-25Kw (53 hrs June 2021)

Dive compressor serviced 2020

2021

New lower bearing 2021 - Advanced Hydraulics Palma.

All rig hydraulics serviced 2021

Main halyard and sheet replaced 2021

New plotters 2021







































