

VIRAGO



THE EXPERT'S VIEW

The Swan 100 S designed by German Frers is one of the most versatile and beautiful Swans ever launched by Nautor. Superb pedigree, build quality, and proven race performance yet equally at home cruising to far away destinations or chartering to a five-star experience. Comprehensive refit in 2019. US Duty paid.

30.48 M / 100'00"

SPECIFICATION

BUILDER	NAUTOR'S SWAN
BUILT / REFIT	2006 / 2019
BEAM (M/FT)	7.01 M / 23'2"
DRAFT (M/FT)	4.27 M / 14'00"
GUEST / STATEROOMS	8 / 4
CREW	4
HULL MATERIAL	FIBERGLASS
CRUISING SPEED	9 KNOTS / 10 MAX
FLAG	USA

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MAIN CHARACTERISTICS

Name:	VIRAGO	
Type:	Cruiser – Racer	
Builder:	Nautor's Swan	
Year:	2006	
Refit Year:	2019	
LOA (M/FT):	30.48 M	100'00"
Beam (M/FT):	7.01 M	23'2"
Draft (M/FT):	4.27 M	14'00"
Hull Material:	Fiberglass	
Decks:	Teak	
Flag:	United States of America	
Designer:	German Frers naval architects	
Main Engines:	2019 Cummins Common Rail, Q 6.7, 301HP	
Guest Accommodations:	8 guests in 4 staterooms	
Crew Accommodations:	4 crew in 2 cabins	

BROKER'S COMMENTS

- ◆ VIRAGO is an exceptional new offering fresh from a substantial multi-million dollar refit! Lovingly cared for by original owner/crew and now only on her second owner who has continued the upgrades and maintenance to this lovely and versatile performance sailing yacht
- ◆ Swan 100/02 of the versatile 100S model and regarded as the best of the series. While designed for fast cruising she is a true performer with an overall win at the St. Barths Bucket
- ◆ Proven world capable cruising yacht designed by German Frers naval architects and built by the world renowned Nautor Swan Yard in Finland. Fitted with carbon mast, carbon Park Avenue boom and composite EC6 rigging new in 2017
- ◆ Comfortable and voluminous full beam owner's stateroom aft plus 3 double guest staterooms plus 4 crew accommodations. Impressive galley and ample storage
- ◆ Hydraulically operated swim platform and large tender garage with brand new Williams jet tender offering amazing water access and uncluttered flush teak decks
- ◆ The "S" saloon design allows light into and visibility from the raise saloon. This design also allows for a large volume engine room which is in immaculate condition
- ◆ 2 year multi-million-dollar refit at Lyman Morse / Swan Service in 2018 & 2019 (details itemized on following pages)
- ◆ Ready to enjoy and go sailing. Located on the US East Coast with US electrical compatibility and US Duty paid

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ACCOMMODATIONS

The interior of VIRAGO is in spectacular condition! Traditional top grade Nautor golden Burmese teak freshly satin revarnished and reconditioned recently to close to new condition. Floorboards are teak and holly and in superb condition throughout.

Saloon

The large, raised saloon is the central relaxation and entertainment area of the yacht and is bright and well ventilated with side and forward visibility as well as overhead open hatches.

An "L" shaped settee with seating for 8 to starboard surrounding a teak dining table with built in cutlery storage. 3 teak chairs that secure at sea complete the seating arrangement for dining. On port side there is a "U" shaped settee lounge area around a teak coffee table with storage inside and ample storage under the settees. A proper navigation station with all communications systems is located aft of the dining area on the starboard side. The saloon has a 42' Flat screen TV mounted on the aft bulkhead with a SONOS surround sound system and Plex movie system.

The aft owner/guest accommodations are access down 3 steps from the Saloon.

Owner's Stateroom

Located aft and full beam. Master queen berth with split mattresses on centerline. Teak side tables with drawers and lighting either side. 4 Ample louvered hanging lockers outboard port and starboard. Settee seating outboard to starboard with lockers and shelves above. Vanity desk with makeup lighting and drawer outboard on port side. There is large ensuite head with teak counter and 2-person glass stall shower. 32" TV connected to Apple TV and Plex system. Overhead speakers connected to Sonos.

Starboard / Port Aft Guest Staterooms

Located forward of the Owner's Cabin on port and starboard each with ensuite head and showers. Twin single berths in each cabin with a bedside table between, 2 drawers under each berth and large louvered hanging lockers. 27" TV is fitted in both with access to the Plex system and each their own Apple TV. Large fixed portlight allows visibility out and light into these cabins plus overhead ventilation hatches.

Port Forward Guest VIP Stateroom

Located forward and to port of the saloon down 3 steps is the VIP Guest stateroom with a double berth and custom mattress. Drop down Pullman berth outboard. Hanging locker and a bed side table. An ensuite head is forward and has a separate stall shower. This cabin is often used by the captain and/or can be a guest overflow cabin.

Crew Accommodations

Located immediately forward of the galley are 2 mirrored cabins with 2 single berths for 4 total crew sleeping accommodation. The starboard crew cabin doubles as a crew mess area with the upper berth pullman and lower berth becoming a sofa. Both crew cabins share a large full beam head & shower forward.

Galley

Located immediately forward of the saloon on the starboard side is a large & functional galley. This area also accesses the engine room via an aft watertight door. Galley bulkheads are painted white. Corian countertop (new 2019). Seadeck flooring (new 2019). Front loading Isotherm fridge and freezer. Additional Isotherm fridge and freezer under the galley floorboards. Freezer door seals are electrically heated.

- ◆ Fridge compressors (new 2012)
- ◆ Miele Professional dishwasher (new 2014)
- ◆ Gimballed electric Gaggenau induction cook top (new 2015)

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- ◆ SMEG oven (new 2019)
- ◆ Extractor hood fan over stove (new 2019)
- ◆ Microwave oven (new 2019)
- ◆ Miele washing machine and dryer (new 2018)
- ◆ Instant hot water faucet (new 2019)
- ◆ Chest of drawers
- ◆ 1 large stainless-steel sink (new 2019)
- ◆ Trash bin
- ◆ Upper lockers for crockery and glasses. Lower lockers for pots and pans
- ◆ Separate entrance to deck

INTERIOR

Finish

Selected teak with hand rubbed satin finish (re-varnished in 2019) is used in all visible woodwork.

Ceiling Headliners

Padded removable panels are installed in all accommodation areas. Saloon and master cabin panels new (2017) all other panels new (2019).

Cabin Sole

Floorboards are made of sandwich plywood. The top face is teak. The floorboards are varnished with urethane varnish and have the same matte finish as the rest of the interior. All floorboards are lying on vibration dampening materials and are removable to access bilge. Floorboards refitted to new condition (2019).

Partitions

Partitions are of sandwich construction, consisting of 2 layers of 1mm GRP and 2 layers of 4mm cork sheet on a foam core. 5mm teak veneered panels on surface.

Doors

Cabin doors are of similar construction as the surrounding partitions. They close onto rubber faced landings for maximum noise reduction. The cabin doors are provided with double action locks and with catches to hold them in open position where possible. All cabin and bathroom doors can be locked from the inside with a knob and from the outside with a key.

Lockers

All hanging lockers are fitted with rails for dress hanging. Internal light automatically switches on when doors are opened.

Mirrors

All bathroom and cabin mirrors are glass (new 2019).

Blinds and Screens

All operable deck hatches are fitted with manual roller blinds and mosquito screens (all replaced with new 2019). Electrical pleated blinds for saloon side windows (Ocean Air).

Berths

Master cabin mattress is custom type latex, others are spring type and from high quality manufacturer for marine use. Mattress bases are Scandi-flex batten for maximum comfort. All berths are fitted with wooden lee boards. The double bed in the master cabin is also fitted with a teak lee board on centerline.

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Settees

All upholstery covered with hi-end fabrics. Crew covers for saloon settees and sofas.

Bathrooms

Guest bathrooms have white painted panels on bulkheads and teak floorboard. Teak countertop with under mounted wash basins. Teak trim in front of basin. Glass door in master between head and shower stall. All other doors are acrylic. Mirror doors on bathroom lockers. All overhead panels covered with vinyl. Three of the five heads were reoriented fore and aft, as opposed to port and starboard, making them usable on either tack.

Bathroom Fittings

Each bathroom is fitted with a towel rail, towel hooks, 1 toilet roll holder, 1 toilet brush and holder, 1 waste bin, 1 soap bar holder, 1 soap dispenser, 2 glass holders and 1 hair dryer.

Shower

Guest showers have GRP bulkheads. Shower floor has teak grating. White vinyl overhead panels.

Handrails

Handrails are fitted throughout the yacht where needed.

Foc's'le

Forward of the crew cabins and separated by a watertight bulkhead is large foc's'le for sail and running rigging storage.

Fore Peak

Forward of the foc's'le. Anchor chain box. Inside of box treated with sound dampening rubber compound. Locker painted white.

HULL & DECK EQUIPMENT

Hull

Single skin glass fiber/aramid hybrid construction using vinyl ester resin with local carbon reinforcements. A high proportion of the fibers are unidirectional, giving a stiff laminate with excellent strength and fatigue properties. Structural bulkheads are of honeycomb cored carbon fiber epoxy pre-preg construction and laminated to hull and deck. Stiffener flanges are unidirectional carbon fiber layups over GRP shells. Engine beds are of GRP with steel inserts.

Hull Windows

Darkened hull windows are made of "Formglas Spezial Safety Glass," 3 on each side of the hull and 13.5mm thick. Black border on each glass for application of glue and to protect glue from UV rays. Portable shutters for emergencies. Chintzo white, Ocean Air, electric pleated blinds.

Hull Finish

The topsides were painted dark blue (2019) at the Lyman Morse yard in Maine, using Awlgrip. Hull stripes are white. The bottom has uncolored gel coat below the waterline. Bottom was treated with an epoxy primer at the factory. 3 coats of Seahawk Tough Coat epoxy primer was applied in 2017. In 2019 the bottom was stripped back to the epoxy and anti-fouled. Hull and white coachroof were ceramic coated 2022.

Keel

The ballast bulb in lead casting in one piece, made with 3% antimony-lead alloy. The fin is a stainless steel cast structure. Keel bolts are of high tensile stainless steel. Keel was removed in 2018/2019 and stainless steel fin keel

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was separated from the lead bulb for inspection. A tighter fit, between the bulb to the fin and the fin to the hull was obtained.

Mast Step

The mast is stepped through the deck onto a carbon fiber mast step. Tie rods from mast collar to step.

Steering System

Sprocket and chain steering gear sheaves provided with guards to prevent jamming. Lightweight aluminum steering quadrant bolted to the rudder stock. 2 x 47" destroyer type composite wheels, 4.0 turns HO to HO. Steering sheaves are bronze with stainless steel needle bearings. Composite pedestals with roller bearings. In 2019 the steering system was inspected and overhauled. This included new rudder bearings and replacing the quadrant. Also included checking rudder for water penetration. None was found.

Through Hull Fittings

Seacocks (replaced with new 2019) in bronze for all through hull connections below the water line. Inboard side of seacocks fitted with stud long enough to take 2 hose clamps.

Garage

Storage space in the stern for a Williams 280 Jet tender (2022) with hydraulically operated launching platform. Platform was overhauled in 2019. Winch for hauling tender. Dinghy garage is fitted with a ladder with teak treads for access to the main deck. The transom hatch has a swim ladder with flush stainless-steel fittings. Both ladders store in the dinghy garage. Hot and cold-water deck shower with hose adapter (see plumbing).

Port and Starboard Lazarettes

Stowage for boat and sailing gear. Multiplex Passarelle made of carbon fiber and electrically extended with removable handrail. Located in the upper Port transom. Passarelle was overhauled in 2019.

Side Boarding Ladder

Light weight custom carbon fiber side boarding ladder. Usable from a floating dock or a dinghy. Stowable in the sail locker.

Shore Power Connection Locker

Hinged lid flush with transom. Shore power cable outlet via a cable master unit. City water connection with pressure regulator.

Fore Peak / Sail Locker

Watertight bulkheads aft

Deck

Main deck is of carbon fiber pre-preg sandwich construction with honeycomb core and glued to the hull. High density foam core under deck fittings. The coachroof and coamings are of carbon fiber using vinyl ester resin and low-density foam core. White NGA weather resistant gel coat.

Teak Decking

Original 9mm quarter sawn teak decks on side decks, coaming tops and cockpit sole. Glued and vacuum bagged without screws.

Winches

- ◆ 1 x Harken B1130 STHA mainsheet
- ◆ 2 x Harken B1130 STHA primary winches located on the cockpit coaming
- ◆ 2 x Harken B1130 STHA secondary winches located on the cockpit coaming

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- ◆ 4 x Harken B990.3 STHA utility winches located close to the mast partners. Snubbing winch replaced (2019)

Windlass

Lewmar vertical 5000 hydraulic windlass recessed in fore deck. Controls on a wandering 11ft lead. Windlass has a winch handle-controlled friction brake to allow a more controlled lowering of the anchor.

Mooring Winch

A Maxwell retractable mooring winch on foredeck, port side.

Anchor System

System allows for stowage of anchor below deck by the use of a hydraulically controlled stainless steel arm. Overhauled in 2019.

Chain Plates

Carbon fiber main shroud chain plates and chain plates for split backstay attached to the hull structure. Recessed Headstay chain plate.

Running Rigging Fittings

Hard anodized aluminum tracks for working jib with custom made cars and stoppers. Blocks in front of tracks for jib car towing line. Reaching sail sheet points on side deck. Lead blocks at base of mast for halyards and reef line to winch when loaded. Jammers for halyards and reef lines on Boom.

Recessed stainless steel flush fittings for screw in blocks and eyes for:

- ◆ Gennaker tack on stem
- ◆ Gennaker sock down haul in front of mast
- ◆ Triesail sheets
- ◆ Leads on side decks to Harken 1130 STHA winches
- ◆ Running backstays

Other Deck Fittings

- ◆ Composite stainless-steel fairleads integrated into bulwark, 2 forward, 4 amidships and 2 aft
- ◆ 16" retractable mooring cleats, 2 on the foredeck, 2 amidships and 4 aft deck
- ◆ Stainless steel pulpit (modified 2019 to reduce outside the pulpit jib sets), pushpit and lifeline stanchions 680mm high and spaced to conform to ORC requirements
- ◆ Stainless steel wire lifelines with polished turnbuckles and eyes. Gates in lifelines each side amidships and in the pushpit
- ◆ Stowage for 2 x 8-man life rafts under cockpit seats
- ◆ Composite mast collar designed for use with Spartite support
- ◆ Stainless steel fittings to secure safety lines on deck
- ◆ 2 lifting standing platforms, 1 at each helm, faux teak sea deck to match teak

Hatches and Windows

All hatches were overhauled and refurbished (2019). Deckhouse side windows of Parsol grey tinted glass.

Teak covered, flush mounted, hinged composite deck hatches on fore deck:

- ◆ Anchor stowage
- ◆ Gas locker
- ◆ Sail locker

Tinted custom Nautor composite deck hatches, flush mounted with white frames, located:

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- ◆ 1 in each crew cabin
- ◆ 1 in forward guest cabin 1 in forward guest head 3 in galley
- ◆ 1 in crew head
- ◆ 4 in owner's cabin 2 in saloon
- ◆ 1 in aft guest cabin port
- ◆ 1 in aft guest cabin starboard head 1 in owner's cabin head
- ◆ 2 light inlets in aft corridor
- ◆ 1 light inlet in owner's cabin

Operable port holes on coaming located:

- ◆ 2 in starboard aft guest cabin
- ◆ 1 in port aft guest cabin head
- ◆ 1 in owner's head

Pneumatically powered main companionway sliding hatch of tinted acrylic and vertically sliding door with white gelcoat finish.

Teak covered flush mounted hinged composite deck hatches on aft deck for:

- ◆ Dinghy garage
- ◆ Port and starboard lazarette

All hinged hatches are supported by gas cylinders.

2 sofas with high glossed varnished teak cockpit tables.

ENGINES & SYSTEMS

ENGINE

General

The engine room is in immaculate condition. Easy access to all systems and motors as well as bilges. Renowned Nautor sound insulation is installed throughout the engine room. Fire resistance meets SOLAS B-15 requirements. Drip trays under engine and generators. All equipment is placed to account for access and serviceability.

Main Engine- (580 Hours 4/22)

2019 Cummins Common Rail, Q 6.7, 301HP. Marine gear ZF80A 2.85:1. Sensors with meters in cockpit. 1 alternator for engine start battery charging. Flexible coupling for fly wheel. Flexible mounts for engine and gears minimizing noise and vibration.

Propeller and Stern Gear

4 blade Varifold folding propeller. Corrosion resistant steel shaft. Flexible shaft coupling Centaflex CF-AGM-200. Shaft supported by water lubricated rubber bearings at bracket and stern tube. Drip free shaft seal PYI PSS high speed (new 2019).

Exhaust System

Wet exhaust system with fiberglass silencers and gas/water separators installed for both main engine and generators. Water is discharged below the waterline. Exhaust gases exit under the transom. Silencers are provided with a drain tap. Silencers are flexibly supported on vibration dampening brackets.

Cooling System

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Thermostat-controlled freshwater cooling with heat exchanger for engine and generator. Sea water intake with strainer. Discharge through the exhaust system.

Fuel System

2480 liters of fuel capacity in 2 x stainless steel tanks. Each tank has a level indicator and filler lines. Tanks are vented via a Racor Lifeguard LG100 fuel/air separator. Tanks are equipped with hatches of adequate size to permit inspection and cleaning. Shutoff valves are provided for each tank.

The fuel feed line to the engine is equipped with Racor 900's Duel Set up fuel filter/water separators, vacuum gauges with water alarm mounted to promote uninterrupted running of the engine during a filter change.

The diesel generators have their own single Racor 500 MAM-P-10 fuel/water separator with water alarm.

Lubricating System

2 x oil tanks are provided, 1 x 80 liter oil tank and 1 x 80 liter waste oil tank. The waste oil tank can be filled and emptied by an electric pump Reverso GP602-24 connected via a valve chest.

Generator and main engine oil sump can be and emptied via a valve chest.

Starting System

The engine and diesel generator each have a starting battery. Replaced March 2022.

Controls

Throttle, switches, tachometer, warning lights, audible alarms, gauges and bow thruster controls all at the starboard helm station.

HYDRAULICS

Hydraulic system was totally overhauled and replaced in 2019 with a more powerful and up to date system.

Bosch Rexroth system custom designed to supply all hydraulic functions quietly and smoothly, eliminating inherent hydraulic noise.

The system has 2 sources that work independent from each other., 15kw each.

- 1) a PTO on each generator
- 2) 2 x permanent magnetic motors (new 2012)

Hydraulics is for the demands of the sail handling equipment. 6 valve blocks. Hydraulic functions are mooring winch, inner forestay, anchor windlass, jib furler, anchor arm, bow thruster, mainsail outhaul, jib halyard tensioner, boom vang, Cunningham, sail handling winches, dinghy winch, backstay tensioner, autopilot back-up and transom hatch.

In 2011 winches were fitted with proportional valves, digitally controlled from the panel to adjust winch speed.

BOWTHRUSTER

Max Power R321, 21kw, retractable (new bushings 2019, overhauled and painted 2019).

VIBRATION AND NOISE CONTROL

Main engine

Engine with elastic mounts (new 2019). Exhaust piping and silencers elastically mounted.

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Generator

Equipped with elastic mounts (new 2019).

Fans

Mounted on anti-vibration rubber mounts. Attached to ducting via flexible bellows.

Pumps and Compressors

All noise emitting machinery is elastically mounted to reduce noise.

REFIT 2018/2019

The following partial list is what was accomplished during the 2018/2019 refit at the famed Lyman Morse Boat Yard in Maine. A more in-depth description of the refit may be presented upon request:

- ◆ Keel removed and refitted
- ◆ Through hulls removed and replaced with new
- ◆ Hull bottom was stripped and anti-fouled
- ◆ Hull topsides were Awlgrip painted blue. Bilges were cleaned and painted
- ◆ Bilge monitoring system was added
- ◆ Transom/swim platform door was removed, overhauled and refitted
- ◆ Passarelle was overhauled
- ◆ Anchor launch/retrieval system was overhauled
- ◆ Snubbing winch replaced
- ◆ Bow thruster overhauled
- ◆ Steering system overhauled including new quadrant and bearings
- ◆ Bow rail modified
- ◆ New main engine
- ◆ New generators
- ◆ New batteries
- ◆ New black/gray water treatment plant
- ◆ New and upgraded hydraulic system
- ◆ New monitor/control panel for yacht systems
- ◆ Air compressor system overhauled
- ◆ Ergonomics for pumps and valves improved
- ◆ Air handlers overhauled or replaced
- ◆ Hatches overhauled
- ◆ New screens and shades for hatches and windows
- ◆ Some overhead panels replaced
- ◆ Toilets reoriented for easier use
- ◆ New mirrors in heads
- ◆ Floorboards overhauled
- ◆ Interior re-varnished
- ◆ New flooring in galley
- ◆ New galley countertops
- ◆ New instant hot water faucet
- ◆ New oven
- ◆ New microwave
- ◆ New galley sink
- ◆ Mast / Boom disassembled and painted
- ◆ Boom vang tang replaced at Offshore Spars

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PLUMBING & VENTILATION

PLUMBING

Access to all pumps and valves was improved for easier maintenance (2019). Pressure hot and cold water to all heads, galley, deck shower (located in dinghy garage) and bar. Water tank filler line on side deck is led to a valve chest. Valve chest has valves to each water tank and water pressure pumps. AC water pump (new 2015). DC water pump (new 2012).

Water Tanks

2 x stainless steel tanks with a total capacity of 1520 liters. Tanks have baffles, hatches, level indicators and vent pipes. Tanks are pressure tested to 0.3bar. Tank levels displayed at main switch panel.

Hot Water System

1 stainless steel, 220-liter, water heater.

Water Maker

1 Sea recovery Aqua Whisper 1500-2 water maker, capable of producing 5600 liters per day. Pre- filters and charcoal filters.

City Water

Allows for shore side water to be provided direct to the pressure water system via regulator and check valve.

Sea Water System

Electric anchor wash/fire pump with connections fore and aft.

DRAINAGE SYSTEM

Grey Water Tanks

2 x stainless steel grey water tanks, 1 fwd. and 1 aft, with a total capacity of 710 liters. Level switches on each tank. Emptied via an electrical pump. The black water electrical pump acts as a back-up.

Sinks and Fan Coils

All sinks, shower trays and air-conditioning units drain to the grey water tanks.

Bilge Pumps

4 separate bilges, forepeak, main, engine room and lazarette. Each bilge has a DC driven submersible Maxi-sub pump with a capacity of 140 liters per minute. 1 manual Whale Gusher pumps in the forepeak for forward bilge and aft for 1 engine room and lazarette.

Heads

Heads are electric Tecma Standard Plus, freshwater flush.

2 Stainless steel black water tanks, 1 for the fwd. heads, 1 for the aft heads, with a total capacity of 690 liters. Tanks are emptied via an electric pump or via a deck suction line. The grey water electric pump acts as a back-up.

Treatment System

In 2019 a Head Hunter Tidal Wave HMX wastewater treatment system was added with the ability to treat black and grey water.

VENTILATION

Forced Air

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There is a forced air ventilation system supplying all cabins. Exhaust fans are located in the heads and galley. Fans (new 2012).

Air Conditioning

Condaria, 90,000BTU, central chilled waterborne system, air conditioning. Includes electric heating mode. Individual temperature controls in each cabin. Air handlers were overhauled or replaced (2019). Some of the ducting was replaced as needed (2019).

Engine Room

Air inlet and outlet with water trap. Entire system controlled by temp and pressure. Power supply to fans is interrupted when fire extinguisher is released.

Battery Boxes

Box extractor fan to outside. Air supply to boxes from the bilge. Fans (rebuilt 2019).

Air Compressors

To operate main entrance hatch, drop board, drop board seal and transom seal. Quick acting couplings in fore peak, engine and lazarette. Air compressor was overhauled and moved for easier access (2019).

ELECTRICAL

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DC System

- ◆ 2 poles 24 volt system

Batteries

- ◆ House Service: 2 banks of Mastervolt MLI Ultra 24 Class 5000 Lithium Ion @25 KVH each bank
- ◆ Machinery Service: Starting batteries are Optima maintenance free type. 1 bank for the engine and 1 bank for the generators. 50ah/20h each. 2 cells of 12volt providing 24volts

AC System

- ◆ 230volt 50Hz single phase 3 wire system. Fed via diesel generator, shore power or DC/AC inverter

Power Sources

- ◆ 2 x Northern Lights M944, 26kw generators (new 2019) each in a sound shield
- ◆ 15m shore power cable provides 230volt to a Magnus SP100 25kw continuous frequency converter
- ◆ Converter accepts 180 to 520volts and 47 to 64Hz single or 3 phase
- ◆ Cable master unit

Inverters

- ◆ Conversion of 24volt DC to 230volt AC 50Hz
- ◆ 1 x Mastervolt 24/4000VA. 1 x Mastervolt 24/1500VA. Mastervolt inverters (new 2019)

Battery Charging

- ◆ 28volt 140A alternators for service batteries run off the main engine
- ◆ 1 x 28volt 60A alternator for the engine battery run off the engine
- ◆ Temperature sensing at the batteries. The diesel generator starting battery is charged by a 35A alternator on the generator
- ◆ 4 Mastervolt Mass 24volt 100A chargers with 3 step chargers characteristics, for service batteries (2 chargers per battery set)

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- ◆ 1 x Mastervolt 24volt 25A charger for the starting batteries. Mastervolt chargers new 2019

Monitoring/Control panel

In 2019, a new monitoring/control panel was installed which combines electric, hydraulic, air and water monitoring and control.

Interior Lights

All cabins have their own master switch for lighting. Ceiling lights and berth lights are either Cantalupi or Vibia.

Exterior Lights

Lopo lights for navigation and steaming. Deck lights under the lower spreaders and rigging lights over the other spreaders. 2 x boom lights. 1 x Windex light. 1 x Obelux all around red light at mast top. 2 x hull lights at the stern and 2 x hull lights amidships.

INSTRUMENTATION

Sailing Instruments

B&G H5000 (new 2017/18) with central processor unit, masthead unit, speed/temperature sensor, depth sensor and precision 9 and ZG 1000 compasses.

B&G digital full function displays (FFDs) located at navigation station, helm, owner's cabin, and captain's cabin. 20/20s in cockpit at sofa wings and companionway coaming. FFDs can also display hydraulic pressures for backstay, jib halyard and forestay.

Autopilot

Simrad autopilot driving the quadrant via twin Rexroth low friction cylinders. Control units at both helms and navigation station. There is a hydraulic back up for emergency use supplied from the main hydraulic system.

Navigation

Furuno Nav Net TZTBB radar/chart plotter (new 2017/18) with 2 x LCD displays. Displays are located at the navigation station and at the main sheet island. Time Zero software (new 2017/18).

Radar

36-mile Furuno radar integrated with the Furuno Nav net Time Zero. AIS Furuno FA-170 class-a (new 2017/18).

GPS

Furuno GPS with antenna (new 2017/18) mounted on the pushpit. Furuno GP-37 back-up GPS at the navigation station with the antenna (new 2017/18) located on the pushpit.

Compasses

Precision 9 compass and ZG 1000 compass (new 2017/18) used for the B&G system, autopilot and radar. 2 x Major Sirs Navigation compasses (new 2015), 1 at each pedestal.

Communications

Simrad RS90 VHF with 2 handsets, 1 at the navigation station and 1 at the helm with intercom feature between the two.

V-Sat KVH V7HS for phone and internet (new 2017/18).

Miscellaneous

- ◆ Network accessible QNap NAS drive, 8 terabyte (new 2017/18)
- ◆ 2 x Microsoft computers with screen (new 2017/18)
- ◆ Multi LAN router Peplink (new 2017/18)

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- ◆ Peplink access point (new 2017/18)
- ◆ Peplink Wi-Fi and cellular receivers (new 2017/18)
- ◆ Cannon printer/scanner/copier
- ◆ Samsung 40" TV in saloon
- ◆ Samsung 32" Smart TV in owner's cabin with Apple TV
- ◆ Samsung 22" Roku TV in each aft guest cabin with Apple TV
- ◆ SONOS audio system (2017/18)
- ◆ Cockpit speakers

RIG

Mast

Offshore Spars intermediate modulus carbon mast painted white with 4 sets of swept spreaders. A flying inner forestay and removable runners for heavy weather sailing.

EC6 standing rigging (new 2017/2018)

I = 131.24ft J = 35.1ft

P = 126.31ft E = 40.88ft

1:1 main halyard.

1 jib halyard sheeve. 1 Topping lift

2 x Spinnaker halyard sheeves, 1 of which has the option for a 2:1 hoist. 1 x staysail halyard.

Trysail track.

Backstay, Headstay, Backstay Bridles, Inner Forestay: sent to Future Fiber, Spain for service in 2019.

Boom

Park Avenue, standard modulus carbon Offshore Spars boom, white painted with lazy jacks. Boom sent to Offshore Spars in 2019 to replace the boom vang tang with stainless steel version.

Boom sent to Offshore Spars in 2019 to replace the boom vang tang with stainless steel version.

Arranged for 3 reef lines.

Boom preventer system.

Rig Hydraulics

Reckmann RF 90-4UD hydraulic roller furling Headstay with aluminum foil. Navtec boom vang.

Navtec jib halyard tensioner. Mainsail outhaul.

Split backstay adjustment with 2 cylinders. Inner forestay tensioner.

Hydraulic mast jack with removable manual pump.

Running Rigging

All Spectra. Renewed as needed (2015 or newer).

Sails

Mainsail, 2019 carbon with Taffeta.

Jib, 2013 carbon with Taffeta.

Racing jib, 2011.

Code Zero, 2018.

Staysail, 2013, John Fries, carbon with Taffeta. A2 spinnaker, 2012.

A3 spinnaker, 2012.

A2.5 spinnaker, 2006.

VIRAGO

Sailing Gear

Miscellaneous blocks and pad eyes. 2 x 10" winch handles.
Bosun's chair.

MISCELLANEOUS

Williams Jet tender (2022) stored in transom garage.
180lb CQR anchor kept on the anchor arm. FX-80 Fortress stern anchor.
100 meters 1/2 " G4 chain. 100 meters 25mm rode. Mooring lines (new 2018). Air fenders.
Anchor light with cable and plug. 1 x boat hook.
Peplink Wi-Fi and cellular receivers upgraded to 5G in 2022

Canvas

Main sail cover (new 2020).
Bimini over hard removable frame (new 2017).
Sun awning from mast to aft cockpit (2007).
Sailing awning over helm positions (new 2017). Dodger (new 2017).
New winch covers, pedestal covers, mainsail cover being made.

Fire Prevention

Total flooding Softex 25liter fire extinguishing system for engine room space with remote control.
Above also activated via heat sensors in the engine room.
Heat sensors also in the lazarette, galley and foc's'le.
8 x Gloria P2G hand extinguishers for cabins.
1 x 20 kilo AFFF foam extinguisher for engine room.

Safety Equipment

2 x MOMs mounted on the pushpit.
Safety lines for deck (new 2019).
2 x Ocean Safety ultralight life rafts in carbon canisters located under bench in mid cockpit, life raft serviced and vacuum packed 2019).
McMurdo EPIRB and McMurdo radar transponders plus ACR.

TENDER

New 2022 Williams 280 Jet tender custom fitted in the transom garage.

COMMENTS

VIRAGO is ready to be enjoyed immediately and a superb example of the Swan 100S. With elegant lines, proven performance and recent comprehensive refits, she represents an excellent opportunity for summer 2022.

VIRAGO

GENERAL ARRANGEMENT

