Sweden Yachts 45

€ 220.000



Fabricante de barcos:	Sweden Yachts	Eslora:	14,02 m
Tipo de barco:	velero	Manga:	3,96 m
Categoría:	barco de ocasión	Año de fabricación:	2000
Amarre:	Portugal, Lagos	motor:	Volvo Penta TMD22, 78 hp (57 kW)

Vendedor:
Network Yacht Brokers Mallorca
1 Carrer de Monsenyor Palmer
07014 Palma
España

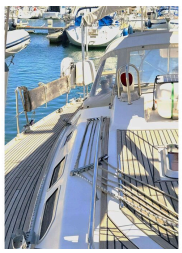
Celular: +34 658399044
Idiomas: inglés, español, francés












Detalles

ID del barco	**s282649**

Datos técnicos

motor

Modelo	**Volvo Penta TMD22**
Potencia	**78 hp (57 kW)**

Equipamiento

Navegación	**compás, GPS, lector de mapas, piloto automático, radar, radio VHF**
Equipamiento técnico	**bomba de achique eléct., bomba de achique manual, cargador de batería, conexión a tierra 220V, generador, impulsor de proa, inversor, pintura subacuática, planta desalinizadora**
Equipamiento de cubierta	**cubierta de teca, escalera de baño, fender**
Equipamiento interior	**barbacoa, fregadero, mesa en la cabina**
Seguridad	**balsa de salvamento, EPIRB**
Toldos	**bimini-top, capucha contra salpicaduras**
Velas	**spinnaker**

Descripción

Remarks :

Sweden Yachts 45

Design, Peter Norlin/Jens Östman

Samphire II has been continuously maintained to meet high demands. Before we bought her 2012 the wire rigging was changed and thereafter, we have made a lot of upgrades. Among the these we have re-caulked the deck and following are almost new; North Sails Full Batten Mainsail NPC Radian NorDac, North Sails Self-tacking Furling Jib w/ Battens NPC Cross-Cut NorDac, Frigonautica MF80RC Refrigerator, JEFA rudder bearings, Lewmar Ocean hatches, 4 TAB Lithium Iron Phosphate Batteries 12.8 V 200 Ah each, Side Power SE 100/185T-24V-IP bow thruster, LALIZAS ISO-RAFT, 8 Persons, Windlass Anchorlift Mako 1500 24V DC capstan model and chain. She is ready to sail.

(Manufacturer’s presentation)

Looks great & performs even better

Whenever we design a new yacht, we always strive to achieve the best possible sailing characteristics for a boat of that particular size. In this way, the Sweden Yachts 45 carries on and embellishes the proud heritage of Sweden Yachts. Every detail, from the shape of the hull to the design of the rig, works together as a harmonious whole, creating an unmatched yacht for serious sailing. Sail and rig handling have been simplified to minimise effort and add more pleasure to the whole sailing experience. The cockpit is ergonomically designed, giving the helmsman a relaxed, well-balanced environment even under really tough conditions in open sea, hard weather sailing.

A yacht with a high feel-good factor

The Sweden Yachts 45 is a fast yacht, very fast. The design team, Peter Norlin and Jens Östman, set out to create the most exciting 45-footer ever built. And owners agree that they have succeeded. “Sailing a Sweden Yachts 45 makes you feel good” is a frequent comment from owners and the lucky yachtsmen who have been invited on board for a test cruise. So, it is no coincidence that the Sweden Yachts 45 was elected “Sailboat of the Year 2000” by the international yachting magazine SAIL.

Every detail counts

When you enter the spacious interior of a Sweden Yachts 45, you will understand the meaning of world-class joinery. Light or slightly darker mahogany, or other fine woods like teak (and in this case cherrywood) are crafted into a complete interior. With inlaid woodwork details accentuating the whole effect. Superior craftsmanship is the keynote throughout. Every piece of wood is oil varnished five times before being fitted together into modules. The floorboards are carefully insulated to eliminate the slightest creaking. Upholstery is specified by the yacht owner, in a Scandinavian design concept based on the principle that “less is more”. The whole atmosphere is one of Nordic Light, the same magic light captured by Scandinavian painters at Skagen, Denmark, at the end of the 19th century. In short, the interior of a Sweden Yachts 45 is tailored to perfection, right down to the last detail.

Putting the helmsman first

The cockpit is designed for maximum efficiency and comfort, both under sail and in harbour. The helm and the winches are positioned for exact operation with minimum effort. Wherever you sit in the cockpit, you are always comfortable. And you are seated on smooth-surfaced, top quality, hand-picked teak from sources who guarantee that the wood is grown under the control of environmental authorities. The whole cockpit layout is the result of constant development work, based on years of sailing experience, making it as near perfect as possible.

Samphire II of Burnham (2nd Owner’s presentation)

General

Length overall
14.15 m
Waterline length
11.90 m
Displacement
12,400 kg
Ballast
5,200 kg

I
18.20 m
J
5.30 m
P
17.75 m
E
6.00 m

Engine
Volvo Penta TMD22, 78HP, S-drive & freshwater cooling
Water tanks, stainless steel
2x215 l
Diesel tanks, stainless steel
2x235 l
Flag
British
Recreational Craft Directive (RCD)
The yacht is built to CE Boat Category A-ocean
Documents and VAT
VAT paid proof
Original invoice from Sweden Yachts
Bill of Sale (2000 and 2012)
Builder's certificate
RCD Certificate of Conformity
Hull Construction and finish
End grain balsa core sandwich using fiberglass mat and rowing on both sides, gives a light, rigid and well insulated hull
Balsa core is used from toe rail to below water line
Solid laminate is used in high stress areas around the keel, mast foot and in the joint between the hull-halves
Bottom reinforcements are longitudinal and transversal solid laminate design.
The hull and deck are bonded together using polyester filler
The toe rail is then bolted through deck and hull flange, using a special sealing material
Volvo Penta original fiberglass bed, moulded integrally with the bottom reinforcement and filled with heavy ballast for maximum stability
The hull is blue and polished in May 2025
The underwater part of the hull was renewed with 5 layers of Gelshield 200 in 2015
The underwater part of hull was painted with two layers of Micron 300 in May 2025
Deck & Superstructure Construction
End grain balsa core sandwich with moulded fiberglass on both sides
Stress areas where winches and major deck fittings are fixed are reinforced by replacing the balsa core with plywood, or by using backing plates or large diameter washers depending on type of fitting
Teak deck is laid from 12mm first class teak ribs bonded to the deck with polyurethane, and in certain areas secured by stainless steel screws. - New complete caulking done 2016
Teak in the cockpit is laid from 12 mm first class teak ribs bonded to the deck with polyurethane. – New complete caulking done 2020
Keel & Rudder
Ballast keel is lead casting with antimony
Cast-in keel bolts are stainless steel
Lifting lug is fastened to the keel bolts
The balanced spade rudder is moulded in fiberglass, using roving and mat, for maximum strength.
The rudder stock is of stainless steel with two roller bearings – New upper and lower Jefa bearings together with a new gaiter installed 2021
Sailing deck equipment
Seldén, mast of aluminium alloy oval section
Double swept back spreaders in aluminium
Wire rig. Mast de-stepped and all wire rig renewed before sale 2012
All halyards are internal.
Spinnaker pole track
Seldén spinnaker boom
Seldén boom with single line reefing system. 3 Reefs and outhaul internally in boom
Lines lead to cockpit winches
Seldén headsail furler
Harken mast cars – New delrin balls installed 2022
Self-tacking track for jib installed 2024
Lewmar jammers
Navtec manual hydraulic panel fitted on inside of transom which operates Backstay and Vang
Hydraulic (Navtec) vang

Hydraulic (Navtec) backstay – New cylinder seals installed 2021
Check stays not mounted but available
Whitlock Wheel steering with emergency tiller
Running rigging continuously renewed when needed

Sails

North Sails Full Batten Mainsail NPC Radian NorDac NDR 9.0 – New 2022
North Sails Self-tacking Furling Jib with Battens NPC Cross-Cut NorDac ND94HA – New 2022
Cruising chute by North Sails with diving girl logo - hardly used
Emergency storm mainsail (orange) by North. – Unused
Separate track and cars on mast for storm mainsail

Winches

2x Andersen 52ST electrical primary winches
2x Andersen 46ST electrical control line winches
2x Andersen 46ST 2-speed mainsheet winches

General deck equipment

Double lifelines with gates
Several Marine Folding Pad Eye's in cockpit for safety lines
Pad Eye's on fore and aft deck each side for fitting of safety lines
Transom opens up to provide a platform for swimming including foldable Bathing ladder that folds away inside the transom
Aft stowage lockers on both sides and forward locker with built in lights
Light on boom above cockpit tables
Masthead and conventional navigation lights, Deck flood lights. – New 2021
2-folded cockpit table folds into bag for stowage
Small cockpit table for mounting on pedestal in stowage bag
Small drinks holder mounted on pedestal
Lewmar Ocean hatches to forward cabin, main cabin, and forward toilet. - All new 2021
Small hatches to aft cabins
Plexiglas companionway sliding hatch
Ensign and staff

Covers, Cushions & Canvas

Sprayhood over entrance hatch can be towed flush - New 2022
Bimini with stainless steel frame - New 2022
Boom cover – Upgraded 2025
6 Cockpit cushions – New 2021

Tender & Outboard

Zodiac Cadet 260 Aero a 4-person inflatable tender – New 2014
Suzuki 2,5 hp 4-stroke outboard – 2014

Navigation Lights

Navigation lights
Tri-color masthead light

Engine & Saildrive

Volvo Penta TMD22 4-cylinder turbo-charged diesel engine 78hp, with about 3200 engine hours
Freshwater cooled engine using raw water inlet and heat exchanger
Water-cooled exhaust system in reinforced rubber hose through silencer. New outlet rubber house from engine – 2012.
Engine housing/stair lifts on gas struts, for easy access of engine
Saildrive 150S gasket changed 2016
3-bladed feathering propeller. New anodes and antifouling with Prop o Drev 2025

Propulsion & Steering

Pedestal steering with large diameter 52". New Elk hide for replacement included
Emergency steering gear
Volvo Penta single controller and instrument panel in cockpit
Side Power SE 100/185T-24V-IP bow thruster with control at helm pedestal. - New 2018

Life saving

LALIZAS ISO-RAFT, 8 Persons – New 2022
Grab Bag 8/10-persons W/O flares - New 2022
Ocean Signal Epirb. - New 2016
2 x Horseshoe life rings – 2021
Throw bag – New 2022

Jackstays on both sides of the deck for hooking on safety lines
4 safety lines - New 2021
6 Fire extinguishers - New 2022
Flares and parachutes package – New 2022
Mast-mounted radar reflector

Safety equipment

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 they may require routine servicing, replacement, or changing to meet specific needs of the new owner

Anchoring & Mooring

Anchorlift, Mako 1500, 24V DC, 1500 W, capstan model, electric anchor windlass with control at cockpit and mounted in forward locker. - New 2016
27 kg anchor with 10 mm, 75 m chain - New chain 2016
Extra folding lightweight anchor with chain and rope
2x cleats on aft deck, 2x cleats amidship and 2 x cleats on bow
10x Fenders
Boathook
A lot of warps and ropes for mooring and other needs

Electrical systems

24V DC primary domestic system with 12V DC start/Instrument circuit and 230V AC via shore power or 1500 W inverter
230V AC shore power is connected via isolation transformer to avoid galvanic corrosion
Fischer Panda 6 KW super silent marine - diesel generator - is mounted in the starboard aft locker and connects seamlessly to the 230 V AC system
12 V DC 125 A engine start battery – New 2025
4 TAB Lithium Iron Phosphate Batteries, 12.8 V, 200 Ah each are joined in parallel and series to supply 400 Ah 24 V DC – New 2023
Mastervolt 60 A battery charger adjusted for 12 V lead-start battery and 24 V Li-consumer batteries. - New 2025
1500 W Mastervolt inverter
50 A 12 V DC engine-mounted alternator for charging start battery
95 A 24 V DC engine-mounted alternator for charging service bank
Charge regulator for 24 V DC alternator
Two 24/12 V voltage converters for alarm and instrument systems
Xantrex linkPro battery monitor for main and auxiliary batteries. - New 2022
Shore power supply with several sockets in the interior
12 V socket at chart table
Circuit breakers with automatic fuses and indicator lamps for all individual circuits.
Hand operated main brakers for large loads such as House, Engine, Winches, Bow truster … are located in navigator seat cabinet.

Plumbing and Gas systems

24V DC pressure water system with pressure pump and accumulator tank – New pump 2025
Hot water supplied via engine cooling with 40 l calorifier or via 230V AC immersion heater element. – New heater element 2021
Hot & cold pressurized water to galley, the two heads and shower at stern platform
Shower at stern platform. - New 2022
Gas bottles are mounted in drained compartments at the stern gate. Electrical shut-off valve manoeuvre in galley and pressure reducing valve are mounted on service bottle. Copper piping is led to the galley where a separate manual shut-off valve is mounted. Hose to Cooker
Water maker - Freshwater AB ENWA (MT1800) 75 l/hour (reverse osmosis desalination unit). - Not operated for many years and condition unknown
Manual bilge pump in cockpit
Electric bilge pump with auto manual control – New 2023
24 V DC shower drain pumps to each head
All drains through hull with ball valve seacocks. - All hull penetrations under water line including valves were renewed 2021
Through bottom fittings and other piping fittings are bronze
Double hose clamps on all through hull points
Hoses are normally reinforced flexible PVC polyethylene

Tanks

470 l diesel capacity in 2x stainless steel tanks located under aft beds with inspection hatches, filled and ventilated from

transom
Fuel pump, located at port fuel tank. - New 2023
2 x analogue Fuel tank level gauge at chart table
430 l freshwater capacity in 2x stainless steel tanks located under the saloon seats with inspection hatches, filled from deck and ventilated
2x analogue water tank gauges at chart table
Stainless steel black water holding tanks servicing forward and aft heads
Tanks discharge directly overboard or via deck evacuation point

Navigation and communication

Raymarine C97 multifunction colour GPS radar chart plotter - New 2014
Raymarine RD 418D W digital closed-array radar scanner on mast - New 2014
2x Raymarine i70 autopilot and multi-repeater in sail pod - New 2014
4x Raymarine ST60 (speed, depth, wind, etc. mounted under sprayhood
Autohelm ST7000 with gyro compass connected to the Raymarine i70 autopilot.
Suunto, lit steering compass at helm pedestal
Raymarine ST 60 wind multi display at navigation chair
Stationary Raymarine VHF, 315, with DSC and speaker in cockpit - New 2021
VHF antenna in mast top. - New 2024
Handheld VHF, Icom, with charger. - New 2021
Raymarine AIS 650 Class B AIS transponder - New 2014
GPS position alarm and control system. Can turn on and off charging. - New 2025

Domestic equipment

Twin stainless steel sinks with a single lever mixing tap
Gimballed 4-hob cooker with grill and oven - GN Espace “Levante” (2009)
Isotherm stainless steel 160 litre top-opening water-cooled fridge/freezer with 24V DC compressor. New Compressor 2014
Front-open water-cooled Frigonautica MF80RC Refrigerator 24V DC compressor. - New 2024. Compressor from