

Sweden Yachts 42 – 2003

WIN: SE-SWY42008I203



Båtagent

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Specifications

LOA: 13.25m

LWL: 11.22m

Beam: 3.9m

Draft: 1.80 m (light ship, lead keel, wing keel option)

Displacement: 10 000 kg (light ship)

Engine: Volvo D2-55, 55 hp, S-drive, MaxProp propeller

Engine Hours: approximately 2400

Fuel: 280 l

Water: 705 l (instead of standard 425 l)

Design: Peter Norlin/Jens Östman

General description, history and summary

Launched in May 2003 as Hull No.08, LA DEFIANCE is possibly one of the best updated Sweden Yachts 42's afloat. Extensively refitted and constantly upgrade by first owner in 2010-2018 and thereafter extensively refitted by second/present owner until dec 2025. LA DEFIANCE is 100% ready for reliable short-handed liveaboard cruising. Her specification highlights include:

- 3-cabin, 2-head layout
- Wing-keel option
- Owners cabin with drawers replacing settee
- Refurbished teak laid decks and cockpit (2025)
- 2 off Andersen 52 electric winches
- 2 off Andersen 46 manual winches
- Lundh Fibertech, mainsail,
- Lundh Fibertech, reefable self tacker
- Detachable staysail on Selden Furlex CX 25
- Lund Code 1 on Selden Furlex CX 25
- North Sails gennaker on top down roller, Bamar
- Selden gennaker pole
- Additional, older, sails two fully-battened mainsails and two self tackers, Sanders and North Sails
- Replaced standing rigging including + full upgrade/renewed running rigging, sheaves, cables etc
- Carbon spinnaker pole. Stoved on mast or on deck
- Volvo Penta D2-55, naturally aspirated engine with MaxProp 3-bladed feathering propeller

- Large Sprayhood with back cover and Bimini
- 24v tunnel bow thruster, replaced 2022
- Forward windlass, replaced anchor winch motor/gear 2023
- Updated all Raymarine instruments including radar, twin plotters, instruments, AIS transceiver, upgraded autopilot system as well as new Hailer and new dual VHF stations
- 24v domestic system with dedicated Mastervolt alternator and regulator (Battery capacity 360 Ah 24V)
- 12v engine start system with new engine battery and dedicated 12 V smart charger
- Replaced Mastervolt 24V Charger + new Mastervolt inverter
- New Victron 220/220V galvanic isolation transformer, 2024
- Solar panels – 420 W
- Charcoal filtered fresh water supply
- Seawater system in gally
- Seawater deck wash at bow and at the stern
- Eberspächer diesel heating system
- Electric toilet fwd, manual one aft- 2 Holding tank, each with level meters
- Tender outboard davit

Originally supplied to Jersey and in first ownership from spring 2003 to spring 2018, when she was sold to present Swedish owner and EU VAT paid. Sailed very sparsely in the summertime around the Channel Islands by her first owner. Her second and current owner have sailed her in the summertime in Scandinavian waters, followed by an Atlantic crossing and two seasons in the Caribbean. The boat was transported by SevenStar back to Europe. LA DEFIANCE is now available for sale in 100% ready-to-go order as an EU boat.

OWNER'S COMMENTS:

We are now listing LA DEFIANCE after having made her the dream boat, with little respect to cost, having sailed her for several seasons in Scandinavian waters before our Atlantic crossing and two seasons in the Caribbean. We have loved and cherished her and will be sad to see her go. We focus on the good life and down-wind sailing while blue water sailing, why the boat will be shipped back from the Caribbean by SevenStar to Europe in the spring of 2026.

We had been convinced for a long time prior buying LA DEFIANCE, that it was a SY42 that we were looking for. This as we wanted a well-built yacht with pretty lines, easy to sail by a small crew, typically one or two- handed, solid enough to withstand any weather, but sufficiently responsive to be exciting and rewarding to sail. La DEFIANCE has not disappointed, she's a delight to sail, fast but manageable and fabulously comfortable. The design includes an excellent practical cockpit with perfect sail control. One electrical winch for main, one for self-tacker, both within easy hand of the helmsman, making this boat very easy to sail in pretty much all situations.

We have now done the type of sailing that LA DEFIANCE is perfectly designed for and will now change both living set up and boat concept. As we, retired now, will move from living in town to a sea-side house, we will also change boat to a smaller day-sailor and a smaller motorboat. We therefore make LA DEFIANCE available to what will be her third owner. We are sure her next owner will love her as much as we have done.

CONSTRUCTION

RCD Status: Our understanding is the vessel complies with CE Boat Category A-ocean, with certification from "Det Norske Veritas".

Hull Construction

- End grain balsa core sandwich using fibreglass mat and roving 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 keel, mast foot and in the joint between the hull-halves
- Bottom reinforcements are longitudinal and transversal solid laminate design
- Hull epoxy treated from new
- 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.
- Sweden Yachts designed and specially developed steel beam chain plate system, allowing heavy loads to be taken by bulkheads, without the need for additional internal reinforcements.
- Volvo Penta original glass fibre bed, moulded integrally with the bottom reinforcement and filled with heavy ballast for maximum stability.

Deck & Superstructure Construction

- End grain balsa core sandwich with moulded fibreglass 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 some places secured by stainless steel screws
- Expansion joints sealed with special silicone
- Teak in the cockpit

Keel & Rudder

- Lower draft wing keel option
- 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 fibreglass, using roving and mat, for maximum strength
- The rudder stock is of stainless steel with two Jefa roller bearings

MACHINERY

Engine & gearbox

- Volvo Penta D2-55, 4 cylinder naturally aspirated diesel engine producing 55hp @ 2,800rpm
- Volvo MS130S Saildrive gearbox (diaphragm replaced 2017)
- Freshwater engine cooling using raw water inlet, strainer and heat exchanger
- Water-cooled exhaust system in reinforced rubber hose through silencer and appropriate fitting
- Engine housing lifts on gas struts, with interior joinery finish, well insulated with pvc covered foam insulation to prevent oil spillage to impinge foam

Maintenance & Performance

- Date of last engine service, April 2025
- Cruising speed, approx. 7.0 knots @ 1,900 rpm
- Max speed, approx. 8.0 knots @ 2,500 rpm

Propulsion & Steering

- Lewmar pedestal steering with wheel, brake, stainless steel link arm and MarinePod instrument pod
- 'Destroyer' large diameter Elkhide covered stainless steel wheel, 12 cm karger than standard
- Standard steering wheel with leather cover, 2024
- Volvo Penta single controller and instrument panel in cockpit.
- Maxprop 3-bladed feathering propeller
- Sleipner SidePower SE80 24vDC tunnel bow-thruster with joystick control at helm pedestal, 2022
- Emergency steering by autopilot
- Voltage systems: 24v DC primary domestic system with 230v AC via shore-power or inverter

Battery Banks

- 1x 12v 90 Ah AGM engine start battery, 2022
- Victron 24v 360 Ah AGM battery, 2022

Charger/Inverter

- Mastervolt 24/50-2 50A battery charger for domestic batteries
- 12v battery smart charger for start battery
- Mastervolt 700 inverter, 2023

Alternators

- 12v alternator on engine to charge start battery
- Mastervolt 95A 24v alternator on engine to charge service battery bank
- Both serviced in April 2024

Solar

- 208 W solar panel with ss frame attached to aft stay with boost regulator/controller for 24V, 2024 (No drilled holes – can be easily demounted)
- Additional cable-connection and boost controller (24 V) for further 208W, 2024 (2 additional panels can be submitted but need refitting)

Other Electrical

- Mastervolt galvanic isolator for shore-power connection
- Shore-power supply with ring main and 230v AC sockets in interior
- 12v USB sockets at chart table, 2016
- Scanstrut waterproof USB twin charger at helm, 2016
- Circuit breakers with automatic fuses and indicator lamps for all individual circuits

PLUMBING & GAS SYSTEMS

Fresh Water

- 24v system with hot & cold pressurised water to galley, heads and shower at stern platform
- Hot water supplied via engine cooling with 40 litre calorifier or via 230v immersion heater element from shore power
- Charcoal filtered cold pressurised water in the galley
- Manual fresh water supply to galley via foot pump

Sea Water

- Electric pump for seawater deck wash (fwd) and toilet flush system
- Electric seawater pump aft for gally and swim platform deck wash/shower with 3 m hose

Bilge Pumps

- Manual bilge pump in cockpit
- High-capacity electric bilge pump with manual override, visual/audible alarm (with cancelling alternative) at DC panel
- Emergency very large capacity 230V 650 W (fixed but movable) bilge pump
- 2x 24v shower drain pumps

Propane System

- Propane locker in separate drained compartment in cockpit with space for 3 x 3kg propane bottles
- Copper tubing, reduction valve for low-pressure system, and remote electric shut-off valve
- All hoses and reduction valve replaced and system refurbished, including the stove, in 2023+2024

Other Plumbing

- All drains through hull with ball valve seacocks
- Double hose clamps on all through hull points

- Hoses are of reinforced flexible PVC polyethylene

TANKAGE

Fuel

- 280 litre diesel capacity in 1x stainless steel tank with inspection hatch, filled from deck and ventilated at the transom
- Fuel tank level gauge Wema

Fresh Water

- 705 litres fresh water capacity in 3x stainless steel tanks located under port aft berth (280 litres), dinette settee (240 litres) and forward bunk (185 litres) with inspection hatches, filled from deck and ventilated
- Water tank level gauge Wema

Holding Tanks

- Stainless steel black water holding tanks servicing forward and aft heads (approx. 62 litres each)
- Tanks discharge directly overboard or via deck evacuation point

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck

- Raymarine ES75 7" HybridTouch colour chart plotter radar display, 2016
- Raymarine Quantum HD closed-array radar scanner, 2016
- Raymarine i70 multi-display at helm, 2016
- 4x Raymarine i70 multi-displays at companionway, 2016
- Raymarine wind, speed and depth transducers, 2016
- Raymarine p70 autopilot-control head with EV-1 9-axis core sensor and T2 24v linear drive, 2016
- Suunto lit steering compass at helm pedestal

At Chart Table

- Raymarine ES127 12" HybridTouch colour chart plotter and radar display, 2016
- Raymarine AIS650 Class B AIS transceiver, 2013
- Raymarine i70 multi-display, 2016
- McMurdo Navtex 6 with updated software in 2016

Communications Equipment

- Raymarine Ray91 VHF with DSC, 2016
- Raymarine RayMic second station handset at helm, 2016

DOMESTIC EQUIPMENT

Galley

- Smev twin stainless steel sinks with single lever mixing tap.
- 160 litre top-opening fridge/freezer with Isotherm control and 24v compressor
- 65 l side opening fridge

Heads

- Manual Jabsco head in aft head compartment
- Electric Jabsco head in owners forward head
- Head showers with automatic temperature control and electric pump out
- 230V electric towel heaters in both heads

Heating & Ventilation

- Eberspächer 4 kW diesel-fired hot air heating system with outlets in all cabins, saloon and heads
- Hella air fans in gally/nav station, Sb guest cabin and owner's cabin
- Engine space air extraction outlet into cockpit
- Dorade ventilators in stainless steel
- 4 openable aluminium framed windows in cabin trunk
- 2 open-able aluminium framed windows in cockpit
- Large hatch in forward cabin, in main cabin, and in forward heads
- Plexiglas companionway sliding hatch and washboards

Interior Lighting

- Ample overhead lights chromed bulkhead reading lights at settees and berths
- Red night lighting at chart table

Entertainment

- JVC Bluetooth stereo system with speakers in saloon and at companionway

DECK EQUIPMENT

Rigging

- Selden aluminium anodised mast
- Keel-stepped mast with 2-sets of swept-back spreaders
- Stainless steel mast step bolted to bottom reinforcements
- Stainless steel wire standing rigging with Lloyds-approved Hasselfors/Seldén forged stainless steel turnbuckles, replaced 2018
- Aluminium rigging screw protectors
- Furler 300e 24v electric genoa furler with control at helm pedestal, 2019
- Longitudinal genoa tracks
- Split backstay with Selden mechanical adjustable backstay tensioner
- Selden rod vang with gas damper – gas strut replaced 2025

- Fully battened mainsail system with Selden MDS car system
- 2x single line reefs plus third slab reef and outhaul internally in boom
- Lazy-jacks, 2022
- Dyneema mainsail halyard
- Spectra genoa halyard and topping lift
- Mainsheet system with adjustable track
- Control lines led aft to powered winches through clutches adjacent to companionway
- Checkstays
- Gennaker equipment with tackline and necessary sheets & blocks
- Facnor furler for reacher, 2019
- Carbon fibre spinnaker pole, 2019

Winches

- 2 x Andersen stainless steel 52 ST 24v electric two-speed self-tailing winches
- 2 x Andersen stainless steel 46 ST manual 2-speed self-tailing manual winches
- Winches directly inline allowing control lines to be led aft to electric primary winches
- Andersen line tamer for spinnaker pole uphaul
- 1 x Andersen stainless steel 46 ST manual 2-speed self-tailing manual winches at mast for halyard

Sails

- Lundh Sails, main sail in Fibertech Black Twaron with grey taffeta, 2019
- Lundh Sails, jib (self-tacking) in Fibertech Black Twaron with grey taffeta, 2020
- Lundh Sails, Code 1, 77 m2 with Seldén CX25 furler, 2020
- Lundh Sails, 18 m2 staysail on furling line (for CX25 roller), Fibertech Black Twaron with gray taffeta, 2023
- North Sails, main and jib, 2010
- Sanders Sails Main sail, Hydranet, 2003 (fully-battened in 2016)
- Sanders Sails Hydranet furling 107% genoa, 2033 (batten added in 2016)
- Elvstrom Sails nylon reacher with furler, 2019
- North Sails Norlon G2 gennaker with sock

General

- Stainless pulpit and pushpit
- Twin line guardwire stanchions with midships boarding gates
- Stern and bow boarding ladders
- Hot & cold shower at bathing platform
- Small folding cockpit table
- Second larger cockpit table
- Ensign staff
- Outboard bracket

- LED cockpit lighting
- Low level cockpit lighting, 2016
- Simpson 125 stainless steel folding tender davits, 2016

Anchoring & Mooring

- Windlass, anchor winch motor + gear, Lewmar Concept 1 replacement (= V2), 2023
- Vulcan 25 kg Anchor, 2019
- Anchor chain 5.3 ton UBL HT Chain 50m + 8 m old chain, 2023 (Min 5.4 tonnes breaking load Between chains 2 ton UBL opening link enabling line extension)
- Deck wash in anchor well, 2021
- 5 m elastic 24 mm snubber, 2019 (11 tonnes breaking – 30% elongation)
- 5 m elastic 16 mm snubber, 2023
- 15 kg “Bruce” anchor + 40 m 16 mm anchor line, 4 tonnes breaking load
- Tender motor davit (Båtsystem), 2022
- Fortress kedge anchor
- Spare Delta anchor and swivel
- 50m towing warp
- Fore and aft mooring lines
- Fenders
- Forward, aft and amidships mooring cleats

Covers, Cushions & Canvas

- “Stackpack” (Lazy bag) mainsail cover, 2022
- Sprayhood with stainless steel frame, 2019
- Bimini with stainless steel frame, sun shade and cockpit tent attachments, 2019
- Wheel and binnacle covers, 2016
- Pushpit padded back cushions
- Cockpit cushions
- Outboard engine cover, 2016

Tender & Outboard

- Zodiac Cadet 2.70m inflatable tender, 2016
- Suzuki 2.5hp outboard engine, 2016
- Electric tender inflator pump with power socket in lazarette locker, 2016

Navigation Lights

- LED masthead anchor and tri-colour light, 2025
- Deck flood lights on mast

Life saving

- Liferaft – 6-man Viking RescYou Pro cannister, 2023 – Service now due
- 1x Horseshoe buoys with lights and danboy
- Inflatable rescue ring

- Danbuoy
- Jackstays
- Echomax Active XS dual band radar enhancer with masthead antenna, 2016
- Offshore flare pack
- Emergency steering tiller/system

Fire control

- 3x 2 kg dry powder fire extinguishers
- FM200 1 kg engine space automatic fire extinguisher
- Fire blanket

REFIT/UPDATE HIGHLIGHTS:

2018-2025

- Teak deck refurbishment with new caulking and sanding, 2025
- Replacement Selden gas strut for vang, 2023
- All nav, deck and interior lights changed to LED
- New white lazybag/lazyjacks (Lundh), 2022
- New Mastervolt 700 W inverter 2022
- New Victron 230 V shore power Isolator transformer, 2024
- Solar panels with regulator, 2023
- New standing rigging and rig service and refurbishment (Riggarna), 2023
- New Life raft Viking RescYou Pro, Jan 2023
- New white sprayhood, 2022
- Added back cover to sprayhood, 2023
- 220 V towel hanger/dryers, one in each toilet compartment
- New electric toilet 2021, new hoses 2023
- New Manual toilet 2024, new hoses 2024
- New anchor system with HT Chain and Vulcan 25 kg anchor
- New gear and windlass motor, 2019-2024
- New Raymarine 9 axis autopilot with control, 2021
- Fitting new Raymarine instruments 2022, (the 3 “new” multi function display’s used 3 years prior this with one org multi still at nav station
- New Sails (Lundh) Main 2020, Selftacker 2020, Code 1 2020, Staysail 2023

2010-18

- New saloon sofa upholstery, 2016
- Replacement of running rigging
- Upgrade to SS Vetus vents on deck (looks very nice)
- Seacocks and through hull fittings replaced 2010-2012, all but the two Isotherm ones, (not needed due to specific anodes)
- Replacement of Sail drive diaphragm, 2017
- New Raymarine Multi displays e95 and e97 in cockpit respectively chart station

- New Raymarine radar and AIS transponder
- New North sails mainsail and self-tacker, 2010

ACCOMMODATION

Summary of Accommodation

- Aft cockpit layout with seven full length berths in three double cabins plus one further saloon settee berth. Forward head and aft day heads, both with showers
- Sea cloth in centre of each guest cabins and at sb side of berth in owners' cabin

Accommodation Finish

- Marine grade waterproof core, faced with selected mahogany, is used in all bulkheads and major joinery
- All mahogany is varnished with oil varnish in satin finish
- Specially selected solid mahogany in frames and doors
- Marine grade lauvan in bottoms, shelves etc where not visible.
- All main bulkheads bonded to hull and deck, using glass fibre and polyester
- All main visible hull sides covered by white planking ribs, increasing light and sense of space
- Ceiling, topsides and minor visible hull sides with foam backed vinyl
- Hull sides, bottom, bilge, etc top-coated throughout the interior
- Cabin sole teak with inlaid light wood strips
- Cabin sole teak is varnished
- All hanging lockers equipped with aluminium tube with hooks. Lockers are lit
- Doors with marine locks
- Locker doors have snap locks and are hinged with chromed brass hinges
- Cushions in high quality foam with first class upholstery
- Blinds in white
- Master cabin with full set of drawers, cabinets above, night shelf
- Master cabin with sprung mattress and mattress topper
- Aft cabins with additional storage shelf aft
- Navigation area with Alcantara-upholstered seat
- Bar under saloon table, plate fittings to cupboards
- Belt in galley

Description of Accommodation from Forward

Owner's Cabin Ensuite Heads

- Moulded bottom section drained by electric pump and moulded upper section
- Separate shower stall with curtain
- Teak shower grating
- Stainless steel wash basin

- El toilet with waste tank and level meter
- El 230 V towel dryer
- Lockers above toilet and wash basin

Owner's Cabin

- Queen size double berth to port side with cabinets along hull side.
- Large drawer under berth
- Full set of drawers with cabinets above on starboard side between hanging lockers forward and aft
- Mattress topper, 2021

Main Saloon

- Dinette arrangement with table on port side. Bottle storage under table
- Starboard side has cupboards above and below, with half size chart drawer, drawers and navigation station

Chart Table

- Large chart table, with opening desk for storage of instruments, laptop etc
- Wooden, openable instrument panel for electronic equipment on hinges for easy service access
- Separate chart stowage in table
- Navigation seat in Alcantara
- Sliding door storage by side of seat

Galley

- U-shaped galley
- Corian countertop
- Drawer section
- Cutting board
- Gas stove with three burners, oven
- Ample storage
- Waste basket and storage below sink.
- Top opening fridge/freezer (Isotherm water cooled)
- Side door fridge (Isotherm water cooled)

Aft Guest Heads

- Moulded compartment fitted between bulkheads
- Two lockers with mirrored doors above wash basin unit
- Fitted mirror in forward sections
- Recess for toilet
- Manual toilet with tank and level meter
- Corian shower grating
- Shower drained by electric pump
- El 230 V towel dryer
- Door to main cabin

Aft Cabins

- Equal aft cabins with double berths
- Hanging lockers with seat
- Cabinet above bed along hull side
- Door to main saloon from starboard and port guest cabins

General information about safety equipment

All safety equipment, e.g. life raft, EPIRB, fire extinguisher, emergency flares etc. is to be considered personal equipment and the skipper's responsibility to keep up to date. Safety equipment included in the equipment, as listed above or left on board as agreed, may need service and/or updating or completion to meet the needs and wishes of the new owner.

Details in the list of equipment are supplied by the seller. Båtagent has not checked everything in detail, why everything is expected to be correct but cannot be guaranteed by Båtagent.