

Cox Cox Swin Ranger



Year: 1984
Location: Plymouth
LOA: 23' 0" (7.00m)
LWL:
Ballast:
Designer:
Beam: 8' 2"
Draft:

Heads:
Cabins:
Race:
Keel:

Remarks:
 This boat was completed for the start of the 2017 season, she is in fantastic condition!!

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REF: 1011181



Mechanical and Rigging

Construction:

Built by Cox Marine

Refit & modifications completed by a time served Morgan Giles Shipwright in 2015/16

Long ballast keel with bilge keels (Keels have been extended with hardwood & a grown oak stem protected with full length stainless keel bands to facilitate beaching)

Transom hung rudder (forward extended rudder to combat weather helm)

Whole hull & superstructure has had two coats of epoxy resin (2015)

2 part polyurethane paint finish (repainted 2016)

Hull is extensively insulated

Self draining cockpit

New seacocks throughout 2016

Air draft approximately 2.74m with mast down

Mahogany brightwork & rubbing strake (new 2015)

SSR162238

Mechanics:

Nanni N3 21hp diesel engine engine gearbox (new 2015)

Engine temperature monitor & alarm

Shaft driven

Dual position, single lever morse control

3 blade fixed pitch propeller

The engine has just received its first oil & filter change at 21 hrs. Present fuel consumption is one litre per hour

Electrics:

All electrics replaced & installed in 2016

Two x 12V batteries with battery monitor (new 2016)

Shorepower mains AC wiring with RCD protection & polarity alarm for shore supply (new 2016)

Several 12 volt supply sockets & USB points

All mood & main lights are LED including navigation lights

LED cockpit lights

Tankage:

Fuel capacity 55 litres

Fresh water capacity 40 litres

Both tanks easily removed for cleaning if ever needed

Rigging:

Aluminium spars

Stainless steel standing rigging is of good quality and substantial gauge (checked before launch 2016)

Tabernacle

Mainsail slab reefing

Furling genoa system

Sails:

Mainsail in tan

Genoa in tan

Mainsail in white

Genoa in white

Inventory

Navigation Aids:

Clipper depth sounder
Icom VHF, DSC, M323G radio (new 2016)
Steering compass

Ground Tackle:

Stainless steel bow roller
CQR anchor
Bruce anchor
Chain & warp
Dedicated chain locker

Deck Gear:

Two x sheet winches
Mainsheet traveller
Sampson posts x 2
stainless steel mooring cleats
Stainless steel pulpit & pushpits
Teak bow sprit (Other owners state that the hull would benefit from a bow sprit, hence this modification has been made & it is very successful!)

Safety Equipment:

Horeseshoe lifebuoy
Gas alarm
Carbon monoxide alarm
Exhaust temperature monitor
Two x electric whale bilge pumps (new 2016)
Whale manual bilge pump
LED navigation lights

Equipment:

Waveco 2.3 inflatable dinghy
Canvas boom cover (new 2016)
Canvas hatch covers (new 2016)
Several fenders & warps
Boat hook
A stereo radio with USB and blue tooth complete with marine speakers in the saloon
Outboard bracket

Accommodation

Sleeps 3 in two cabins
Forward large double berth
Good size single berth in the saloon
Galley to port
Heads to port
Upholstery & hull linings new 2016

The fore cabin provides a very comfortable (yes comfortable !) double bed with under deck

storage & under bunk lockers all insulated.

Chain locker with drain.

The saloon has a drop down table to provide one good sized bed with a lot of storage making three full sized berths.

The saloon floor could accommodate another berth if required.

Internal wheel steering position

Sink, cooker space & Anevay traveller wood burning stove.

Access to the engine with tool box step & hanging locker.

Headroom is 6ft 1".

Heads with a manual sea water toilet (new 2016)

Remarks :

A virtually new boat is the result of a two year restoration project on a Swin Ranger by a time served Morgan Giles Shipwright, has produced a stunning practical motor sailor for coastal cruising particularly designed for the French Canals in that the mast is easily lowered at anchor due to an extended mast tabernacle and ingenious use of the boom with a forward facing gooseneck allowing it to make an "A" frame lowering system . The fore cabin is more spacious than most 30 footers, a wood burning stove in the saloon, separate heads closet with new sea toilet and wash basin, dual steering positions and a new 20hp Kubota Nanni N3 21 marine diesel engine and gearbox.

The blogs say this boat would benefit from a bow sprit and forward extended rudder to combat weather helm, this boat now has both and sails beautifully balanced and will sail closer than 45 degrees to the wind, for a bilge keeler that is pretty good. Inside the hull is extensively insulated with enormous locker space, new upholstery of a decent thickness for comfort and outside the whole hull and superstructure has had two coats of epoxy and two coats of two pack polyurethane protection. Keels have been extended with hardwood and a grown oak stem protected with full length stainless keel bands to facilitate beaching.

Mains AC wiring with RCD protection and polarity alarm for shore supply, two new batteries with monitor, engine temperature monitor and alarm, depth sounder, gas alarm, carbon monoxide alarm and new unused I-com VHF, DSC, M323G radio, two new bilge pumps and one whale hand pump are included. There are several 12 volt supply sockets and USB points and all mood and main lights are LED including navigation lights.

A new 55 litre fuel tank and 40 litre water tank are installed and easily removed for cleaning if ever needed. A stereo radio with USB and blue tooth complete with marine speakers in the saloon. The fore cabin provides a very comfortable (yes comfortable !) double bed with under deck storage and under bunk lockers all insulated, chain locker with drain. The saloon has a drop down table to provide one good sized bed with a lot of storage making three full sized berths, the saloon floor could accommodate another berth if required. There is the wheel steering position, sink, gas cooker space and Anevay traveller wood burning stove, access to the engine with tool box step and hanging locker. Headroom is 6ft 1".

The mast, boom and standing rigging are all good, two suits of sails, one tan one white. A

jib furling system plus an inner fore stay for a hank on storm jib. The fore deck hatch and another one on the coach roof provide welcome ventilation. The cockpit has side lockers for fenders, warps and gas. The transom locker drops down as a table, stows the chimney and tiller plus space for spare fuel, kedge anchor etc.

The new engine has just clocked up 40 hours, present fuel consumption is one litre per hour; it is a delight to work on as everything is designed for easy access. A socket has been installed for a tiller pilot in the cockpit and several LED cockpit lights are fitted.

On deck there are new stainless steel cleats and Sampson posts, two winches, s/s pulpit and pushpit . New boom cover and hatch covers. Two anchors are included one plough or CQR the other is a Bruce. Several fenders and warps and boat hook.

Thanks to the thoughtful design and amazing space this boat is ideal for extended cruising or live aboard, on a cold January morning the multifuel wood burner will make the boat as warm and dry as a centrally heated house in about ten minutes also perfect for those slow cooking casseroles. If you're looking for a virtually new boat without new prices you have just found it.

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