



41 Trawler - 1979

<https://www.yachtadvert.com/2228-eurobanker-41-trawler.html>

99 000 EUR incl vat



General

Year : 1979

Length : 41.00 Ft

Life Raft : No

Leasing in progress : No

Builder : Eurobanker

Material : GRP

Beam : 13.00 Ft

Area : Barcelona, Spain

Engines

Fuel : Diesel

Power Unit. (HP) : 120

Engine Brand : Ford Lehman 120 d

Engine(s) : 2

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Remarks :

This Eurobanker 41 Trawler is an excellent example of a classic full-displacement trawler. Known for their solid GRP construction, seaworthy design, and generous living spaces, Eurobankers have become highly sought after for long-range cruising and a comfortable life on board. This is a very comfortable, well-equipped boat. This unit stands out for a major 2015 refit that included a full renovation of the flybridge, a new teak deck, stainless-steel handrails, an upgraded galley, and refreshed interior varnishes. The result is a vessel that combines timeless trawler charm with modern comfort. Powered by twin Ford Lehman 120-hp engines, the boat delivers a comfortable cruising speed of 7.5 knots. With 1600 L of fuel and 1,000 L of fresh water, this Eurobanker is equipped for long cruising or simply a day out sailing with friends. Navigation equipment includes autopilot with flybridge repeater, depthsounder, VHF (fixed + portable), Samsung charting tablet, and bow thruster for easy manoeuvring. Exterior features include a hydraulic gangway, an integrated bathing platform, a swimming ladder, a cockpit shower (with hot water), and a tender with a 6-hp Suzuki outboard. This Eurobanker 41 is a very comfortable and reliable trawler, ideal for extended stays aboard, coastal cruising, or as a liveaboard vessel. Located in Barcelona and ready for viewing.

Accommodation :

The interior layout includes two spacious double cabins, a large saloon with additional three berths (total 7), a fully equipped galley, and ample storage. Comfort on board is ensured by Webasto heating and air conditioning, an electric WC with holding tank, hot water, and a 6 kW Lombardini generator.

Inventory :

Interior Comfort

Webasto central heating

Air conditioning

Hot-water deck shower

Electric toilet

Refrigerator

Freezer

Galley with 3-burner gas stove, electric plate, and gas oven

32" Samsung TV on retractable mount

Glomex WIFI system

Safety Equipment

Automatic fire extinguishing system in the engine room

5 portable extinguishers throughout the vessel

Offshore liferaft (capacity eight persons)

Vetus bow thruster



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alt=""></p><p>Confort interior

Calefacci&#oacute;n central Webasto

Aire acondicionado

Ducha de cubierta con agua caliente

Inodoro el&#eacute;ctrico

Nevera

Congelador

Cocina con cocina de gas de 3 fuegos, placa el&#eacute;ctrica y horno de gas

Televisor Samsung de 32" con soporte retr&#eacute;ctil

Sistema wifi Glomex</p><p>Equipo de seguridad

Sistema autom&#eacute;tico de extinci&#oacute;n de incendios en la sala de m&#eacute;quinas

5 extintores port&#eacute;tiles en todo el buque

Balsa salvavidas de alta mar (capacidad para ocho personas)

H&#eacute;lice de proa Vetus</p>

Mechanical :

<p>Propulsion is provided by a 2 X LEHMAN FORD 120 D, six-cylinder Diesel engine, driving through a forward and reverse oil-operated reduction gearbox. The engines start easily and immediately. The vessel is equipped with a 230-volt onshore AC circuit, with a deck connection and power supplied by a diesel generator. </p><p>2 Inboard engines with shaft drive

FORD Lehman engines

Engine power: 2 &#times; 120 HP / 88 kW

Fuel: 2 &#times; 800 L = 1,600 L

Engine hours: 3,300 h

Maximum speed: 9 knots

Cruising speed: 7.5 knots

Fuel consumption: 6.5 L/h per engine&#nbsp;

Tanks

Fuel:&#nbsp;&#nbsp;2x800 L

Fresh Water:&#nbsp;&#nbsp;1,000 L (2 &#times; 500 L)

Hot Water Tank:&#nbsp;&#nbsp;100 L stainless steel

Black Water Tank:&#nbsp;&#nbsp;Yes</p><p>Navigation &#amp; Electronics

Fixed VHF + handheld VHF

Depth sounder

Chartplotter

Autopilot with flybridge repeater

Samsung tablet with &#ldquo;Boating&#rdquo; software

Electric windlass with remote control and chain counter</p><p>Exterior Equipment

Hydraulic 3-axis gangway

Integrated bathing platform

Swimming ladder

Restored teak deck

Stainless-steel handrails

Refurbished flybridge</p><p>Generator &#amp; Electrical

Lombardini 6 kW generator

12 V and 24 V battery chargers</p><p>Tender

Stainless-steel davit system enabling easy single-handed launching

2.5 m semi-rigid tender with Suzuki 6 HP 4-stroke outboard (2 years old)</p>Upgrades &#amp; Maintenance

<p>Since the current owner bought this boat in 2021, he has &#nbsp;&#nbsp;made the following upgrades:

Flybridge controls, steering wheel, throttle controls

Liferaft

Replacement of the wooden dashboard panel

Liferaft cradle

Stainless steel articulated davits installed

Dinghy (tender)

6 HP 4-stroke outboard engine

Depth sounder

GLOMEX WiFi system

Samsung tablet / Navionics

GLOMEX installation

TV Internet box

32" Frame TV

TV mount

Higher-capacity freshwater pump

WEBASCHINA 8 kW heating system

Fire extinguishers x 5

BONPET automatic bilge fire extinguisher

Electrical system inspection and revision

Removal and repair of aft platform

Saloon varnish repair

Maintenance carried out in 2025
In 2025, the following has been completed/is currently being carried out:
Full engine service (ongoing):

Replacement of filters

Oil change

Injector cleaning

New bilge pump

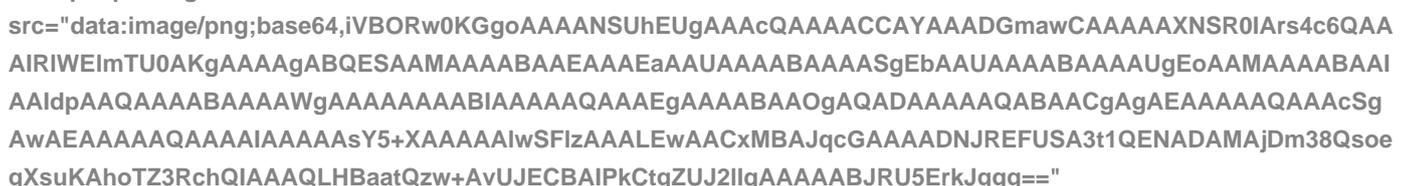
New pump for the aft bathing platform

Generator service is scheduled shortly

Tuning and repair of several areas of the vessel's electrical system

Additional Information
The vessel underwent a major refit in 2015. The flybridge, teak decks, stainless steel handrails, galley, and all saloon varnish work were completely renewed.
On the flybridge, there is a secondary helm station with the navigation instruments installed.

The throttle controls are not mounted. All the equipment required for the dual helm is on board, but we have never made the fine adjustments needed to fully operationalise it.
This boat is made of reinforced polyester, with grained sides and the hull above the waterline. The vessel's hull below the waterline was treated with antifouling. Vessel steering is possible from both the lower and upper rudder spaces; the cockpit is well protected, and the rudder space connection is enabled. The vessel's propulsion units are built-in LEHMAN FORD diesel engines with a combined power of 2 x 120 HP.

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Motores

La propulsi&ocaron; se realiza mediante un motor di&eacut;sel de seis cilindros LEHMAN FORD 120 D, con dos cilindros, accionado por una caja de cambios de aceite de avance y retroceso. Los motores arrancan f&acut;cilmente e inmediatamente. La embarcaci&ocaron; est&acut; equipada con un circuito de corriente alterna (CA) en tierra de 230 voltios, con conexi&ocaron; en cubierta y alimentada por un generador di&eacut;sel. 2 motores intraborda con transmisi&ocaron; por eje

Motores FORD Lehman

Potencia del motor: 2 de 120 CV / 88 kW

Combustible: 2 de 800 L = 1600 L

Horas de motor: 3300 h
Velocidad máxima: 9 nudos
Velocidad de crucero: 7,5 nudos
Consumo de combustible: 6,5 L/h por motor

Equipamiento:
Depositos
Combustible: 1600L
Agua dulce: 1000 L (2 de 500 L)
Deposito de agua caliente: 100 L de acero inoxidable
Deposito de aguas negras: Sí y Navegaci´n y electr´nica
VHF fijo + VHF port&acutitil
Sonda
Chartplotter
Piloto autom&acutico con repetidor en flybridge
Tablet Samsung con software "Boating"
Molinete el&acutricico con control remoto y cadena Mostrador
Equipamiento exterior
Pasarela hidr&acutulica de 3 ejes
Plataforma de ba&acutileo integrada
Escalera de ba&acutileo
Cubierta de teca restaurada
Pasamanos de acero inoxidable
Flybridge renovado
Generador y sistema el&acutricico
Generador Lombardini de 6 kW
Cargadores de bater&acutias de 12 V y 24 V
Auxiliar
Sistema de pescante de acero inoxidable que facilita la botadura con una sola mano
Auxiliar semirr&acutigido de 2,5 m con motor fueraborda Suzuki de 4 tiempos y 6 HP (2 a´los de antig´dad)
Mejoras y mantenimiento
Desde que el actual propietario adquiri´ esta embarcaci´n en 2021, ha realizado las siguientes mejoras:

Controles del flybridge, volante, controles del acelerador
Balsa salvavidas
Sustituci´n del panel de control de madera
Cuna de balsa salvavidas
Pescantes articulados de acero inoxidable instalados
Bote auxiliar (auxiliar)
Motor fueraborda de 4 tiempos y 6 HP
Sonda
Sistema wifi GLOMEX
Tablet Samsung / Navionics
Instalaci´n de GLOMEX
Decodificador de internet para TV
TV Frame de 32"
Soporte para TV
Bomba de agua dulce de mayor capacidad
Sistema de calefacci´n WEBASCHINA de 8 kW
5 extintores
Extintor autom&acutico de sentina BONPET
Inspecci´n y revisi´n del sistema el&acutricico
Desmontaje y reparaci´n de la plataforma de popa
Reparaci´n del barniz del sal´n
Mantenimiento realizado en 2025

En 2025, se han completado/est´n realizando las siguientes tareas:

Revisi´n completa del motor (en curso):

Sustituci´n de filtros

Cambio de aceite

Limpieza de inyectores

Nueva bomba de achique

Nueva bomba para la plataforma de baño de popa

Pr´ximamente se realizar´ la revisi´n del generador

Puesta a punto y reparaci´n de varias ´reas del sistema el´ctrico del barco

Informaci´n adicional

El barco se somet´ a una importante remodelaci´n en 2015. El flybridge, las cubiertas de tecla, los pasamanos de acero inoxidable, la cocina y todo el barniz del sal´n se renovaron por completo.

En el flybridge, hay un puesto de gobierno secundario con los instrumentos de navegaci´n instalados.

Los controles del acelerador no est´n montados; todo el equipo necesario para el doble tim´n est´ a bordo, pero nunca se han realizado los ajustes necesarios para que est´n completamente operativos.

Esta embarcaci´n est´ fabricada en poli´ster reforzado, con costados granulados y el casco por encima de la línea de flotaci´n. El casco, por debajo de la línea de flotaci´n, fue tratado con un antiincrustante. La embarcaci´n puede gobernarse desde los espacios de tim´n inferior y superior; la bañera est´ bien protegida y la conexi´n con el espacio de tim´n est´ habilitada. Los motores de propulsi´n de la embarcaci´n son motores di´sel LEHMAN FORD integrados con una potencia combinada de 2 x 120 HP.

























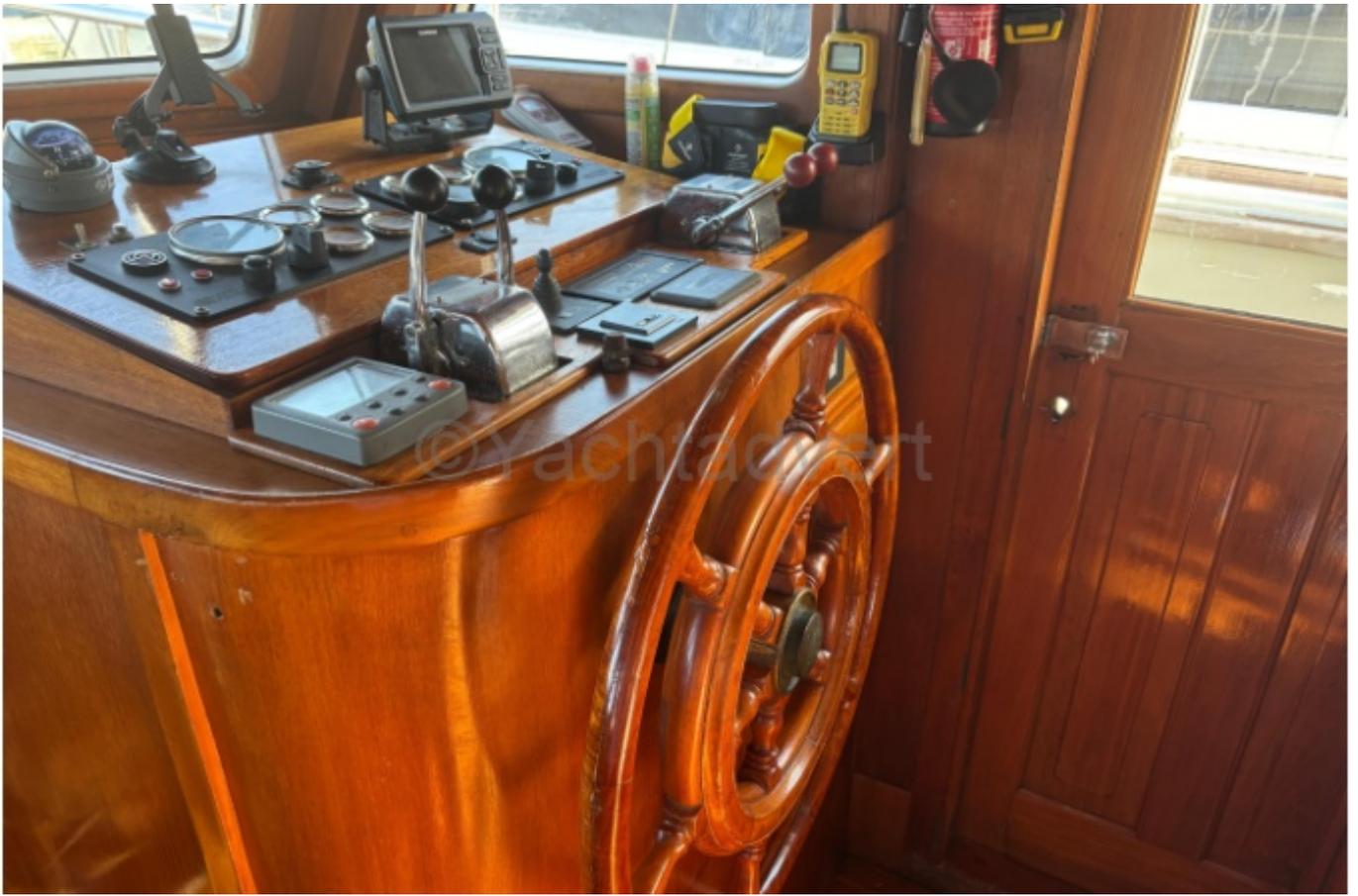














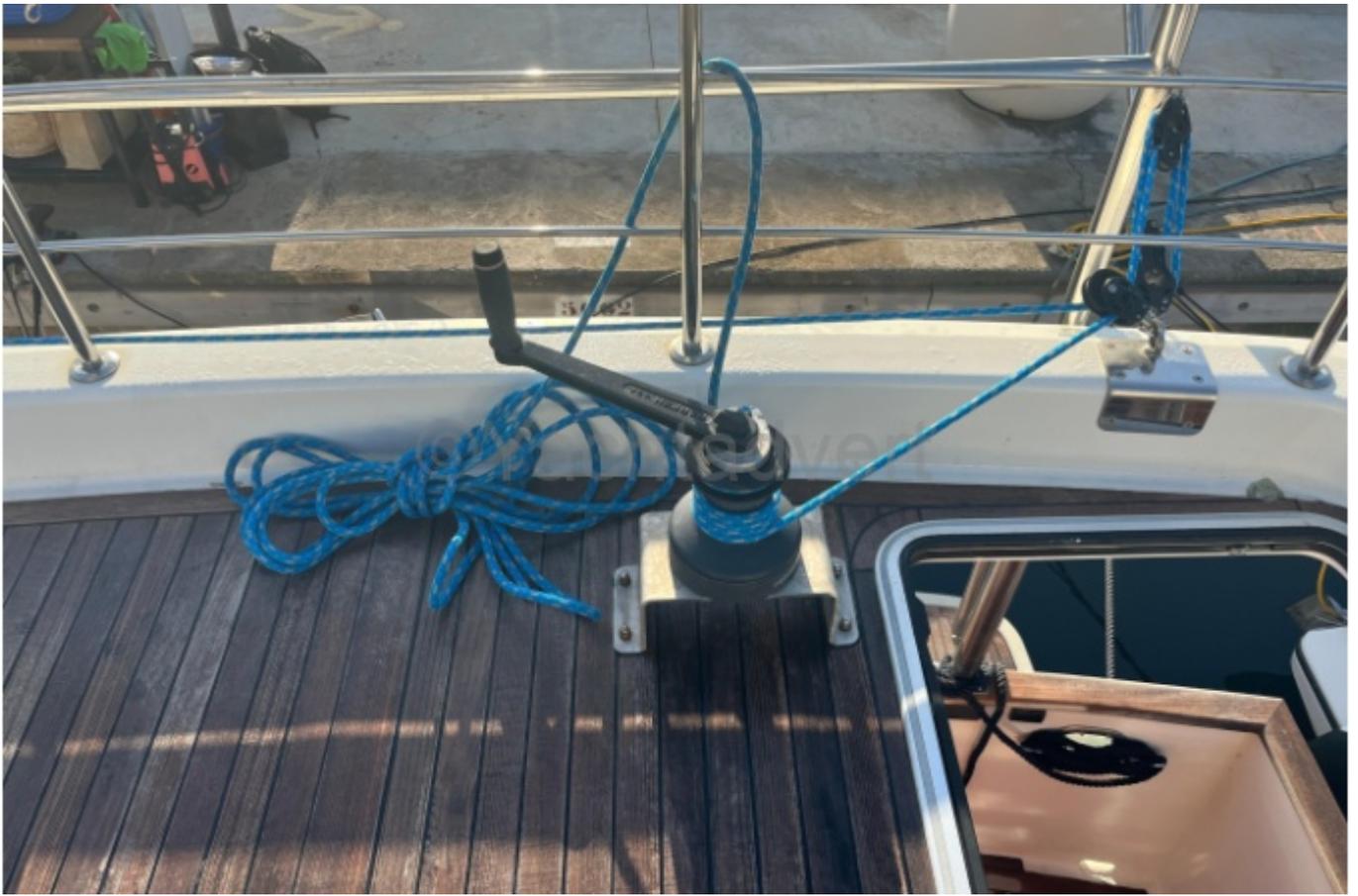












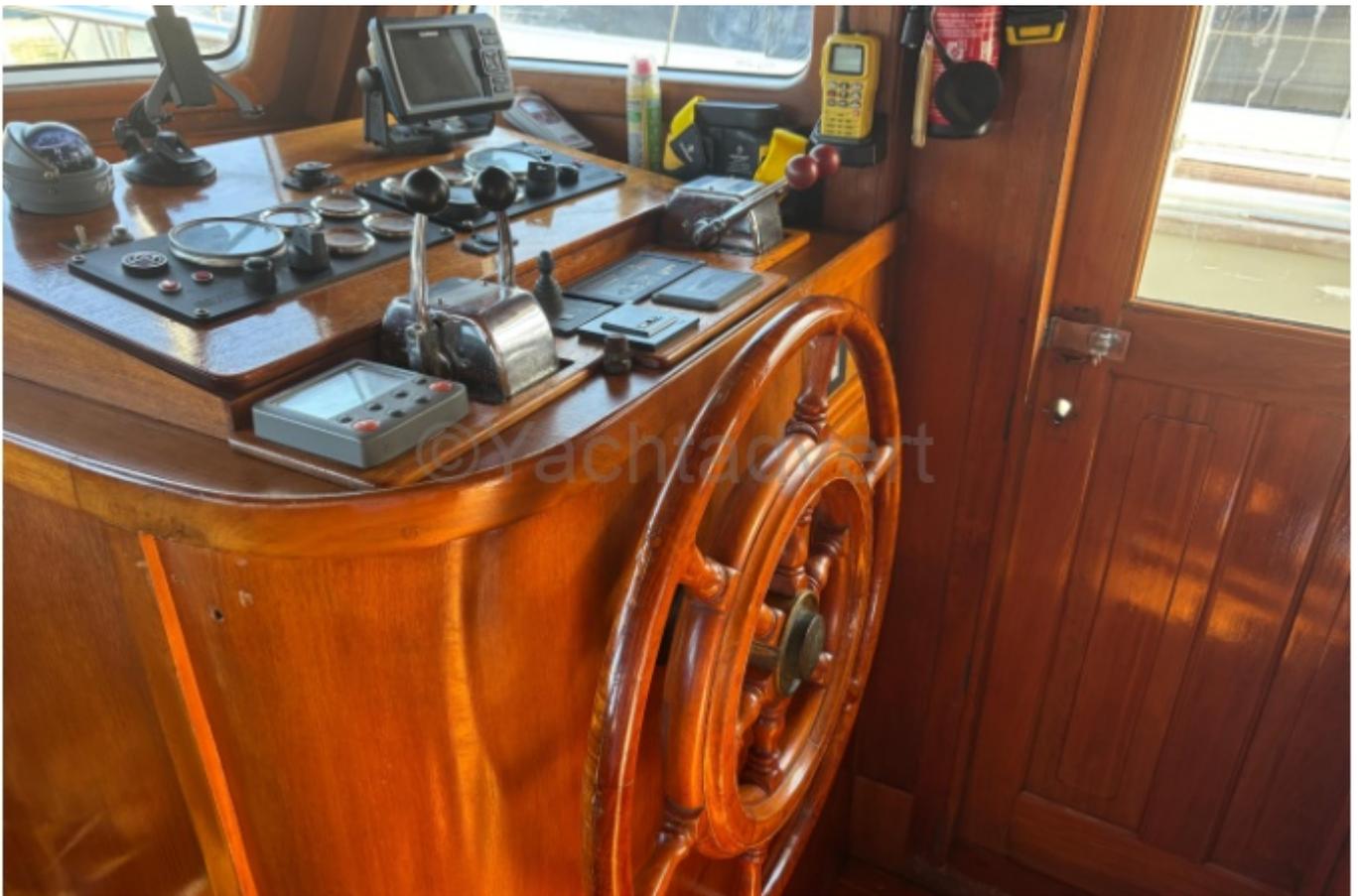




































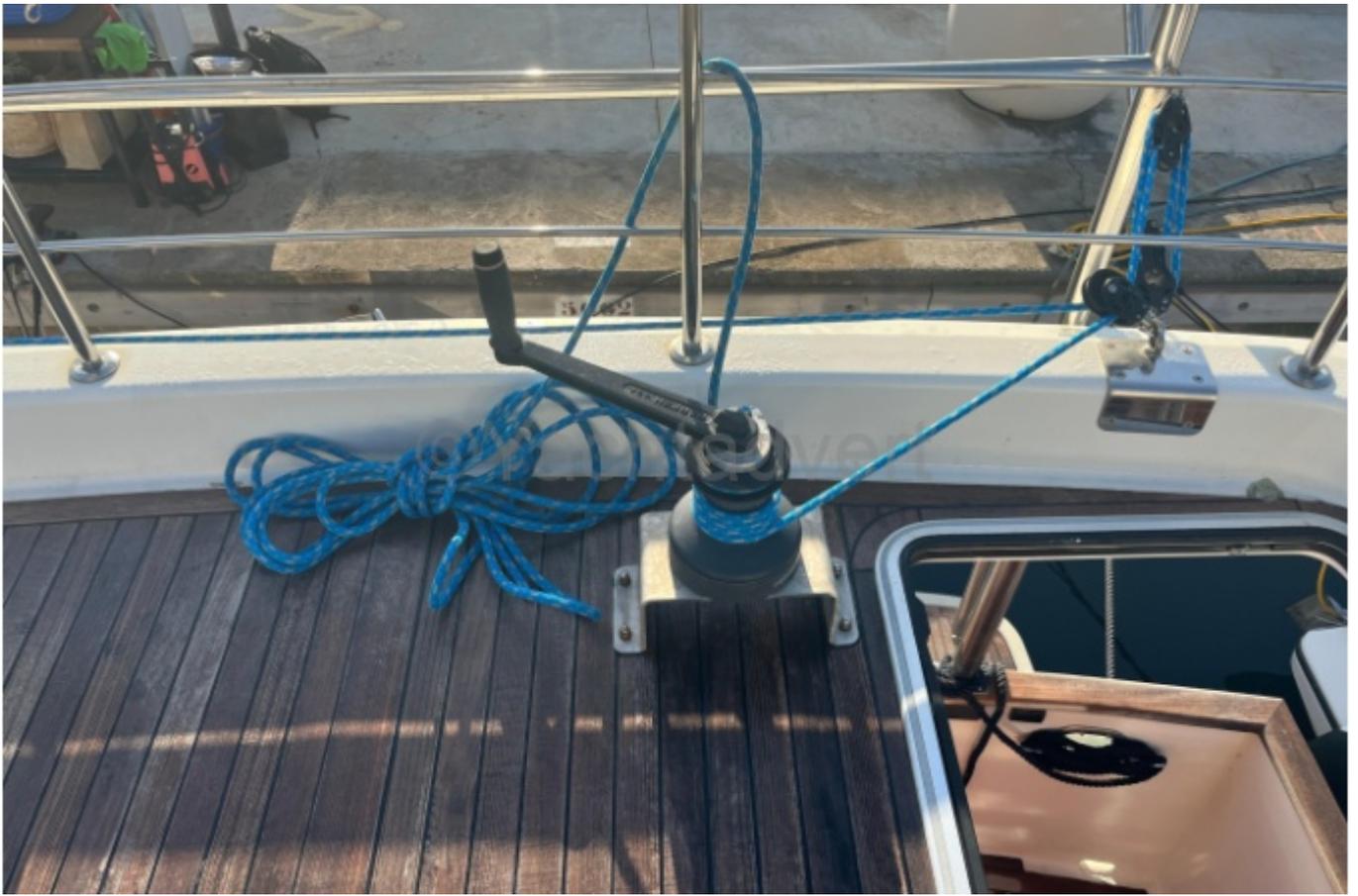


























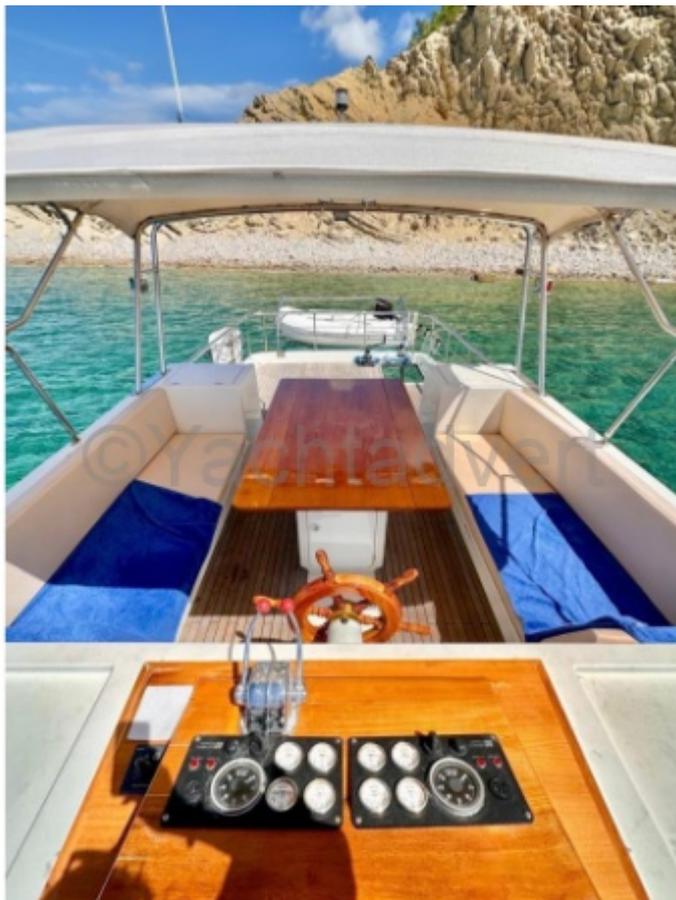















































































EUROBanker
TRAWLER

hull number
1084


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