41 Trawler - 1979

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

85 000 EUR incl vat



General

Builder : Eurobanker
Material : GRP
Beam : 13.00 Ft
Life Raft : No
Leasing in progress : No
Subtype : Pleasure
Year : 1979
Length : 41.00 Ft
Draft : 0.00 Ft
Area : Barcelona, Spain

Engines

Fuel : Diesel
Power Unit. (HP) : 120
Engine Brand : Ford Lehman 120 d
Engine(s) : 2

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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

Hydrolic 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

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Household appliances

Freezer : No
IceMaker : No
Microwaves : No
Oven : No
Electric stove : No
Gas stove : No
Washing machine : No
Heater : No
TV antenna : No
Dishwasher : No
SAT-TV : 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 and hot water.
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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Calefacción central Webasto
Aire acondicionado
Ducha de cubierta con agua caliente
Inodoro eléctrico
Nevera
Congelador
Cocina con cocina de gas de 3 fuegos, placa eléctrica y horno de gas
Televisor Samsung de 32" con soporte retráctil
Sistema wifi Glomex Equipo de seguridad
Sistema automático de extinción de incendios en la sala de máquinas
5 extintores portátiles en todo el buque
Balsa salvavidas de alta mar (capacidad para ocho personas)
Hélice de proa Vetus
Mechanical :
Propulsion is provided by twin six-cylinder Lehman Ford 120D diesel engines, driving through an oil-operated reduction gearbox in both forward and reverse. The vessel is equipped with a 230V shore power AC system and a deck connection.
2 Inboard engines with shaft drive
FORD Lehman engines
Engine power: 2 × 120 HP / 88 kW
Fuel: 2 × 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

Tanks
Fuel: 2x800 L
Fresh Water: 1,000 L (2 × 500 L)
Hot Water Tank: 100 L stainless steel
Black Water Tank: Yes Navigation & Electronics
Fixed VHF + handheld VHF
Depth sounder
Chartplotter
Autopilot with flybridge repeater
Samsung tablet with “Boating” software
Electric windlass with remote control and chain counter
12 V and 24 V battery chargers Exterior Equipment
Hydraulic 3-axis gangway
Integrated bathing platform
Swimming ladder
Restored teak deck
Stainless-steel handrails
Refurbished flybridge 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) Upgrades & Maintenance
Since the current owner bought this boat in 2021, he has made the following upgrades:
Flybridge controls, steering wheel, throttle controls
Liferaft

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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 The installation of a brand-new Webastchina heating system has been completed, including a new stainless steel exhaust installation. It is fully operational and can be controlled either by remote control or easily via a mobile phone application. At the end of 2025, the engines were serviced, including filter replacement, oil change, and injector cleaning. 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. <img src="" alt=""> Motores
La propulsión es proporcionada por dos motores LEHMAN FORD 120 D Diesel de seis cilindros, que impulsan a través de una caja de cambios de reducción operada por aceite en avance y reversa. La embarcación está equipada con un circuito de CA en tierra de 230 voltios y una conexión en la cubierta. 2 motores intraborda con transmisión 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:
Depósitos
Combustible: 1600L
Agua dulce: 1000 L (2 de 500 L)
Depósito de agua caliente: 100 L de acero inoxidable
Depósito de aguas negras: Sí Navegación y

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electrónica
VHF fijo + VHF portátil
Sonda
Chartplotter
Piloto automático con repetidor en flybridge
Tablet Samsung con software "Boating"
Molinete eléctrico con control remoto y cadena Mostrador Equipamiento exterior
Pasarela hidráulica de 3 ejes
Plataforma de baño integrada
Escalera de baño
Cubierta de teca restaurada
Pasamanos de acero inoxidable
Flybridge renovado Generador y sistema eléctrico
Cargadores de baterías de 12 V y 24 V Auxiliar
Sistema de pescante de acero inoxidable que facilita la botadura con una sola mano
Auxiliar semirrígido de 2,5 m con motor fueraborda Suzuki de 4 tiempos y 6 HP (2 años de antigüedad) Mejoras y mantenimiento
Desde que el actual propietario adquirió esta embarcación en 2021, ha realizado las siguientes mejoras:
Controles del flybridge, volante, controles del acelerador
Balsa salvavidas
Sustitución 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
Instalación de GLOMEX
Decodificador de internet para TV
TV Frame de 32"
Soporte para TV
Bomba de agua dulce de mayor capacidad
Sistema de calefacción WEBASCHINA de 8 kW
5 extintores
Extintor automático de sentina BONPET
Inspección y revisión del sistema eléctrico
Desmontaje y reparación de la plataforma de popa
Reparación del barniz del salón

La instalación del nuevo Webastchina completamente nuevo ha sido finalizada, con instalación de un nuevo escape de acero inoxidable. Es 100% funcional y funciona con mando a distancia o puede controlarse fácilmente mediante una aplicación en el teléfono. A finales de 2025 se ha completado servicio de los motores incluyendo reemplazo de filtros, Cambio de aceite, Limpieza de Inyectores. Información adicional
El barco se sometió a una importante remodelación en 2015. El flybridge, las cubiertas de teca, los pasamanos de acero inoxidable, la cocina y todo el barniz del salón se renovaron por completo. En el flybridge, hay un puesto de gobierno secundario con los instrumentos de

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navegación instalados.
Los controles del acelerador no están montados; todo el equipo necesario para el doble timón está a bordo, pero nunca se han realizado los ajustes necesarios para que estén completamente operativos.</p>
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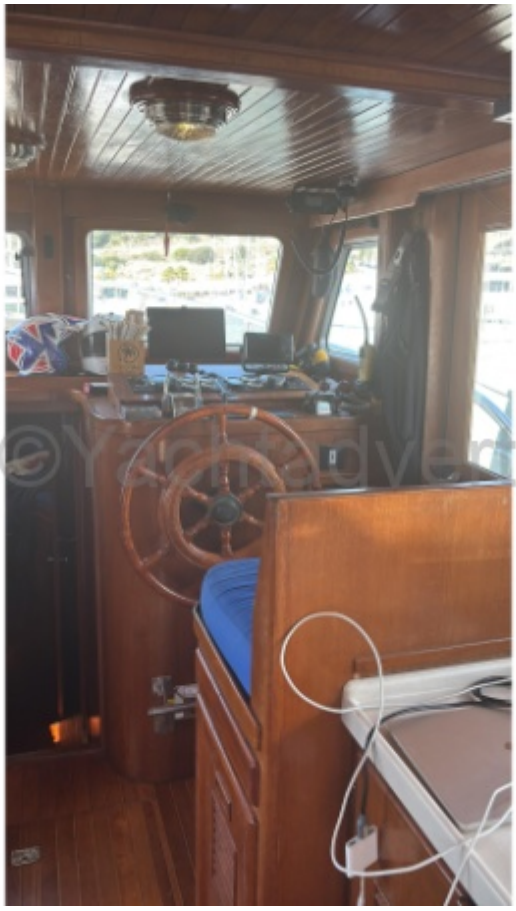


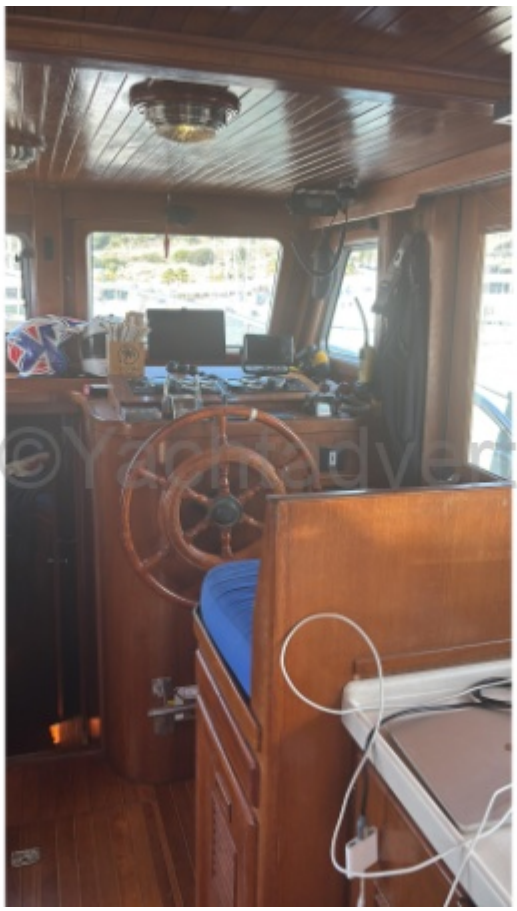
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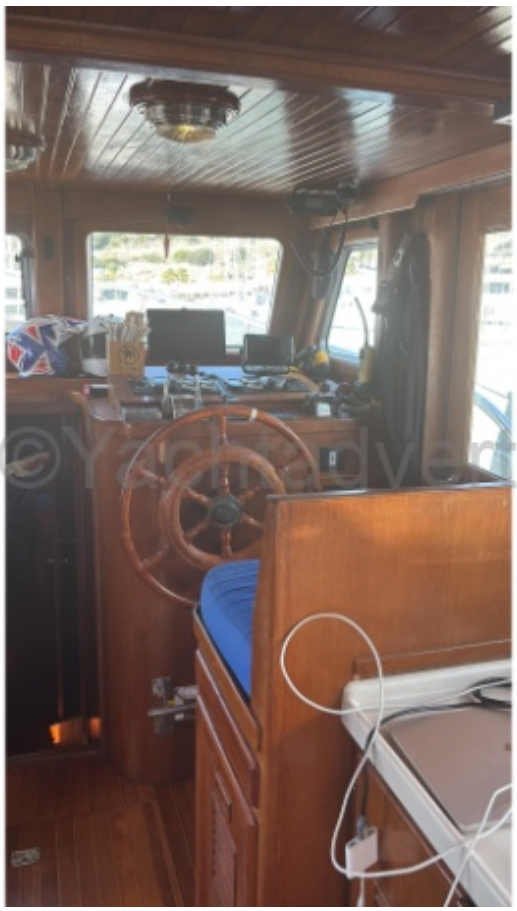
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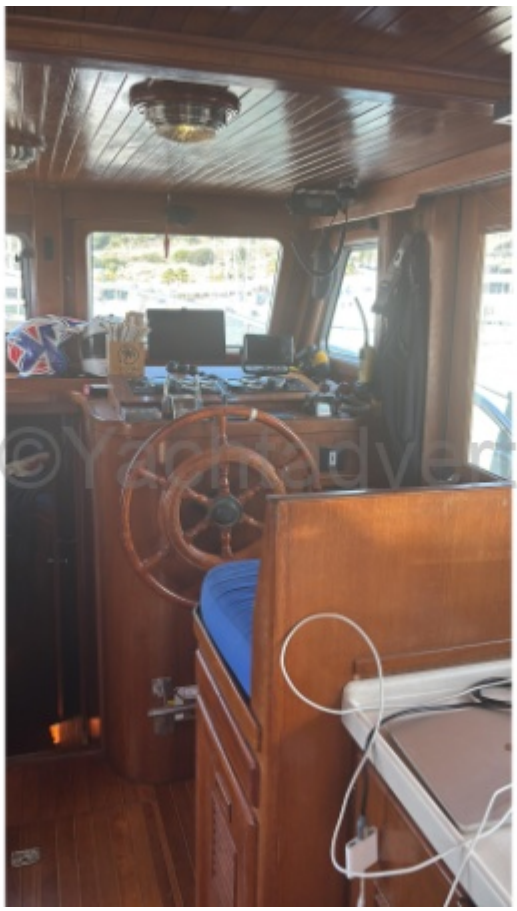
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