Swan 44 MKI - 1990

https://www.yachtadvert.com/2601-nautor-swan-swan-44-mki.html

185 000 EUR incl vat



General

Year : 1990
Beam : 13.75 Ft
Life Raft : No
Leasing in progress : No

Builder : Nautor Swan
Length : 43.96 Ft
Hull : Monohull
Area : Alpes-Maritimes, France

Engines

Model : D2 55
Power Unit. (HP) : 55
Shaft : Shaft vdrive

Engine Brand : VOLVO PENTA
Engine(s) : 1
Hours : 600
Tank : 265 L

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Facilities

- Head : 2
- Berth : 6
- Flybridge : No
- Double Cabin : 2
- WC : Sailor
- Helm : No

Electronics

- Autopilot : Yes
- GPS : Yes
- VHF : Yes
- Watermaker : No
- Radar : No
- Sounder : Yes
- Chartplotter : No
- Converter 12/220 : No

Bridge equipment

- Hydrolic Gangway : No
- Bath platform : No
- Winter cover : No
- Sprayhood : Yes
- Teak cockpit : No
- Furling mainsail : No
- Gangway : Yes
- Davits : No
- Electric windlass : Yes
- Cockpit awning : Yes
- 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
Microwaves : No
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No
IceMaker : No
Oven : Yes
Gas stove : No
Heater : No
Dishwasher : No
TV : No

Various

XBOAT ref: 6296.
My Swan 44, which has had only three owners before me, was launched in March 1990. It is a superb example of the Swan 44 mkI, designed by German Frers. Based on the south coast of England, it has participated in races and cruises in the Solent and the English Channel. Sold to its second owner in 2002, it has been refitted to facilitate sailing with a reduced crew. It has notably been equipped with a Harken furler, a B&G autopilot, and an electric Lofrans windlass. Under this second owner, it participated in several races, including some from the RORC and various club races, before undertaking a 13-month cruise to the Canary Islands, the Caribbean, Panama, the Galapagos Islands, Chile, Cape Horn, Argentina, Brazil, the Azores, and then back to the Solent.

Sold to its third owner before me in the autumn of 2011, it was completely renovated in Lymington. The work notably included a new professional white hull paint job (it was previously dark blue), the replacement of the standing rigging, the installation of new B&G instruments and new batteries, as well as various improvements to the electrical and plumbing systems, and much more. Since then, its owner has continued this renovation and improvement program. More information and photos on the website xboat.fr

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Media





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