44 MKII - 2002

https://www.yachtadvert.com/2683-nautor-swan-44-mkii.html

247 000 EUR incl vat



General

Year : 2002
Length : 45.00 Ft
Draft : 0.00 Ft
Life Raft : No
Leasing in progress : No

Builder : Nautor Swan
Material : GRP
Beam : 14.00 Ft
keel : Fin keel
Area : Lefkada, Greece

Engines

Fuel : Diesel
Power Unit. (HP) : 50

Engine Brand : Volvo Penta
Engine(s) : 1

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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 :
ISKANDER is a Nautor Swan 44 Mk II — hull No. 169 and the final example of this German Frers design to leave the Pietarsaari yard. As the last of the line, she represents the most complete and refined version of a model that earned a lasting reputation for offshore performance, build integrity, and the understated quality for which Nautor Swan is known. She combines the offshore capability the Swan name is built on with a specification genuinely suited to extended cruising: watermaker, air conditioning, and diesel heating all fitted. Originally launched as Kilkenny and supplied through Swan Italy, she has had just two careful owners and has been lightly used throughout her life, spending her early years sailed on freshwater out of Chicago before relocating to Europe. A comprehensive 2012 refit at Nautor Villefranche brought new rod rigging, followed by a full North Sails wardrobe. The marina berth is paid until March 2027, adding further ease for a new owner stepping straight into the season. She is now offered for sale in the Ionian in very good condition, ready for the coming season with very little to do. Highlights Listed below but included in Full Specs: <ul> Final production hull — No. 169, Swan 44 Mk II Marina berth paid until March 2027 Spectra watermaker Cruisair reverse-cycle air conditioning Eberspächer diesel heating Two-cabin / two-heads layout Rod rigging (2012); mast repainted (2024) North Sails wardrobe: full batten main and furling jib (2013) Volvo Penta MD22P, low hours BROKER'S REMARKS ISKANDER is the kind of yacht that lets a new owner step aboard with confidence. Beyond her pedigree as a Swan 44 Mk II — and the final hull of the series at that — she carries that quiet, understated quality Nautor is known for, evident in details as small as a galley drawer or a stem fitting. She is equipped for the realities of extended cruising too: a watermaker, reverse-cycle air conditioning, and diesel heating mean she is comfortable across a genuinely wide range of conditions and seasons, not just the height of summer. Her ownership history is reassuring — two careful owners, light use throughout, and a 2012 refit at Nautor Villefranche that addressed her rigging, followed by a full North Sails wardrobe. Below deck, the Burmese teak joinery and teak and holly sole create a warm and properly finished interior, and the two-cabin, twin-heads layout suits a couple with guests aboard. On deck, the flush deck design with control lines led aft makes her straightforward and rewarding to sail short-handed. With the marina berth paid until March 2027, the new owner can step straight into the season without the usual scramble. An excellent opportunity for a buyer who wants Swan quality without the recommissioning workload. Early viewing is recommended.
Accommodation :
ISKANDER's interior is finished in rich Burmese teak joinery with a teak and holly cabin sole, complemented by cream leather upholstery. The result is a warm and welcoming interior, properly finished in the Swan tradition. Large overhead hatches and opening side ports allow excellent natural light and ventilation throughout, and LED ceiling spotlights and reading lamps create a comfortable atmosphere below at anchor or on passage. Headroom throughout is generous for a yacht of this length. LAYOUT The three-cabin arrangement comprises a forward cabin with V-berth converting to a double using a centre infill, with good stowage beneath and in lockers, and direct access to the forward heads compartment. The main saloon features an L-shaped settee to port and a straight settee to starboard — both usable as sea berths — centred on a large folding table with an integral battery cabinet. An aft cabin to port provides a large double berth and hanging locker, served by the second

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heads compartment. Both heads compartments are fitted with a marine WC, basin, and shower. DOMESTIC The galley is equipped with a 3 burner gas cooker with oven, a microwave, a top-loading freezer, and a combined top and front-loading refrigerator, with double stainless steel sinks and pressurised hot and cold water. Domestic hot water is supplied via the engine calorifier. Two internal shower compartments are fitted, along with a cockpit shower. Cruisair reverse-cycle air conditioning serves the accommodation (One unit 3 outlets). Eberspächer diesel heating is installed throughout. A stereo system with speakers is fitted, along with a clock and barometer.
Inventory :
DECK <ul> Steering wheel: Leather-covered Teak cockpit seating and sole Cockpit table Electric anchor windlass Main anchor: Delta, with chain Second anchor: 45lb CQR Third anchor: Fortress FX-23 Stainless steel guard rails and pushpit Lifelines Jackstays Cockpit shower (hot and cold) Sprayhood (requires replacement — see Known Defects) Cockpit cushions Wheel and pedestal cover Sugar scoop bathing platform with boarding ladder   CANVAS   Sprayhood: Requires replacement (see Known Defects) Cockpit cushions: Fitted Wheel and pedestal cover: Fitted   TENDER   Dinghy (1): Zodiac inflatable Outboard: Torqeedo electric Dinghy (2): Plastimo inflatable (2025) A little smaller than the Zodiac.   MISCELLANEOUS Full Nautor Swan owner's manuals and original drawings <ul> Stereo system Clock and barometer Full set of dock lines, fenders, and warps EXTRA DETAILS <ul> Originally delivered to Chicago, USA; sailed exclusively on freshwater (Lake Michigan) under first ownership Refitted at Nautor Swan Villefranche (2012): rod rigging replacement and EU customs importation completed New North Sails wardrobe commissioned (2013) Mast repainted approximately 12 months ago   TITLE DOCUMENTS AND TAX   Listed below are the documents/or copies which we have seen on listing this yacht.   Builder's Certificate (US Coast Guard CG-1261, Swan 44/169, 2002) —(Oy Nautor Ab) Full chain of title -Bills of sale EU VAT paid — French customs import entry seen (Cannes bureau, 2012; TVA €76,321 at 19.6% on importation from USA) CE Declaration of Conformity French registration (Acte de Francisation) — francisation application documentation and power of attorney seen (2012); completed Acte de Francisation to be provided prior to completion Note: EU VAT was paid on formal importation into France in 2012. Buyers intending to cruise outside EU waters, or to register the vessel in the UK, should seek independent advice on their VAT position for their intended cruising area prior to purchase. KNOWN DEFECTS Sprayhood requires replacement HISTORY   ISKANDER was built by Nautor Swan in 2002 as hull number 169, the final Swan 44 Mk II to leave the Pietarsaari yard. Constructed in Finland and certified under US Coast Guard Builder's Certification (CG-1261), she was supplied new through Swan Italy to her first owner in Chicago, Illinois. During the first phase of her life she was sailed exclusively on freshwater on Lake Michigan, accumulating light hours in a particularly benign environment. Her current owner subsequently acquired her and relocated her to Europe. In 2012 a comprehensive refit was carried out at Nautor Swan Villefranche, including the replacement of the standing rigging with rod rigging and the completion of formal EU customs importation, at which point French TVA was paid in full. French registration (Acte de Francisation) was initiated at Cannes at the same time. In 2013, a complete new North Sails wardrobe was commissioned, comprising a full battened Dyneema mainsail, a 108% furling jib in Dyneema, and a lazy bag. The mast has been repainted within the last twelve months. Throughout her life ISKANDER has been consistently and carefully maintained. She is now offered for sale in very good overall condition and represents a genuine opportunity to purchase a well-found Nautor Swan at a realistic price.   The Nautor’s Swan 44 Mark II (often written “44 Mk II” or “44 (Frers)”) is a high?end Finnish performance/cruiser sailboat designed by German Frers and built by Nautor’s Swan between about 1996 and 2002. It is widely regarded as a classic bluewater cruiser?racer with excellent sailing performance, strong offshore capability, and very high build quality. SAFETY Life raft: to

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be confirmed <ul> EPIRB: to be confirmed Flares: to be confirmed Fire extinguishers: fitted MOB equipment: fitted Jackstays: fitted Electric bilge pump Manual bilge pump
Mechanical :
CONSTRUCTION <ul> Builder: Nautor Swan (Oy Nautor Ab), Pietarsaari, Finland Designer: German Frers Year: 2002 Hull number: 169 (final Swan 44 Mk II built) HIN: FI-SWN44169H202 Hull material: GRP (fibrous reinforced plastic) Hull colour: White gelcoat with double navy blue waterline stripe Deck material: GRP with teak overlay Teak side decks and cockpit sole Teak toe rails Keel type: Fin with lead bulb Rudder type: Spade Sugar scoop stern with integrated bathing platform Stainless steel stemhead fitting with twin anchor rollers Boarding ladder at stern   DIMENSIONS <ul> LOA: 13.69m (44ft 11in) LWL: 10.54m (34ft 7in) Beam: 4.17m (13ft 8in) Draft: 2.19m (7ft 2in) Displacement: approx. 11,022kg Ballast: approx. 3,810kg   MECHANICAL   Engine: Volvo Penta MD22P diesel Engine power: 50hp (36.5kW) Engine hours: to be confirmed but low Drive type: Saildrive(Seal reported changed 2024) Propeller: Three-blade folding Engine controls at cockpit pedestal Rope cutter fitted Hydraulic backstay adjuster Navtec hydraulic boom vang   PERFORMANCE <ul> Rig: Masthead sloop, tall aluminium mast, triple spreaders Sail area upwind: approx. 82.7m² (890 sq ft) Hull speed: approx. 7.9 knots Comfortable cruising speed: approx. 7 knots The Swan 44 Mk II is well regarded for strong upwind ability, directional stability, and a balanced helm. The Frers hull form and ballast ratio give reassuring offshore capability. TANKAGE <ul> Fuel: approx. 400 litres (2x200L) (87 gallons) Fresh water: approx. 378 litres (83 gallons) Black water holding tank: fitted Watermaker: Spectra, installed   ELECTRICAL <ul> AC and DC panels at navigation station Shore power connection Battery charger Service bank: approx. 400Ah Engine start battery Inverter: fitted Interior LED lighting throughout Reading lamps throughout Navigation lights   RIGGING   Rig type: Keel-stepped masthead sloop Mast: Nautor aluminium, triple spreaders; repainted approximately 12 months ago Boom: Aluminium Standing rigging: Rod rigging (2012) Nautor Swan -due for replacement. Running rigging: Colour-coded control lines led aft to cockpit jammers Headsail furler: Fitted (furling jib) Reefing: Slab reefing, 2 reefs Vang: Navtec hydraulic Backstay: Hydraulic adjuster Inboard genoa tracks for improved sheeting angles Manual winches Flush deck design SAILS There is a full suite of sails mostly unused or lightly used and most stored ashore. Mainsail: Fullbatten, Dyneema SRP 75, 47.6m², 5 fullbattens, 2 reefs, North Sails (2013) Furling jib: 108%, Dyneema SRP 95, 48.7m², UV leech and foot, North Sails (2013) Lazy bag: North Sails (2013) Light / medium genoa Reacher Spinnakers (2) (With snuffer) Heavy weather and storm sails (on board)   NAVIGATION <ul> Chartplotter: Simrad NSS 8, 8-inch display at helm Autopilot: B&G VHF radio: Simrad RS25 fixed; AHK-05 wireless handset for cockpit use Wind, speed, and depth instruments Radar scanner Compass: Pedestal-mounted AIS: to be confirmed

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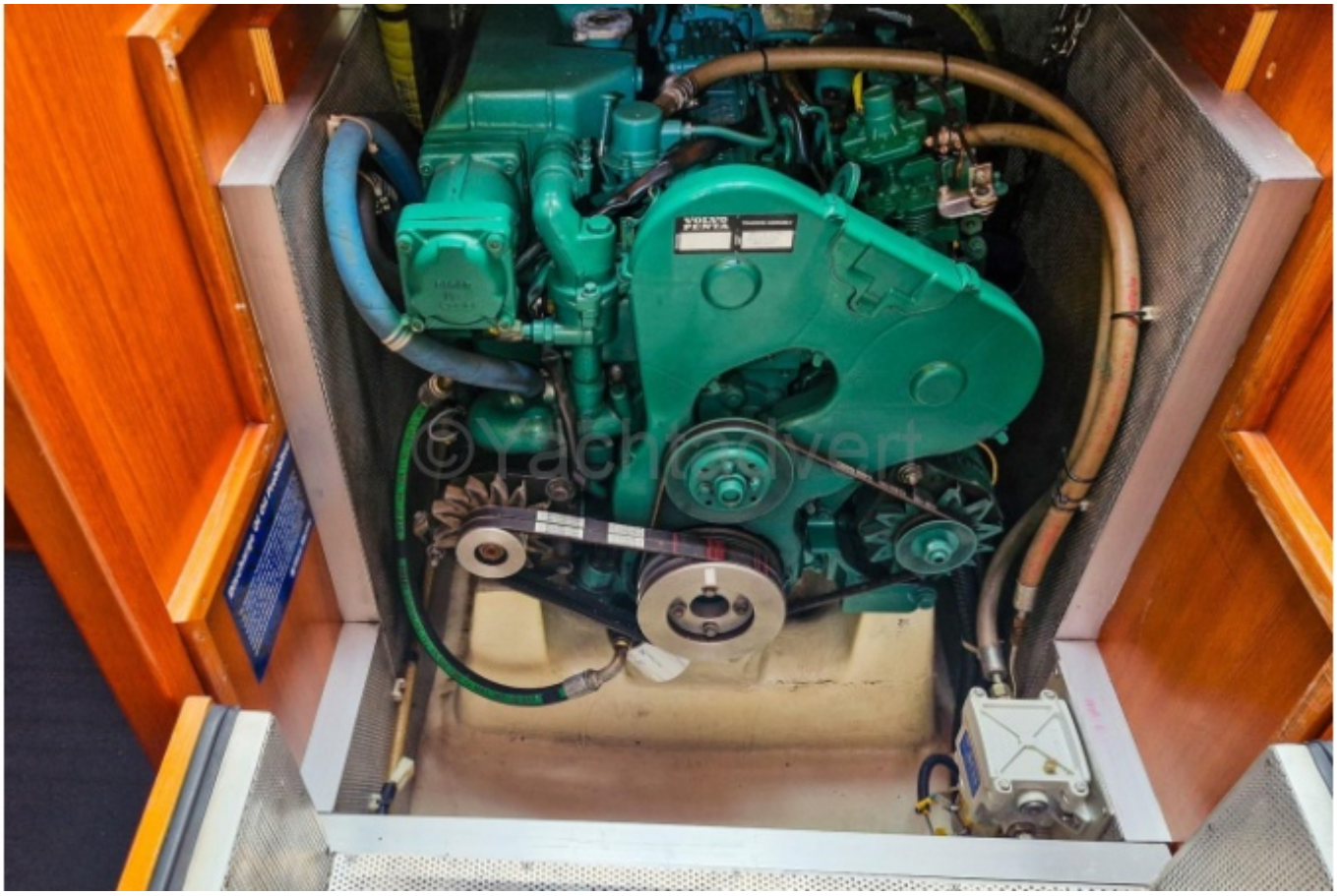


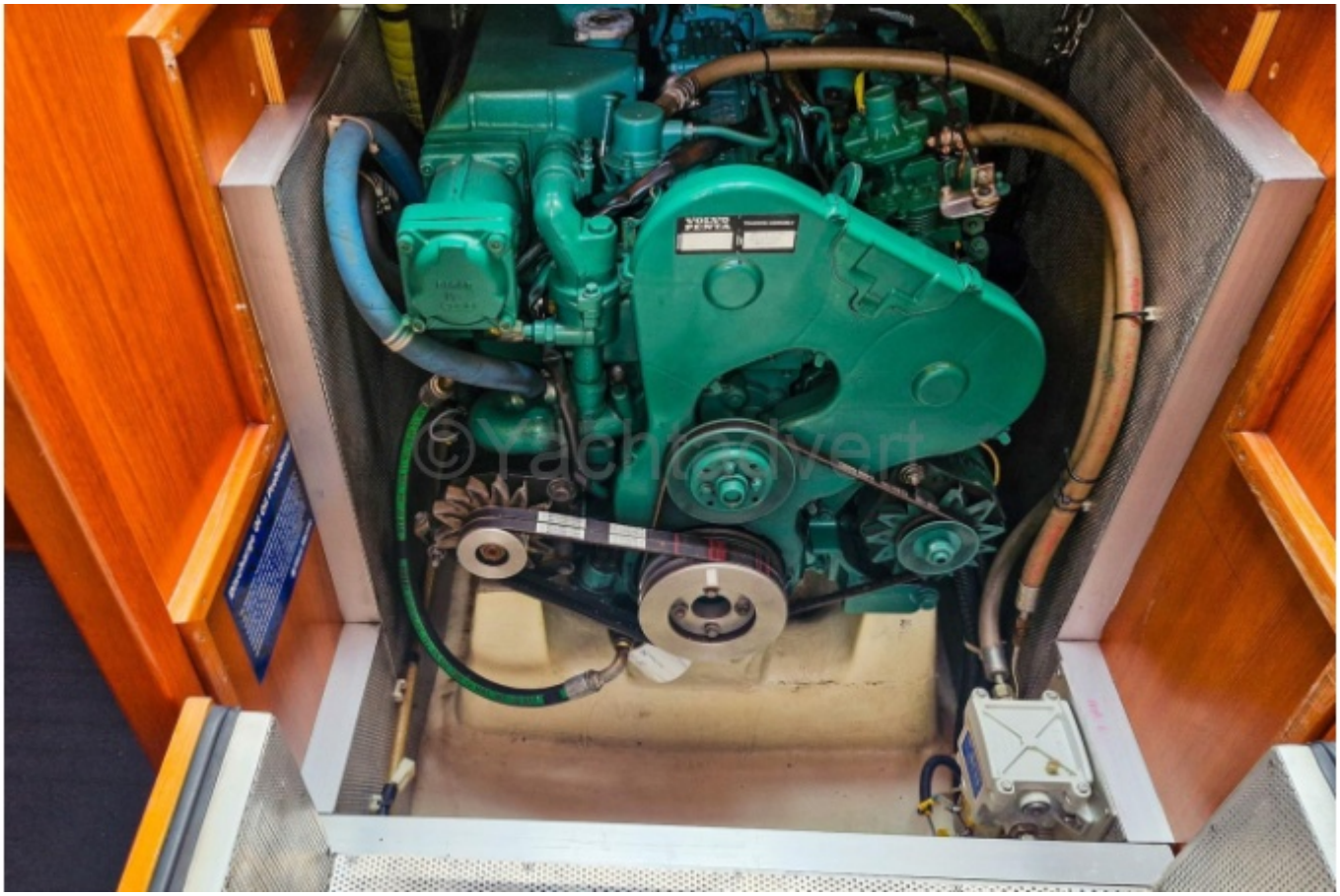
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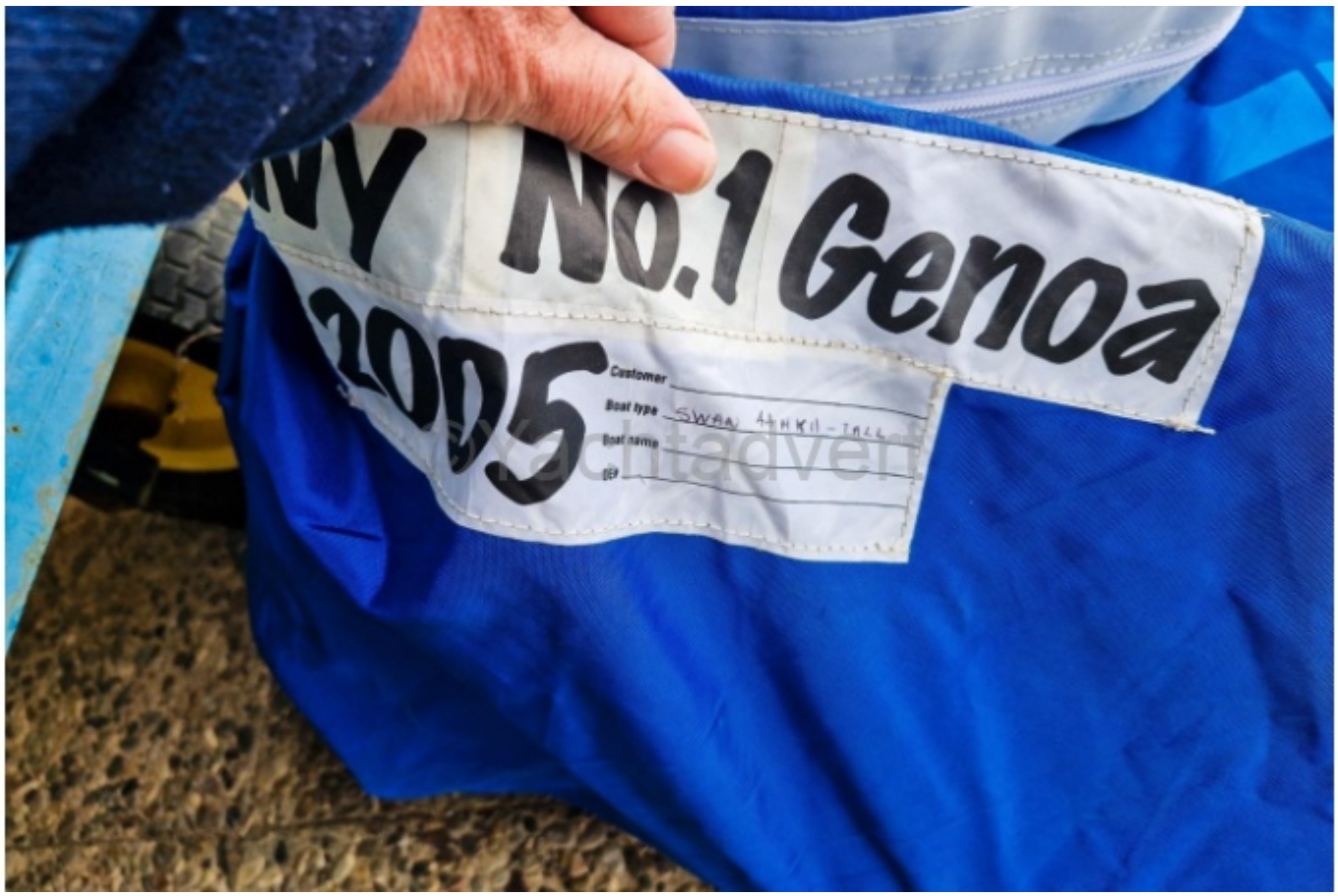
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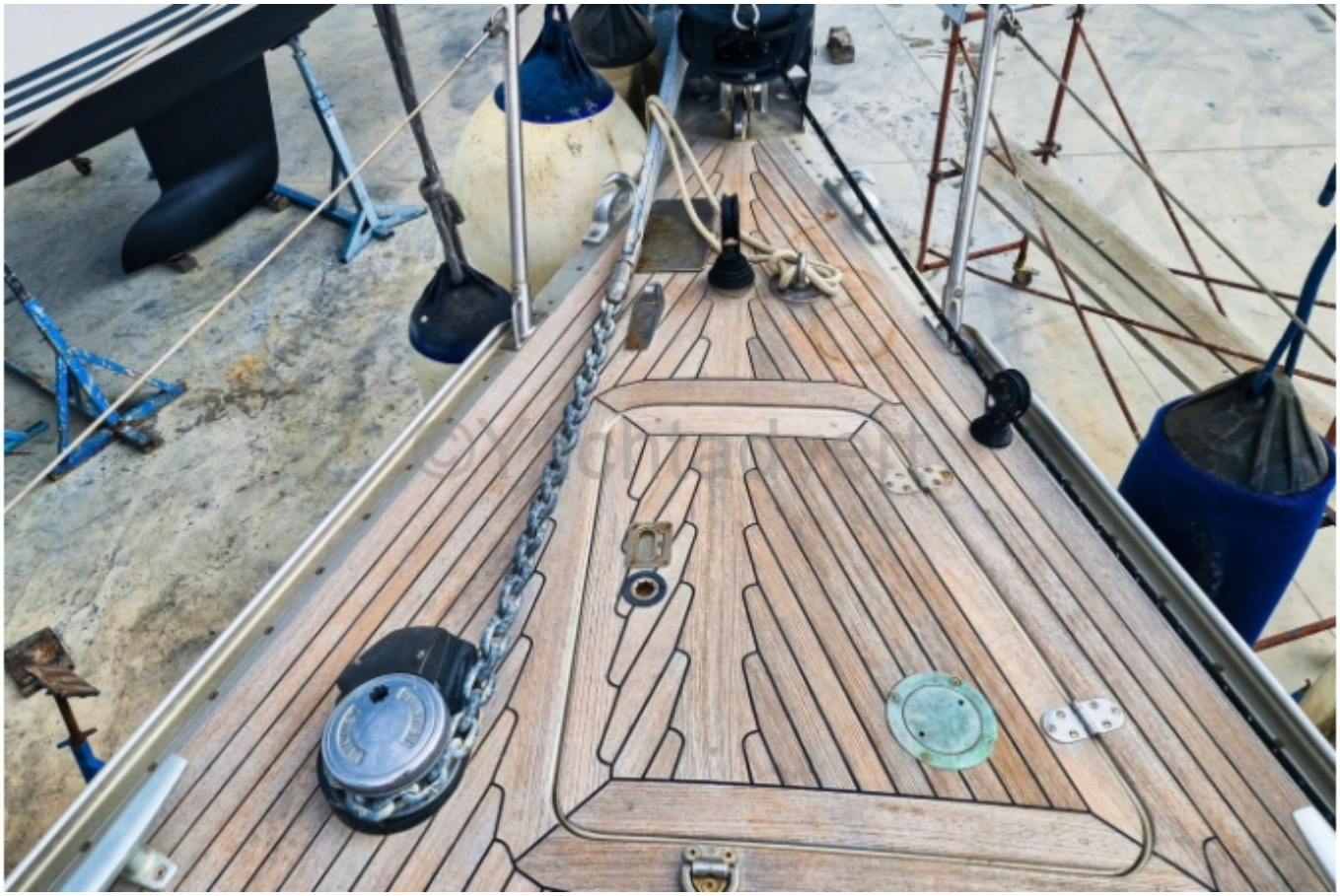
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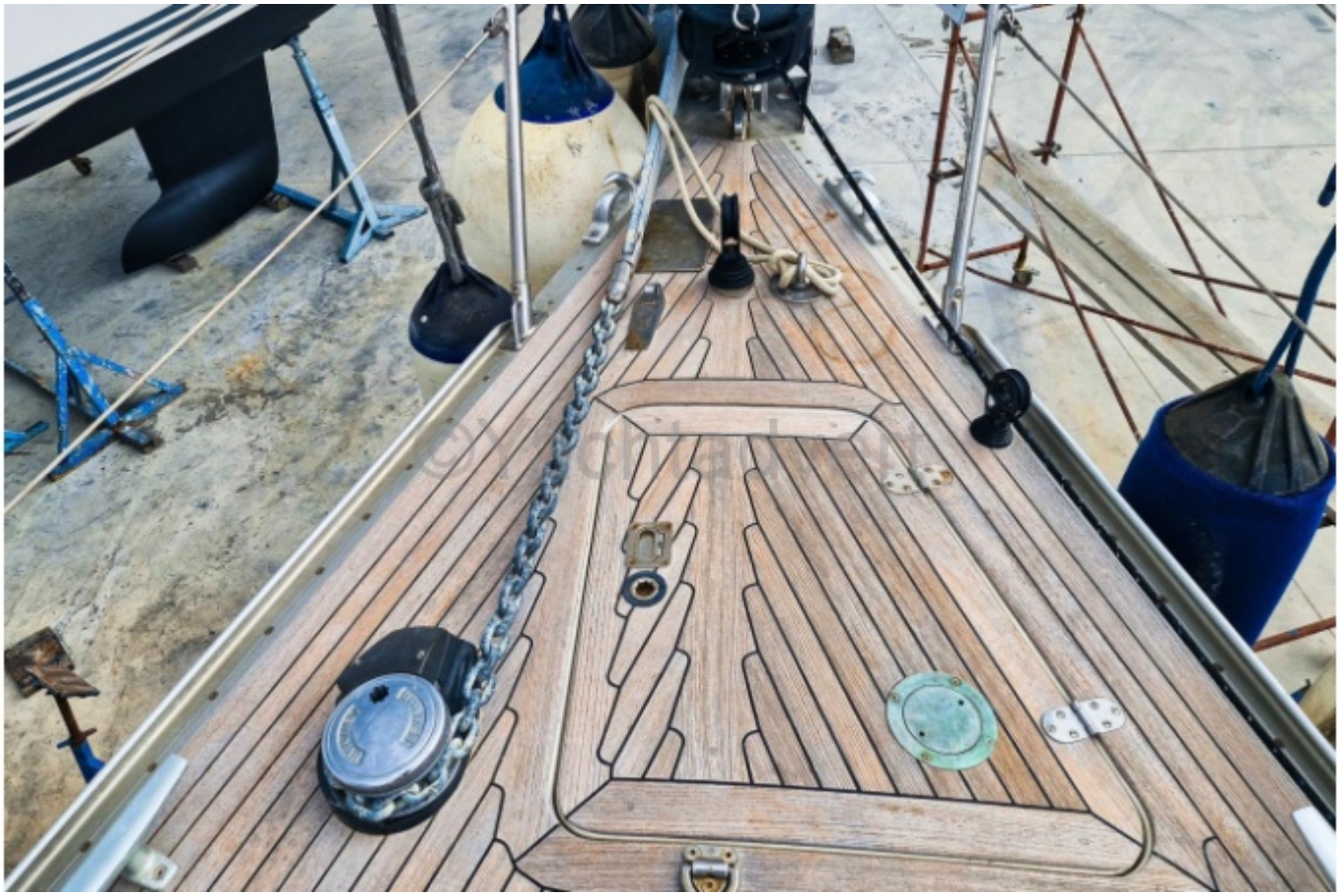
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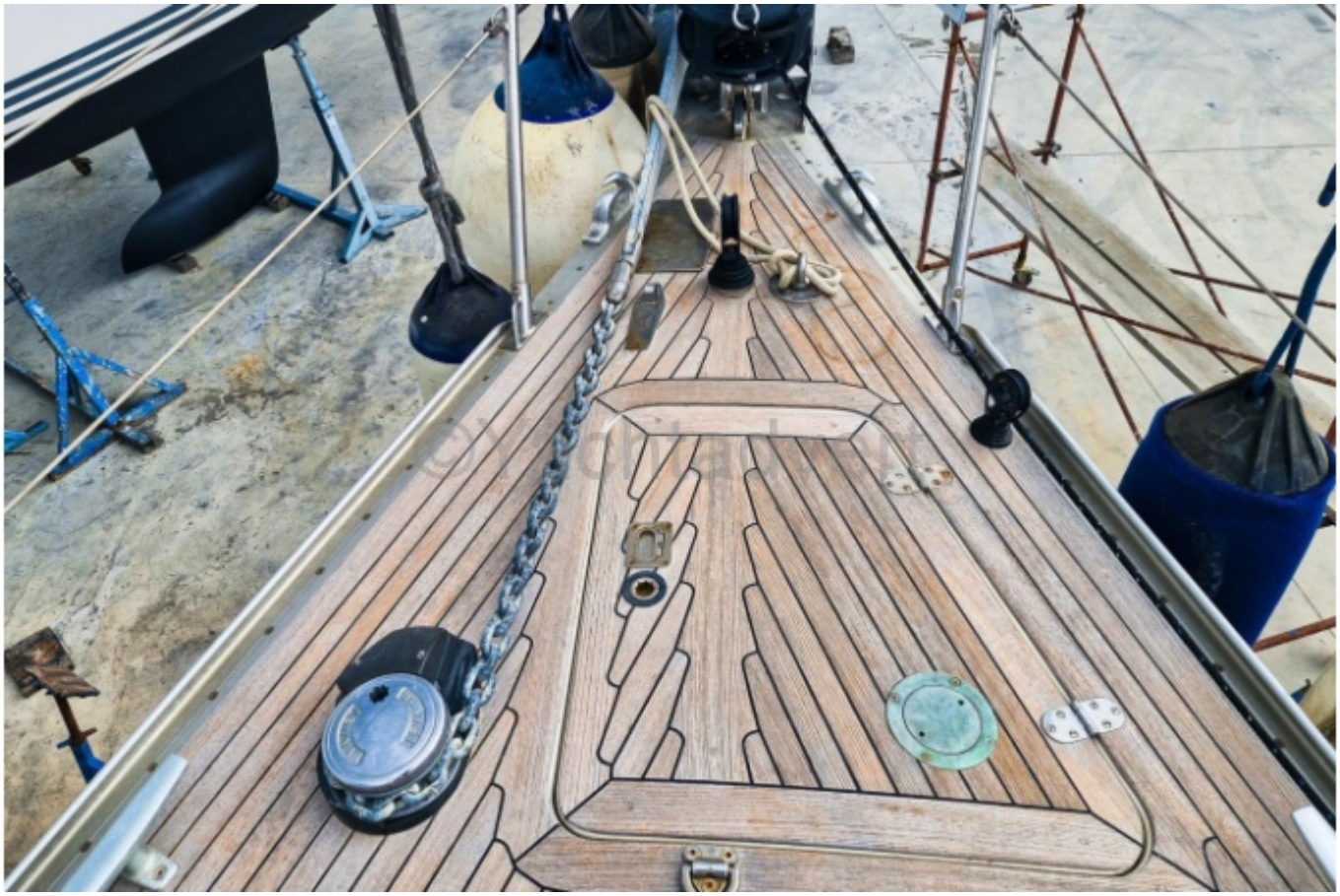
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