



**44 - 2002**

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

**260 000 EUR incl vat**



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## General

Year : 2002

Length : 45.00 Ft

keel : Fin keel

Area : Lefkada, Greece

Builder : Nautor Swan

Material : GRP

Beam : 14.00 Ft

Life Raft : No

Leasing in progress : No

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## Engines

Fuel : Diesel

Power Unit. (HP) : 50

Engine Brand : Volvo Penta

Engine(s) : 1

## Facilities

Flybridge : No

Helm : No

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## Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

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## 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

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## 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 : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

## Various

**Remarks :**

ISKANDER is a 2002 **Nautor Swan 44 Mk II** &mdash; hull number 169, the final example of this highly regarded 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.

Originally launched as Kilkenny and supplied through Swan Italy, she has had just two careful owners and has been lightly used throughout her life. Never raced hard, she spent her formative years sailed on freshwater out of Chicago before being relocated to Europe and refitted at Nautor Villefranche in 2012, at which point the rod rigging was renewed and EU VAT formally paid on importation. A new North Sails wardrobe followed in 2013. She is now offered for sale in the Ionian in very good overall condition, ready for the coming season with minimal preparation required.

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**Highlights Listed below but included in Full Specs:**

- Final production hull &mdash; No. 169, Swan 44 Mk II
- Three-cabin / two-heads layout
- Volvo Penta MD22P diesel, saildrive
- Rod rigging (2012)
- Mast repainted (approximately 12 months ago)
- North Sails wardrobe: fullbatten main and furling jib (2013)
- Spectra watermaker
- Cruisair reverse-cycle air conditioning
- Ebers&auml;cher diesel heating
- Teak side decks and cockpit
- Hydraulic backstay and vang
- EU VAT paid

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**BROKER'S**

**REMARKS**

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ISKANDER is a yacht that inspires confidence from the moment you go aboard. The Swan 44 Mk II has long been regarded as one of Nautor's most balanced offshore designs &mdash; a hull that is equally at home on extended Mediterranean passages as she is on a relaxed day sail in the Ionian. As the final hull of the series, she holds particular appeal for buyers who understand what the Swan name represents and who want to own the definitive version of a respected model.

Her light use, freshwater origins, and two careful owners form a reassuring ownership story. The 2012 refit at Nautor Villefranche and the subsequent North Sails commission confirm a pattern of sensible, quality-focused investment. The vendor's attention to upkeep is evident throughout.

Below deck, the Burmese teak joinery and teak and holly sole create a warm and properly finished interior, and the three-cabin arrangement works well for a couple with guests aboard. The twin heads layout means privacy is maintained without compromise. On deck, the cockpit is deep and secure, and the flush deck design with control lines led aft makes ISKANDER straightforward and rewarding to sail short-handed. With air conditioning, watermaker, and Ebers&auml;cher heating fitted, she is well equipped for extended cruising and comfortable in a wide range of conditions.

An excellent opportunity not to be missed. Early viewing is recommended.

**Accommodation :**

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**ACCOMMODATION**

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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 &mdash; both usable as sea berths &mdash; 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 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). Ebers&uml;cher diesel heating is installed throughout. A stereo system with speakers is fitted, along with a clock and barometer.

**Inventory :**

**DECK**

- 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 &mdash; 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
- Stereo system
- Clock and barometer
- Full set of dock lines, fenders, and warps

**EXTRA DETAILS**

- 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) &mdash;(Oy Nautor Ab)
- Full chain of title -Bills of sale
- EU VAT paid &mdash; French customs import entry seen (Cannes bureau, 2012; TVA &euro;76,321 at 19.6% on importation from USA)
- CE Declaration of Conformity
- French registration (Acte de Francisation) &mdash; 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 be confirmed
- EPIRB: to be confirmed
- Flares: to be confirmed
- Fire extinguishers: fitted
- MOB equipment: fitted
- Jackstays: fitted
- Electric bilge pump
- Manual bilge pump

**Mechanical :**

**CONSTRUCTION**

- 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**

- 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**

- Rig: Masthead sloop, tall aluminium mast, triple spreaders
- Sail area upwind: approx. 82.7m<sup>2</sup>; (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**

- Fuel: approx. 400 litres (2x200L) (87 gallons)
- Fresh water: approx. 378 litres (83 gallons)
- Black water holding tank: fitted
- Watermaker: Spectra, installed

**ELECTRICAL**

- 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, 47.6m<sup>2</sup>;, 5 fullbattens, 2 reefs, North Sails (2013)
- Furling jib: 108%, Dyneema SRP 95, 48.7m<sup>2</sup>;, 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**

- 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

