

## MAX (RESERVED) — NAUTOR'S SWAN



**Builder:** NAUTOR'S SWAN

**Year Built:** 1997

**Model:** Cruising/Racing Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 44' 0" (13.41m)

**Beam:** 13' 8" (4.17m)

**Min Draft:** 7' 2" (2.18m)

**Max Draft:** 7' 2" (2.18m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **MAX (Reserved) — NAUTOR'S SWAN** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **MAX (Reserved) — NAUTOR'S SWAN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Overview

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MAX (ex. XENOPHON) is a sail away-ready example of the popular German Frers-designed, Nautor Swan 44 MkII. Maintained in excellent condition and constantly upgraded by her current owners, she is ready to fulfill the dreams of even the most discriminating yachtsmen and women. MAX's owners are looking to step into a larger Swan and so she is priced to sell. The value at this level of quality will not be on the market for long.

## Basic Information

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**Category:** Cruising/Racing Sailboat

**Sub Category:** Sloop

**Model Year:** 1996

**Year Built:** 1997

**Country:** United States

## Dimensions

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**LOA:** 44' 0" (13.41m)

**LWL:** 39' 5" (12.01m)

**Beam:** 13' 8" (4.17m)

**Min Draft:** 7' 2" (2.18m)

**Max Draft:** 7' 2" (2.18m)

## Speed, Capacities and Weight

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**Displacement:** 24300 Pounds

**Water Capacity:** 100 Gallons

**Fuel Capacity:** 66 Gallons

## Accommodations

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**Total Cabins:** 2

**Total Berths:** 3

**Sleeps:** 7

**Total Heads:** 2

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## Hull and Deck Information

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**Hull Material:** Fiberglass

**Deck Material:** Teak over Fiberglass

**Hull Configuration:** Bulb Keel

**Hull Color:** White

**Hull Finish:** Stainless Steel

**Hull Designer:** German Frers

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## Engine Information

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**Engines:** 1

**Manufacturer:** Volvo Penta

**Model:** MS22L

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Overview

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MAX (ex. XENOPHON) is a sail away-ready example of the popular German Frers-designed, Nautor Swan 44 MkII. Maintained in excellent condition and constantly upgraded by her current owners, she is ready to fulfill the dreams of even the most discriminating yachtsmen and women.

Launched in 1997, MAX's interior consists of a two stateroom, two-head layout and a generous salon with settees on port and starboard. She is fitted with a mast-stepped, two-spreader aluminum sloop rig and has the efficient layout for which Swan is so famous. Her underbody, with elliptical fin keel and spade rudder match the rig for efficiency in driving her to weather.

MAX's owners are looking to step into a larger Swan and so she is priced to sell. The value at this level of quality will not be on the market for long.

## Accommodations

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MAX sleeps seven, two in the aft cabin, two in the forward cabin and three in the salon, one on each settee and a third in the quarter berth.

The companionway leads below, with the galley to port and navigation station to starboard. The u-shaped galley has a 3 burner stove outboard with sink forward. Aft of the galley to starboard is a stateroom with double berth. A full navigation station with wet locker is across from the galley. Aft of the navigation station is a wet locker and the second head, with shower.

Just forward is the main salon, with l-shaped settee to port and a quarter berth outboard. A folding-leaf table is located on centerline and a linear settee to starboard.

Forward of the main salon is the master cabin, with en suite head to port and hanging locker to starboard. A double berth is on centerline forward.

The interior is beautifully constructed and maintained in typical Swan fashion with hand-rubbed teak abound and comfortable upholstery in nautical tones. A teak and holly sole completes the fit-out.

- Headroom: 6'2"
- Berths: 6
- Heads: 2, hot and cold pressure showers and taps

## Galley

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The galley has adequate storage for cruising. Double sinks are located forward, but near the centerline inboard, with pressure hot/cold water and lockers below. Outboard, efficiently utilizing the hull shape, is the 3-burner propane stove and freezer.

- New Force-10 three (3) burner stove with oven, stainless steel and gimbale
- 12v Isotherm refrigerator with separate freezer
- Fresh water foot pump
- Raw water foot pump

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## Hull & Deck General

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The hull is from female molded GRP. The hull shell is solid fiberglass reinforced by longitudinal and transverse stiffeners plus plywood transverse bulkheads. The lead ballast fin keel is attached to the heavy laminate of the molded keel based by stainless steel bolts. The mast is keel-stepped onto a robust galvanized steel I-beam that bears on transverse floors and links to the main forward bulkhead.

The deck is also female molded GRP, bonded to the hull with through-fastenings at the hull-deck joint, which is aesthetically covered by a silver-anodized toe rail. The main decks, cabin tops and cockpit seats and sole are high density foam cored GRP. The main decks, cabin tops and cockpit seats and sole have a teak overlay, which has been vacuum bagged and glued, to eliminate the need for fasteners. The cabin windows are tempered glass, with stainless steel surrounds. The two aft-most ports in the cabinhouse are opening. Construction is to a high standard, typical of Swan of the era, and is well-proven.

- White gel coat
- Red cove stripe
- Red boot and cabin stripes
- White bottom paint
- Elliptical fin keel with skeg hung rudder

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## Engine & Mechanical Equipment

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- Volvo Penta MD22L marine diesel main engine, 50HP @ 3000 RPM (approx. 2500 hours)
- Volvo Sail Drive

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- Three-blade Volvo folding propeller
  - Lined and soundproofed engine compartment, with fan blower for ventilation
  - Drip tray integral with engine bed
  - Engine control panel located in cockpit, starboard
  - Single lever, throttle gear control
  - Gauges
    - o Tachometer
    - o Coolant Temperature
    - o Oil Pressure
    - o Fuel Level
    - o Battery Charge warning light
    - o Low oil pressure, high engine temperature alarm
  - Fuel/water separator with alarm

## Plumbing & Ventilation

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- Two (2) Stainless Steel fresh water tanks
- Fresh Water manifold allows for control of tank fills and tank usage
- Water tank level gauge at main switchboard
- Spectra Watermaker; Cape Horn Extreme
- Hot Water; engine-driven or 110vAC, 5.8 gallon HW tank
- Deck shower; hot and cold pressure water at transom
- Showers in heads; hot and cold pressure water
- Electric sump pumps in both showers
- Two (2) manual bilge pumps
- One (1) electric bilge pump
- Jabsco manual and electric toilets w/ salt water flush



- Stainless Steel holding tank with hand pump for forward and aft heads
- Bronze seacocks and through hull fittings
- Extractor fan in each head
- Centerline dorade box with two (2) cowls just forward of the mast

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## Electrical Equipment

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- 12v DC system
- Batteries are AGM zero maintenance, mounted in the dining table and vented through the mast:
  - o 2 (2), 8D for house bank
  - o One (1) Dedicated 12V 90AH AGM start battery
- Circuit breaker/switch panel mounted in nav station
- Freedom Marine 25 2500 watt Inverter Charger
- Two (2) 55A alternators
- Shore Power inlet; 115V, 25amps
- Red lights at floor level for night operation
- Additional 115V outlets throughout interior
- Lightning protection with rigging and tanks grounded through keel bolts

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## Electronics & Navigation

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- Suunto Compass in binnacle
- Raymarine Radar (new 2015)
- Raymarine E8 Chartplotter at helm
- AIS 350 receiver (new 2016)
- SSB-SEA 235
- VHF Standard Horizon AIS/GPS in nav station with remote microphone located in cockpit

- B&G Hydra 240-PK-ACP 2 Autopilot; with hydraulic ram

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## Sailing Instrumentation

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- Brookes & Gatehouse (B&G) Hydra 2000 system
- B&G speed, sea temp, depth and wind, in cockpit
- B&G multifunction displays in cockpit; two (2)
- B&G analog wind in cockpit; one (1) apparent wind, one (1) magnifier wind
- B&G displays; three (3), mast-mounted

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## Entertainment Equipment

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- JVC Radio/CD player in salon with iPod adaptor and
  - o two (2) speakers in salon
  - o two (2) speakers in cockpit
- 19" Insignia TV with powered antenna

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## Deck Equipment

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- 44" steering wheel, with elkhide cover
- 45lb CQR Anchor on bow roller
  - o 80ft chain
  - o 150ft rode
- Logan's MOD Tigre windlass, mounted below deck
- Stainless Steel handrails on coachroof
- Six (6) mooring cleats
- Transom boarding ladder
- Four (4) medium fenders with fleece liners
- Cockpit table

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## Spars, Sails & Rigging

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- Aluminum mast and boom
- Spinnaker pole, carbon fiber
- Whisker pole, aluminum
- Stainless Steel rod standing rigging
- Inner forestay with mast and deck fittings, shroud roller and halyard
- Deck flood light mounted on mast
- Navtec hydraulic control panel located in cockpit (backstay, vang, babystay)
- Navtec hydraulic backstay adjuster
- Navtec hydraulic boom vang
- Navtec hydraulic babystay
- Harken roller furler for headsail
- Harken, self-tailing winches
  - o Primary winches - (2) 66.3, 3-speed
  - o Secondary winches - (2) 56.3, 3-speed
  - o Halyard winches - (2) 48.2, 2-speed
  - o Mast utility winches - (3) 44.2, 2-speed
- Lewmar halyard clutches and organizers
- Harken and Lewmar blocks
- Harken windward sheeting traveler
- Floating genoa car system, tow lines lead to the secondary winches, including jammers
- Various running rigging
- Sail inventory:
  - o Main - Dacron, partial battens (North)
  - o 150% Furling Genoa - Dacron (North)

- o Asymmetrical
- o Storm Jib - Dacron (North)
- o Staysail, hanks
  - Canvas:
- o Bimini with awning and solar panels (new 2015)
- o Sunbrella Dodger with awning (new 2014)
- o Mainsail cover
- o White Cockpit cushions with red piping

## Safety Equipment

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- SurvivalTech MOM8 Man Overboard Module
- Boat hook

## Exclusions

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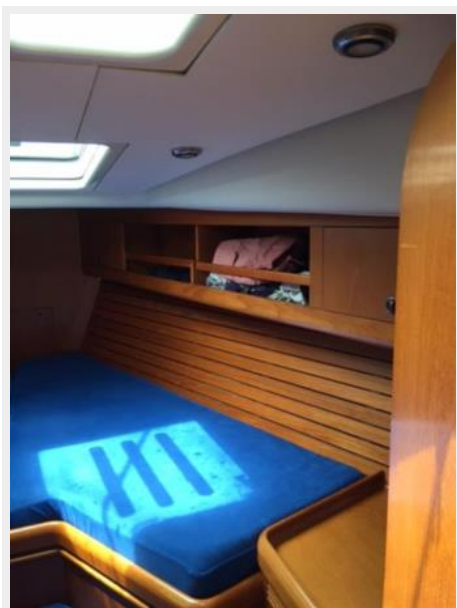
Owner's personal belongings.

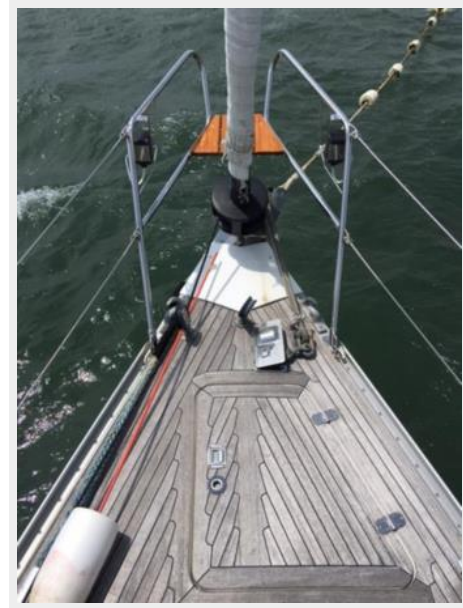
## Disclaimer

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# PHOTOS











# CONTACTS

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Sunday: **closed**

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