

## EPSILON CYGNI — NAUTOR



**Builder:** NAUTOR

**Year Built:** 1990

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Norway

**LOA:** 44' 0" (13.40m)

**Beam:** 13' 9" (4.18m)

**Min Draft:** 8' 3" (2.50m)

**Cruise Speed:** 5 Kts. (6 MPH)

**Max Speed:** 8 Kts. (9 MPH)

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# SPECIFICATIONS

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## Overview

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A fantastic example of this evergreen German Frers Swan from Nautor in Finland. With just three owners since new and extensively refitted in recent years to make her perfectly suited to short-handed cruising, she represents a great opportunity to go acquire one of these legendary Finnish fast cruisers at a very realistic price. EPSILON CYGNI was originally launched in March 1990 and was named 'KING OF HEARTS'. She was based on the South Coast of the UK where she was raced and cruised on the Solent and English Channel. Sold to her second owner in 2002, she was refitted to make her easier for a couple to go short handed sailing. This included Harken furling gear, B & G autopilot and a Lofrans electric anchor windlass. Electric secondary/spinnaker sheet winches were added which are capable of sheeting in the genoa. In this second ownership, and still named 'KING OF HEARTS', she competed in the two handed Azores and Back Race, the Yachting World Triangle Race, a few RORC races and various club races before heading off for a 13 month cruise to the Canaries, Caribbean, Panama, Galapagos Islands, Chile, Cape Horn, Argentina, Brazil, the Azores and back to the Solent. Sold to her third and current owner in the Autumn of 2011, she was renamed EPSILON CYGNI and refitted in Lymington which included a professional repaint of her topsides to white (she was previously painted dark blue), replacement standing rigging, new B&G instruments, new batteries, various electrical and plumbing upgrades. In 2014 the engine driven refrigeration system was replaced by two separate compressors running off the service batteries (or shore power) to provide cooling for the large refrigerator and separate freezer. Since then, her owner has continued the program of refit/upgrades. Please Note. EPSILON CYGNI is presently Norwegian flagged and we have been advised that she is VAT paid in both the EU and in Norway.

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## Basic Information

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**Category:** Cruising Sailboat

**Sub Category:** Sloop

**Model Year:** 1990

**Year Built:** 1990

**Country:** Norway

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## Dimensions

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**LOA:** 44' 0" (13.40m)

**LWL:** 34' 8" (10.56m)

**Beam:** 13' 9" (4.18m)

**Min Draft:** 8' 3" (2.50m)

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## Speed, Capacities and Weight

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**Cruise Speed:** 5 Kts. (6 MPH)

**Cruise Speed Range:** 700

**Max Speed:** 8 Kts. (9 MPH)

**Displacement:** 24471.311082 Pounds

**Water Capacity:** 340 Gallons

**Fuel Capacity:** 265 Gallons

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## Accommodations

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**Total Cabins:** 2

**Sleeps:** 7

**Total Heads:** 2

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## Hull and Deck Information

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**Hull Material:** GRP

**Deck Material:** Teak

**Hull Finish:** Stainless Steel

**Hull Designer:** German Frers

**Interior Designer:** Andrew Winch

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## Engine Information

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**Engines:** 1

**Manufacturer:** Volvo

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## GENERAL

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**MANUFACTURER'S COMMENTS:** Outstanding performance needs no longer be sacrificed to the demands of a comfort and convenience in a modern cruiser/racer. With the Swan 44, Nautor takes this one significant step further. By teaming the renowned talents of naval architect German Frers, stylist Andrew Winch and its own design group, Nautor has produced an outstanding yacht, fit to take the serious sailor anywhere, in speed, security and uncompromised comfort. The Swan 44 is clearly a development of the revolutionary Swan 36, as her many unique design details amply demonstrate - wrap-over windows, a light and spacious interior and efficient sail-handling systems. But she also has numerous claims to her individuality - she is a realization of what contemporary design can achieve. The Swan 44 continues Nautor's tradition of quality and craftsmanship, while combining it with innovative design and technological advances, to guarantee a performance cruiser that sets new standards.

**CONSTRUCTION** Hull Construction: The hull is built of GRP by the hand laying-up method, using a layup with high glass content. Single skin construction is used, with a synthetic surface mat for increased resistance against water penetration. Stiffeners are laid up over foam cores and reinforced with unidirectional GRP, resulting in an extremely stiff structure. Structural bulkheads are of marine grade water-proof plywood laminated to the hull. Engine beds are of GRP with steel inserts. The hull-deck joint is sealed with polyurethane-based mastic, through-bolted on 100mm centres and stiffened with an aluminium toe rail. The keel-stepped mast sits on a metal mast step with movable shoe for mast rake adjustment. Laminated reinforcements on the main bulkhead for the through-bolted stainless steel anchor plates, which are connected with tie rods to the through-deck chain plates. High quality NGA gel coat is used, giving improved weather durability and high water resistance. Double gel coats are used over the entire hull. Hull finish: Repainted topsides, complete hull to white with dark blue waterline and cove stripes, 2011. Coachroof stripes are dark blue - 2011 The underwater sections are treated with a double layer of epoxy (from new). Deck & Superstructure Construction: The Deck is constructed in GRP sandwich using low-density closed-cell PVC foam core. Wood inserts and aluminium backing plates under deck fittings. Teak laid side-decks, coachroof, cockpit seating and cockpit sole, all original. Keel & Rudder: The keel is an elliptical bulb shape with short root chord. Ballast is cast lead alloyed with antimony. Cast-in keel bolts are of stainless steel with substantial washers. Swan 44 MkII version rudder blade. The rudder is an elliptical spade rudder of foam-filled GRP with tapered tubular s/s stock, supported by two roller bearings. **Engine and Mechanical** Engine & gearbox: Volvo D2-55C 4-cylinder naturally aspirated diesel engine producing approx 55hp - 2005. Perkins reverse gearbox. Wet exhaust system with sea water cooling. Fresh water engine cooling via raw water intake and heat exchanger. Maintenance & Performance: Engine serviced annually by owner Engine overhaul -2014; Berthon performed an extensive service

(and overhaul of the engine cooling unit). Cruising speed under engine – approx 5-6 knots @ 1,800rpm Maximum speed under engine – approx 7.9knots @ 2,300rpm Fuel consumption @ cruising speed – approx 1.8-2.5lph (5 or 6 knots) Maximum range @ cruising speed – approx 650-730 Nm (5 or 6 knots) Propulsion & Steering: 2-bladed bronze Max-prop connected to engine via stainless steel shaft through P-bracket. Manecraft shaft seal and cutlass bearing replaced - 2014 Cable steering with sprocket and chain, cable led over low-friction roller bearing sheaves to aluminium quadrant bolted to rudder stock. Elk hide-covered aluminium 42" destroyer type wheel connected to aluminium steering pedestal with roller bearings and friction brake. Emergency tiller of aluminium alloy. **Electrical and Plumbing Systems** ELECTRICAL 24vDC domestic system with 220vAC ring main via shore-power 1x 170Ah engine start battery. 8x 190Ah 6v service batteries connected in two banks of 4 and joined in parallel and series to supply 380AH @ 24vDC. Victron 502 battery monitor installed 2012. Batteries stowed in vented GRP battery box. Charging: Starter battery charger Cristec 12V/25A installed 2011 refit. Service battery charger Victron Skylla 24V/80A installed 2011 refit. Inverter: Victron Phoenix inverter (350W) installed 2013 Alternators: Volvo 115Amp 12v engine mounted alternator for engine battery charging Valeo 60Amp 24v engine mounted alternator for service battery charging Other Electrical: In 2016 - reinstalled 230V break-box with new Amp-meter and display for shore power consumption monitoring. 24vDC-12vDC converters for supply to stereo and B&G navigation instruments. AC/DC panel with Victron 502 battery monitor. Shore power supply providing 220vAC to battery charger, mains sockets, fridge and water heater. 220vAC and DC power sockets in interior, Schucko (EU), except cabinet in saloon (UK). Isolation switch installed for emergency 12V supply to engine starter 2011 refit. Recabling of service battery bank to obtain better equalization of charge voltage over batteries, 2012. PLUMBING Fresh Water: Pressurised water supply via 24vDC pressure pump - New vario-pressure pump (Jabsco Par-Max) installed in 2014 to replace original pressure-balloon based system Hot water supplied via engine-driven calorifier or via 220vAC immersion heater element in hot water Hot water storage tank (powered by shorepower). Replaced water heater, new 40L unit installed 2013. Hot & cold pressurised fresh water supply to galley and heads. Provision for future fitment of 24vDC watermaker with dedicated seacock and mounting plinth outboard of port saloon settee. Bronze seacock's - routinely checked and serviced. Grey & Black Water: Grey water discharges directly to sea by manually or via 24vDC sump pumps in forward and aft heads. Black water discharges directly to sea from heads. Bilge Pumps: 2 x manual bilge-pumps (in saloon and cockpit). Cockpit bilge pump rebuilt with new internals - 2013 1x 24v DC electric bilge-pump. **TANKAGE** Fuel: 2 x stainless steel fuel tanks with combined capacity of 265 litres located beneath saloon settees Fresh Water: 2 x stainless steel water tanks with combined capacity of 340 litres (74.8 gallons), located beneath saloon sole-boards. Holding Tank: Black water tank with all fittings and pump are included, but not installed. Navigation and Mechanical Systems On Deck: B&G Zeus 8" chart plotter installed in 2011 (with modification to pedestal) B&G Hydra autopilot (2002) - (with new Autopilot hydraulic arm from B&G, 2013). B&G Hydra 2000 multi-repeater at helm (1999) 2 x B&G 20/20 displays at companionway (1999) B&G

Synchro analogue wind direction display B&G Synchro analogue wind speed display B&G Synchro analogue magnified wind display B&G Synchro analogue depth display Suunto steering compass At Chart Table: B&G Radar interfaced with the chart plotter, 2011. New Simrad 3G radome installed, 2012 mounted to Scanstrut mast mount installed in 2011 refit. Navico AIS transceiver installed (NAIS 300, class B), 2011 B&G Hydra 2000 multi-repeater (1999). Furuno GP-32 GPS (2002). Furuno NX-300 Navtex receiver (2002). Communications Equipment: Furuno HS-2721 VHF with DSC (2005) Icom SP-24 speaker at navigation area Navico VHF speaker in cockpit Handheld VHF with DSC (programmed as handset to main VHF MMSI), 2013

**Accommodations**

Summary of Accommodation: Interior designed by Andrew Winch. Standard 2-cabin layout offering up to 7 berths in two double cabins plus three pilot berths in saloon. All berths approx 2m long including saloon seating/berths. Varnished teak joinery with hand rubbed satin finish (interior completely revarnished 1999) Teak and holly veneered sole-boards – revarnished. Interior of topsides where visible lined with varnished teak battens. Blue Alcantara upholstery throughout (1999) with matching padded mast sleeve. Blue canvas crew covers for upholstery in saloon, saloon table, chart table seat and aft cabin bunks. Lee-cloths throughout. Blue/green cloth curtains throughout. Integral sky screens for deckhead hatches in accommodation cabins. Head linings in cream vinyl-covered paneling. Description of Accommodation from Forward: Forward Cabin Double bed with full-length shelves and lockers over each side. Two drawers under aft end of bed. Starboard side settee and dresser with fold-up top. Hanging locker outboard at aft end. Shelf lockers with mirror above. Headroom approx 1.87m. Forepeak stowage accessible from forecabin. Forward Heads: White GRP interior module with tiles on floor. GRP cover over toilet with removable front for easy cleaning. Water-resistant NGA gel coat is used for mouldings. Acid and impact resistant enamelled wash basin with mixer tap, mirror, lockers and shelving. Shower head. Headroom approx 1.82m Main Saloon: Saloon table with fiddles and condiment rack. Centreline bench seat with battery stowage beneath. Starboard settee seating with small fold-up table over. Bar locker outboard, shelves and lockers over. Pilot berth outboard to port. Headroom approx 1.95m. Galley: Aft of saloon area to port. Insulated and stainless steel sheathed space for gimballed stove with stainless steel guard. Pot & pan lockers aft and below stove recess. Double stainless steel sinks with mixer-tap and garbage bin beneath. Front opening 140l refrigerator and top-opening 140l freezer. Work area each side of stove and above drawers with white laminate top. Crockery and food lockers outboard. Headroom approx 1.95m. Navigation Station: Opposite galley to starboard. Forward facing chart table with upholstered seat. Panels for navigation and communication equipment outboard and forward. Wet locker aft. Headroom approx. 1.95m Aft Heads: White GRP interior module with tiles on floor. GRP cover over toilet with removable front for easy cleaning. Water-resistant NGA gell-coat is used for mouldings. Acid and impact resistant enamelled wash basin with mixer tap, mirror, lockers and shelving. Shower head. Headroom approx 1.90m Aft Cabin: GRP cockpit linings with textured surface. Two berths with infill to create large double. Sitting headroom above both berths. Stowage beneath berths. Full-length shelf with lockers over the port side, hanging locker forward and dresser with mirror at starboard

forward end. Headroom approx. 1.95m. DOMESTIC EQUIPMENT Galley: Force 10 gas cooker with grill - 2011 Twin stainless steel sinks with manual and pressurised water supplies Fridge & Freezer - Original engine-driven system replaced in 2014. Now running on service battery bank with two compressors (W35F+W50F), one for freezer and other for fridge. Refrigeration overhaul and new sea water pumps for refrigeration compressor installed - 2011. Heads: ITT Par manual salt-water flush heads (x 2). Hot & cold pressurised sinks and showers. Plumbing to aft toilet replaced 2011. New "valve" for forward toilet and all heads serviced 2012. Heating & Ventilation: Webasto diesel-fired hot air cabin heating with outlets throughout interior, fully serviced 2012 Lighting: LED lighting in forward cabin, saloon and navigation area - 2011 Red/white LED lighting for navigation lighting Reading lights in all accommodation cabins Entertainment: Sony CD/Radio with speakers in saloon. Cockpit speakers replaced with new Bose 131 speakers, 2012. **Sails and Rigging** SPARS & RIGGING: Nautor aluminium alloy oval section keel-stepped mast with 3-sets of inline spreaders Nautor aluminium alloy boom. Rig checked during 2011 refit Navtec rod standing rigging - 2011 Wire check-stays, baby-stay and removable inner forestay for storm-jib- 2011. Navtec hydraulic backstay adjuster connected to single rod backstay (insulated for use with SSB). Navtec hydraulic vang. Navtec hydraulic baby-stay adjuster. Hydraulics serviced 2011 - backstay 2014. Spinnaker pole and jockey pole. Sparcraft spinnaker track on mast. Sailman batten-car system fitted on back of mast (1999). Tri-sail track on mast. Single-line reefing system with two-reefs with further provision for third reef (non single-line). Lazy-jacks. Harken manual roller furling for genoa (2002). Running rigging New furler line (8mm Dyneema), 2013. New elk hide fitted on boom and spi-pole, 2013. New Dyneema main halyard 2013 New Dyneema (port) spin halyard (2016) New Dyneema (stb & port) Genoa halyards (2016) New Genoa sheets (2016) Deck fittings Lewmar genoa tracks and mainsheet system. Wibo metal halyard blocks. Replaced rope clutches (port side at cockpit) with Spinlock XTS x 3, 2011.. Replaced rope clutches (starboard side in cockpit) with Spinlock 2 x XTS and 3 x ZR1014, 2013. Replaced furler clutch with Spinlock 1 x XTS, 2013 Replaced genoa halyard clutches with XX0812 clutches, 2013. Aluminium rigging screw protectors. Stainless steel pushpit, pulpit (open front with teak seat) and guardrail stanchions. Outboard bracket New Vetus vents installed and venting box serviced, 2011. Winches: 2 x Lewmar 66 ST 2-speed manual self-tailing primary winches. 2 x Andersen 62 EST 2-speed electric self-tailing secondary winches (located immediately aft of primaries and can be used from helm as primary winches for short-handed sailing) (2002 - port winch requires replacement motor). 2 x Lewmar 43 ST 2-speed manual self-tailing halyard/mainsheet winches on coachroof. 2 x Lewmar 46ST 2-speed manual self-tailing halyard winches adjacent to mast. SAILS: Hood Sails Dacron fully-battened mainsail (38sqm/410sqf) - 2004 (fair condition). Sanders Sails Dacron furling genoa (67sqm/720sqf) - 2006 (fair condition). Dacron storm tri-sail (little used). Dacron storm jib (little used). Sanders Nylon symmetrical spinnaker (2007) - good condition New North A3 gennaker with snuffer, 2013. **Accessories** Tender: Avon dinghy - 3.1m inflatable with 6hp outboard, 2011 Anchoring & Mooring: Lofrans Monza 24vDC reversing anchor windlass with controls on foredeck and remote control at helm. 25lb.CQR anchor with 50m chain. Plus spare



CQR. 15kgs Danforth kedge anchor (stowed in cockpit locker). Warps and fenders  
Covers, Cushions & Canvas: New sprayhood, pedestal and main covers, 2011. Safety  
Equipment Ocean Safety 6 person life raft 2012 - service now due EPIRB (McMurdo),  
2013. Fire extinguishers throughout. Fire blanket. Smoke detectors installed in aft/fwd  
cabin and saloon 2013

## Exclusions

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Owner's personal belongings.

## Disclaimer

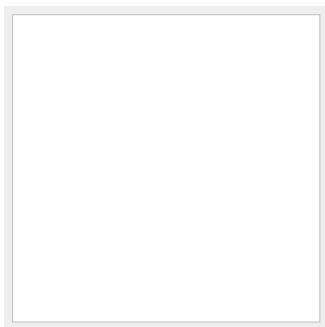
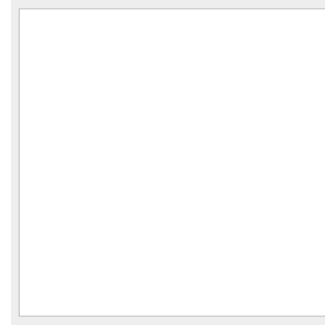
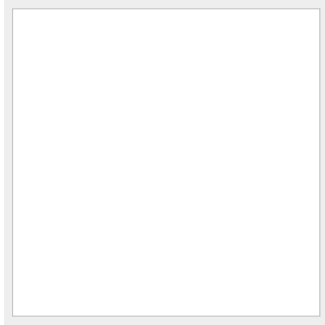
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# PHOTOS

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# CONTACTS

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