



Swift Trawler 44 (13,88 m) - 2014



Layout :

- Length : 13,88 m (45' 6")
- Hull length : 12,17 m (39'11")
- Beam : 4,25 m (13'11")
- Draft: 1.05 m (4'11")
- Air draft: 7,76m
- Light displacement: 10,870 kg (23,957 lbs)
- Material: fiberglass
- Inboard engines : Volvo Penta 2*300 HP

Price : 46,6 M XPF / 390 000 euros

Elegant and solid trawler. Luxury family yacht.

Space and brightness. Marine qualities.

Ideal for living on board, with all comforts.

Interior fittings :

Lower deck

- Large owner's cabin forward with 1 double bed 140x200, en suite shower room
- Double cabin on port side, shower room on starboard side

Main deck

- Wheelhouse
- Large U-shaped equipped galley
- 15 m² saloon, with convertible sofa that can be transformed into a double cabin with the help of a separation curtain
- Sunbathing area at the front
- Aft deck of 8m², which can be fully covered

Flybridge

- Pilot house
- Kitchenette with plancha and fridge
- Lifting crane for the tender

Building and history

Fiberglass trawler type SWIFT TRAWLER built in 2014 by BENETEAU shipyard.

Naval architect : BENETEAU POWER - M. Joubert & B. Nivel

Interior design : Pierre Frutschi

Replacing the Swift Trawler 42, the Swift Trawler 44 has the same hull but differs from its predecessor with larger interior fittings, asymmetrical side decks and a now vertical windscreen, rejuvenating its silhouette.

A true fast trawler, the ST 44 sails with the front third of its hull out of the water and the passage in the chop is done without difficulty.

A word from the manufacturer

"Take a seat on the latest addition to the Swift Trawler fleet and let the scent of adventure waft through your veins. Built for the long haul, the Swift Trawler 44 is the boat of all possibilities. It feels at home on any sea and fulfills the wonderful promise of making every destination a stopover with extraordinary tones."

Engines

2 Volvo Penta engines of 300 HP each
New turbo 2022 on starboard engine
2 Heat exchangers of the inverters changed in 2021
Gasoil tank of 1400 L
Top speed : 24 knots for a consumption of 114 L/h
Cruising speed at 2 800 rpm: 16 knots, which ensures a range of more than 400 miles
Consumption while cruising: 52 L/h
At the speed of a classic trawler, that is to say 8 knots at 1 800 rpm, it benefits from 559 miles of autonomy

Ground tackle

Electric windlass
Anchor : anchor type Ultra 27 kg + 50 m chain of 10mm

Comfort

Fresh water : 640 L
Watermaker DESSALATOR 60L/h
Water heater, cumulus of 20L
Seawater under pressure on the foredeck
2 Refrigerators
Icemaker
Eno gas stove, 3 burners and oven
Holding tank
2 Interior showers + shower on aft deck, cold & hot water (adjustable thermostat)
2 Electric toilets
Fully air-conditioned interior + fans in saloon and forward/aft cabins
TV in saloon and forward cabin
2010 Sony marine radio system in saloon and flybridge

Electrics

AGM house batteries: 7 * 90 Ah, 630 Ah in total
Engine batteries: 2 * 45 Ah
2 * 70Ah batteries for the bow and stern thruster
Inverter/ charger Mastervolt 12V/100A
Dock outlet
12V and 220V electrical circuit
LED lights
Generator set Cumins Onan Marine 15KVA

Electronics and navigation instruments

Raymarine Pilot Hybrid Touch Navigation System
Raymarine Loch-speedometer
Radar
Compass
Fixed VHF + Raymarine handheld VHF
Repeater(s)
Raymarine depth sounder
Raymarine GPS
Autopilot
Full cockpit on flybridge, with replicated instruments (pilot, GPS, VHF, depth sounder, sounder, windvane/anemometer and charting)

Safety equipment

Equipped in 1st category

Life raft type class 2, 6 people, revised

Up-to-date safety equipment (fire extinguishers, smoke detectors, life raft, first aid kit, distress lights)

Miscellaneous

Bow thrusters

Sets of tarpaulins and covers that can cover the entire boat

Very nice exterior saddlery

Hydraulic gangway

Main strengths

Real family yacht, luxurious, fast and seaworthy.

Ideal to sail around Polynesia and its lagoons.

Its large living spaces, both inside and outside, make it a real floating loft, pleasant even in bad weather.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.