

# NAUTOR'S SWAN 44MKI s/y Condoleezza

**Located in Helsinki, Finland.**

**Hull 103, taken to use 1990-1991, hull length 13,40m, hull width 4,18m, draft 2,50m.**

The naval architect of Swan 44 MKI, German Frers considers this Swan model as his best design work of all time. This specific yacht includes 3-4 crew cabins together with combined storage and sleeping place. Hence Condoleezza provides separate beds for 7+2 persons. In addition, it includes the salon + galley, 1 toilet + 1 bathroom with shower, 2 large storages and 3<sup>rd</sup> storage suitable for big fenders. As a specialty, in this well performing ocean sea yacht has easy, smart, and safe technologies even for solo sailing. Condoleezza is a unique big genoa yacht being a very effective for a smaller crew sailing.

This specific **SWAN 44 MKI** provides you 15 excellent and unique technical features:

- Boom of the Mainsail is a hydraulic Park-Avenue type and made from carbon fiber composite.
- Back stay is hydraulic so called Double footed – type with PPO structure.
- Spinnaker booms (2) are cigar profiled and made from light weight carbon fiber composite.
- All the hull inlets including ball valves are made from service-free composite.
- The engine renewed in y. 2005 from original 50Hv Perkins Prima M50 to top quality Volvo D2-55C engine.
- 6 winches are electric 2 speed, and 2 of them are also remotely radio controlled.
- The capacity of brand new lithium-ion (26,5 V MG LFP 24x304) batteries are 608 ah/15,6 kWh and weight is together 108 kgs.
- The engine battery is weight of 3,1kg and 12V Lithium-ion type.
- Hydraulic Main sail boom and back guyline are controlled via own pumping units for both.
- All sheet and halyard ropes are lead via own fixed routes to the cockpit where they are easily and safely ready-to-use.
- The barber haul system of genoa is adjusted via sheet ropes either from outside or inside of the life lines.
- The fridge/freezers (volume 280L) in the galley are sea water cooled.
- Anchor winch is electric and controlled either directly from deck or remotely Lewmar V2, it is equipped with electric length chain counter.
- The yacht has large and easy-access storages both in the bow and the rear.
- The pointing angle is close to 20 degrees, performs excellently without leeway angle.

1. Anchor winch is electric and controlled either directly from deck or remotely Lewmar V2, it is equipped with electric chain counter.
2. Main anchor is Loyds certificated 25 kg special stainless steel Lewmar.
3. Main anchor has stainless steel chain (70m)
4. Spare anchor is made from stainless steel (10kg) with leadrope (80m)
5. Electric pressure washer in the locker on the bow deck for cleaning the chain and the anchor simultaneously when lifting up after the use.
6. On the deck light-controlled switcher and washer tab of pressure washer.

7. Brand new Septic tank (71L) made from acid resisting steel (AISI 316), located in base of bow storage.
8. The filling rate of septic tank is measured with ultrasonic BEP-sensor and followed from VEMA display.
9. In the bow storage has a space for 3 sails; spinnaker, storm fore sail and gennaker.
10. All bollards and guides of ropes are made from stainless steel (AISI 316)
11. Top parts of Aluminium fiddle rail has been coated with thick stainless steel tube protection.
12. Unused (y.2023) Way Point Coastal Container -life raft for 8 persons, fastened to the rear rail with automatic release system.
13. 18 pcs of fenders, 2 of them are round shaped (space for storage in back) and the rest 16 are long; 8 pcs (96cm, d:20cm), 4 pcs (80cm, d:20cm), 4 pcs (60 cm, d:17,5cm). The long fenders have space in separate storage in the bow.
14. The capacity of brand new lithium-ion (26,5 V:n mgIfp 24x304) batteries are 608 Ah/15,6 kWh and weight is together 108 kgs. They are located inside the mid seat in the settee.
15. The engine battery is weight of 3,1kg and 12V Lithium-ion type (Super -P).
16. All 8 opening windows on the deck has been renewed, the brand name Vetus.
17. The fixed deck blocks close to the mast on the deck are Antal branded.
18. The stainless steel (AISI 316) inlet tubes for sheet and halyards ropes under the main traveler are increased from 4 to 6. which makes this **SWAN 44 MKI** unique by enabling the effective and safe sailing as maneuvering of ropes can be all made directly from cockpit. The sheets and halyards are listed here:
  - 18.1 Main sail halyard
  - 18.2 Main sail outhaul
  - 18.3 Main sail boom sheet
  - 18.4 Main sail reef 1 pc
  - 18.5 Cuningham
  - 18.6 Genoa halyards 2 pcs.
  - 18.7 Lazyjacks that can be raised and lowered along small tracks when sailing.
  - 18.8 Babystay sheet (maneuvering with pulley block)
  - 18.9 Spinnaker halyard 2 pcs
  - 18.10 Spinnaker sheets on lee side 2pcs
  - 18.11 Spinnaker boom sheets on wind side 2 pcs.
  - 18.12 Spinnaker boom sheets for height adjustment. Locking guy sheets (2+2 pcs)
19. The mainsail halyard and sheet can be used with rear winches enabling solo sailing
20. The barber haul system of genua is adjusted via sheet ropes either from outside or inside of the life lines. The barber haul system (Antal Ball Bearing, 2-vagon) is fastened to the fiddle rail including Antal releasing mechanism. It is used to straighten the inclination to increase the sailing speed.
21. Mainsail boom is made from carbon fiber with "Park Avenue" -type equipped with one-reef rope.
22. The main sail includes innovative solution where Antal reef block can be opened.
23. Spinnaker booms (2) are cigar profiled and made from light weight carbon fiber composite.
24. Spinnaker with sheets is set as ready-to-use mode in both sides on the deck to speed up the lifting process of spinnaker.
25. Standing platforms of helmsman have both horizontal adjustments.
26. The small extra steps (Teak covered) helps moving quickly out from behind the steering helm.

27. In cruising, the life lines wire ropes in the bow section can be dropped down with pelican - tightening lock to avoid unwanted abrasion of genoa hem to the metallic life lines.

28. Entire rig system - the mast, main sail boom and kick boom have sliding bearings to each other with orthogonal (1/3) lead-tin-bronze metal alloy sliding bearings, preventing the stainless steel parts from rubbing against each other.

29. Backstay is PPO construction has been divided so called double footed with two traction cylinders to the lower part sides of transom.

30 The old hydraulic pump with a 4-port selector lever has been replaced by two separate pumping units mounted on both sides of the pedestal - one on left side for the back stay and the other on the right side for the kick boom - even simultaneously for quick adjustment

30.1 The hydraulic traction cylinder in the middle of the companion way could be removed, so access to the boat became unhindered.

30.2 Rooster leg back stays act as handrails when the boat is properly accessed from the stern via flip-down carbon fiber steps, which also turn into swimming steps.

30.3. the need for the back stay tensioning force required by the fore stay decreased due to the reduction in the horizontal angle of the back stay.

31. All 12 self-tailing winches have been renewed to Harken brands, of which 6 are electric and 6 are manual:

31.1 There are two manual Harken self-tailing 44 sized winches on both sides of the mast - mainly as a backup or for pulling down the spinnaker sock.

31.2 Main car (main sheet traveler) is adjusted with two manual Harken self-tailing 14 sized winches.

31.3 There are two winches on the starboard side of the companion way, the inner one is an electric Harken self-tailing 44 sized winch with push-button switches and radio control, with which the helmsman can raise e.g. the main sail from behind the helm.

31.4 next to it on the outside is a manual Harken self-tailing 44 sized winch – mainly for adjusting the genoa halyard and pulley block of the babystay.

31.5 There are also two winches on the port of the main entrance, the inner one of which is an electric Harken self-tailing 44 sized winch with a push-button switch and a radio-controlled paddle, with which the helmsman can pull in and adjust the sail from behind the helm.

31.6 next to it on the outside is a manual Harken self-tailing 44 sized winch – e.g. for main sail's outhaul and cunningham.

32. With 2 harken self-tailing 53 sized electric winches on both sides of the cockpit, the genoa, spinnaker, and barber hauls are adjusted.

32.1 With the rear electric winch on the starboard side, the helmsman can also raise, adjust and lower the main from behind the helm with the halyard that is controlled all the way there - specially to facilitate solo sailing. (option 31.3)

32.2 With the rear electric winch on the port, the helmsman can also adjust the main sail booms from behind the helm in and out with the main sail sheet - especially to facilitate solo sailing. (option 31.5)

32.3 above, on both rear 53 sized electric winches, the barber hauls of the genoa are also adjusted via blocks and releasers together with the genoa sheets on the top front 53 electric winches.

33. 3-cabin **SWAN 44 MKII** is superior in comparison to Swan 44 MkII.

33.1 The original Teak interior is in excellent condition. The seats in the settee have white leather upholstery.

33.2 In the side windows of the salon have Ocean branded louvered curtains designed specifically to the marine use

- 33.3 As much as 6 persons have own separate single beds in 3 cabin version, which is not usually possible in double bed versions.
- 33.4. the salon provides extra sofa beds 2 persons.
- 33.5 the 9th bed is found from rear storage which has opening window too.
- 33.6. the rear cabin single beds can be combined to double bed.
34. In the side locker of cockpit, there is a thermostat tab (Damixa 2-mode) for taking a shower or cleaning the deck.
35. Waste water from both toilets is collected to two separate waste water tanks according to ocean regulation. The tank draining is made via electric pump.
36. The bilge tank is drained with two electric membrane pumps. The lower effective membrane pump automatically keeps the bilge water tank dry. The more efficient pump automatically switches on, if the smaller pump has not shut down within 30 seconds.
37. Switchboard has an alarms and indicator lights for fresh water pump, bilge pump and fuel filter.
38. Dessalator water maker is inactive mode now.
39. In both toilet seats have an electric and automatic flushing system.
- 39.1 The toilet seats are set correctly to lengthwise of the boat.
- 39.2 The toilet seats are isolated from the bathroom space and have own sewerages to the waste water tanks
- 39.3 The sinks have automatic touch-free tabs with manual temperature setting.
- 39.4 Bidee showers have one-touch tabs which decreases freshwater consumption in use.
- 39.5 Thermostats have been purchased, but not installed, for touch-free tap and bide shower faucets.
40. The boiler (24L) heats the water to the galley and the toilet in the rear.
- 40.1 Another 10L boiler is located to the bow provides hot water quickly to the toilet in bow.
- 40.2 The substitute water is then conducted from the bigger boiler. This smart solution decreases the consumption of hot water.
- 40.3 If shore power (230 V) current is not available boilers can heat the water quickly with the inverter 2500W/230V and 25,6V/608 Ah and 15,6 kWh batteries connected to the boilers.
41. Fresh water tanks are filled via antibacterial and closed pressured water system from inside the boat, in the galley.
42. Weighing only 108 kg, the MG LFB series 25.6 v 608 Ah/15.6 kWh fast-charging lithium-ion service batteries are controlled with Victron's Sky 24V/100 Ah lithium-ion app and 24 V/130 Ah lithium-ion auxiliary motor charger with controller application.
43. The yacht has (6/2019) Super B Lithium-ion battery (3,1kg and 12V) for engine starting. The shore power and engine chargers are handled via app.
44. The modern switch board is in navigation station and circuit breaker functions have indicator lights.
- 44.1 Switch board pivots for easing the service behind the board
45. In the cockpit pedestal includes
- 45.1 B&G T12" chart plotter.
- 45.2 B&G's Hydra 2000 sailing central unit in addition to the one in navigation mode.
- 45.3 Detachable autopilot wireless remote-control device.
- 45.4 Wireless radio control device for cockpit electric front winches (piano table winches).
- 45.5 Holders for i-Pad and i-Phone.
- 45.6 Wireless radio control device for opening and closing the lid of the rear storage / additional sleeping cabin.
46. Dashboard is in front part of cockpit
- 46.1 Navigation plotter moves the same data and screen to iPad and iPhone via Go Free - software solution

**47. Navigation equipment inside:**

**47.1 B&G Hydra 2000 sailing central unit**

**47.2 Northstar distress vhf-phone (currently B&G) and with mast antennae and two additional wireless rechargeable phones.**

**47.3 extra-VHF-phone is Shipmate, which antennae is located to back rail for safety reason.**

**47.4 Very accurate Furuno VAAS GPS-receiver, connected to Northstar VHF-phone.**

**47.5 MG lithium i-on service-battery following and controlling display.**

**47.6 B&G Vulcan 7" plotter, which can be moved to iPad holder in the pedestal**

**47.7 Satellite Phone is removable Iridium with fixed docking station and external antennae.**

**48. Near the entrance Pioneer DEH-80 PRS high quality radio with all sound sources and Infinity speakers in the cockpit.**

**49. the salon also has a top-of-the-range pioneer deh-x9600bt-mixtrax radio with all sound sources and Sony speakers, with 2 USP output connections already installed next to both of the aforementioned radio receivers.**

**50. The salon has a 22" DVD LED full-HD TV with 12 V voltage and another 12 V 19" DVD LED is in the rear cabin.**

**51. The 45-degree so-called The "vindex" type television antenna is at the top of the mast.**

**52. The main operating voltage of the boat's electrical system is 24 V. (28.2 V)**

**52.1. Lowering the operating voltage of devices using 12 voltage can be achieved with converters.**

**52.2. Inverter 2000-2500 W provides 230 V current from lithium-ion batteries to the boat's equipment in the absence of mains electricity:**

**a) for heating the service water of the 10 l front and 24 l rear water heaters without starting the engine.**

**b) for an electric/gas oven equipped with a rotating grill mechanism.**

**c) to a weighted microwave oven and**

**d) to the safety sockets in the open space, thus enabling cooking with a ready-made electric pan in the cockpit.**

**53. There are 3 IP 68-protected 230 V sockets in the open space, one of which is for the ice-freezer chest in the open space in addition to the 24 V plug.**

**53.1 The remaining two 230 safety sockets are for cooking in the open space, where the 230 V current is obtained either with an inverter from lithium i-on batteries or from mains electricity.**

**54. the inverter under the navigation table has a 230 V interior socket.**

**55. Shore power, is switched on at the device points automatically, switching off any inverter.**

**56. original 50 hp Perkins prima m50 auxiliary motor is 2005 renewed for volvo D2-55c**

**57. The auxiliary engine compartment is further soundproofed to almost no sound.**

**58. The 1.5" propeller shaft of the yacht has been renewed and sealed with a new shaft that is both water-lubricated and water-cooled using the American Tides Marine sealing system.**

**58.1 The steel tube made from stainless steel of the propeller shaft has been replaced with a safe and almost eternal composite tube**

**59. the propeller is a top-quality 3-bladed 20"x13" gori-branded propeller, the pointing angle of which can be changed while driving, so that the speed of the boat is no less than 7 knots when the auxiliary engine rotates at only 1500 revolutions per minute.**

**60. The structure of the bottom of the boat was checked carefully in 2014 and no moisture of any kind was detected.**

**61. In connection with the inspection, the entire base was treated again as an additional assurance by spray painting it no less than 3 times with International's waterproofing paints and two more times with International's primer-contact paint.**

62. After Inter's double antifouling painting, the base has now been treated three times and the water line nine times.
63. all 6 difficult-to-maintain blade bottom through-valves have been removed with their through-holes for safety reasons, and 5 of them with their through-holes have been replaced with maintenance-free almost eternal composite ball valves.
- 63.1 The Blake valve of the engine water has previously been changed to a stainless-steel ball valve.
64. The boat heater is a 5.3 kW Eberpecher, whose air heating pipes are fitted with soundproof locks.
- 64.1 air heating pipes are thermally insulated to ensure excellent heating power and sound insulation.
65. Galley's locker- and tank-type cold storages are very energy-efficient, operating separately with seawater cooling as either cold or frozen storages, with a combined capacity of 280 l.
- 65.1 in the outer edge of the cold storage, to the waste space has been smartly installed a rack for approx. 20 wine bottles.
- 65.2 In addition to the 77.5, there is a low-consumption Dometic air-cooled 21.5 l ice/freezer locker under the helmsman's seat.
- 65.3 The cold storage facilities are a total of no less than 301.5 l.
66. The end of the galley table is a locker where a very comprehensive tool set for maintenance with mill and inch sockets
67. Next to the galley is a rare horizontally balanced microwave oven, which can therefore be used when sailing on 230v inverter electricity in the same way as a 1300w electric resistance/gas oven with a rotating grill rod.
68. this swan has a top quality Reckmann furling genoa system and the following sails:
- 68.1 The highest quality carbon fiber membrane gray Taffeta mainsail d4 carbon premium high-tech racing-line 50 m<sup>2</sup> - like new, only used 2010-2013 - Ronstans branded closed ball bearing riders with 6 full battens.
- 68.2 The high-performance carbon fiber fusion membrane yellow Taffeta sail, in use since 2014 of carbon Twaron black high-tech racing-line 55.6 m<sup>2</sup> with 6 full battens.
- 68.3 finished in spring 2021 n-s 150% furling genoa NPL Tour XI white Norlam xi09 CRW 66.9 m<sup>2</sup> with lifting protective sock and rollable storage sock.
- 68.4 A blue light wind spinnaker (2016) Superkote 75-90 Okblue with pull-on socks, patterned with two kissing white swans according to the Nautor-Swan logo.
69. The mainsail's rubber-banded sturdy lazy jacks can be innovatively raised with their own mast mini-rails to drop the mainsail and thus lowered onto the park-avenue carbon fiber boom during sailing.
70. Sprayhood is completely transparent to ensure safe visibility. A renewed (2021) light gray sun shade with top window that can be connected to sprayhood with a zipper.
71. The seat cover of the large rear storage room equipped with stairs is opened electronically with a switch or radio control.
- 71.1 electric lift thus locks the storage seat cover safely in the middle or upper position in waves.
- 71.2 stock has a light carbon fiber dining table for 7 diners that can be attached under the sunshade of the cockpit.
72. s/y Condoleezza and her mast have always been kept in dry and warm indoors during the winter.