



Nautor Swan 44 > EXIT



Price	€45,000 VAT paid
Location	Röölä, Åbo - Finland
Year	1974
LOA	44' / 13.41m
LWL	33'11" / 10.33m
Beam	12'7" / 3.83m
Draft	7'5" / 2.26m
Displacement	12,701kg / 28,000lb
Hull Material	GRP
Engine	1 x Volvo Penta D2-55, 55hp
Builder	Nautor Swan
Designer	Olin Stephens / Sparkman & Stephens
Accommodation	8 berths in 2 cabins & saloon



BROKER'S COMMENTS

The Swan 44, crafted by Sparkman and Stephens (design number 2112) and built by Nautor's Swan in Finland between 1972 and 1978, remains a standout among true bluewater classics. True to its IOR heritage, the Swan 44 features timeless racing lines. This including a narrow waterline, flared stern, and a deep, swept-back fin keel, all contributing to both performance and distinctive style. The hull is built in solid fiberglass using hand-laid laminate, with structural reinforcements such as stringers, frames and a reinforced keel area glassed and bonded in place to form a stiff, unified structure capable of withstanding the demands of long-distance sailing.

This elegant racer cruiser has proven itself in both competition and passage making. Most notably, a Swan 44 secured first place in its class at the Newport to Bermuda Race, a prestigious ocean event that highlights the model's pedigree and all-round performance. The Swan 44's balanced hull form, skeg-hung rudder and lead keel give it a smooth, dependable feel underway, while still offering the responsiveness and speed that define the Sparkman and Stephens design ethos.

Owners on Swan forums continue to praise the model's versatility and balance:

"They are very heavily built but much more versatile and have better sailing characteristics than most blue water cruisers."

Below deck, the Swan 44 features a handcrafted Burmese teak interior designed for comfort and functionality at sea. It offers up to eight berths, a deep and secure saloon with a large table and settees, a practical L-shaped galley, and a full navigation station. The attention to detail in joinery, layout and proportions reflects Nautor's commitment to building yachts that are as liveable as they are capable.

With its blend of race design, bulletproof construction and classic Scandinavian craftsmanship, the Swan 44 continues to appeal to sailors looking for a yacht that sails beautifully, looks elegant, and endures for generations.

The yacht offered here, EXIT, launched in 1974, is a particularly fine example of a Swan 44. In recent years she has received a number of important upgrades, primarily focused on the exterior and structural elements as well as sails. She now boasts a relatively new teak deck, freshly repainted topsides, a fully renovated underwater hull and a rebuilt mastfoot beam. Her high-end sail wardrobe from North Sails is in excellent condition and ready for serious cruising.

While most upgrades in recent years have focused on the hull, deck and systems, the interior retains much of its original character and craftsmanship. She offers the classic Swan warmth and layout, along with opportunities for the next owner to update or customize the living spaces according to their needs.

Contact the broker for more information and to book viewings.

Explore more photos here: <https://berthonscandinavia.se/en/yachts-for-sale/nautor-swan-44-exit/>

Key Facts:

- New teak deck.
- Repainted topsides.
- Renovated underwater hull.
- Renovated mastfoot beam.
- High end sails from North Sails in great condition.

- Removable bowsprit and Gennaker.
- IOR-design.
- Retractable bowthruster.
- Electric winches.
- Autopilot.
- B&G Plotter.
- VHF and AIS.
- Heater.
- Wind generator.
- Wireless Depth Sounder.
- Upgraded lifelines, gates, and stanchions.

OWNER'S COMMENTS

Swan 44: "Boat of the year" in London International Boat show in 1973.

I love the boat, both aesthetically and it's performance. Never have I had to limit my voyages due to weather. Her beautiful lines draw attention and turn heads in every port and marina I have been, not least because of her deck with the grey caulking which give a uniform, beautiful appearance. Awlcraft paint (2024) on the topsides provide stellar gloss without any polishing. These combined with the most beautiful design of classic S&S is a joy to both the owner and the viewer!

CONSTRUCTION

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of the Recreational Craft Directive as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- Hull in hand laminated GRP.
- Single laminate hull.
- Longitudinal stringers are integrated into the hull laminate.
- Sandwich deck with solid reinforcements and alloy backing plates.
- Solid glued teak on deck and cockpit – 2015.
- Topsides and parts of deck in white awlgrip with blue trim lines and water line – 2015.
- Epoxy treated underwater hull – 2024.
- Antifouling (Hempel Hard Racing Extra) – 2025.
- Mainly through hull fittings in bronze.
- 5 x Skylights/hatches.
- 7 x Port holes.

Keel & Rudder:

- Fin lead keel, through-bolted with stainless steel bolts.
- Deep bilge.
- Skeg-hung rudder.
- Stainless steel rudder stock.

MACHINERY

Engine & Gearboxes:

- 1 x Volvo Penta D2-55, 55hp – 2002.
- Mechanical gear box (MS25A).

- Shaft coupling.
- Alternator 12V / 75Ah.

Maintenance & Performance:

- Engine hours – approx. 1500 hrs.
- Regularly serviced engine by Volvo Penta.
- Engine last serviced – 2025.
- Replacement of exhaust pipe – 2015.
- Cruising speed at 2300 rpm approx. 7 knots.
- Fuel consumption at cruising speed approx. 3L/h.

Propulsion & Steering:

- Shaft drive.
- Shaft seal (Black Jack) – 2019.
- Cutlass bearing – 2019.
- 3-blade folding propeller (Flexofold) – 2015.
- Chain and cable steering with quadrant.
- Steering wheel in stainless steel, covered with skin.
- Renovated steering pedestal – 2015
- Retractable bow thruster (Sleipner Side-power retractable) – 2024.
- Remote control for bow thruster.

ELECTRICAL SYSTEMS

Voltage Systems:

- 12V DC battery system.
- 230VAC from inverter and/or shore power.

Battery Banks:

- Service batteries 12V / 450Ah (Trojan lead-acid, deep Cycle, 3 x 12V x 150Ah) – 2024.
- Engine battery 12V / 75 Ah (Optima AGM, 1 x 75Ah) – 2024.
- Bowthruster battery 12V / 75 Ah (Optima AGM, 1 x 75Ah) – 2024.

Battery Chargers:

- Battery charger with inverter 230V / 12V / 60A / 2000VA (Mastervolt Combimaster).
- DC-DC charger.

Alternators:

- 1 x Alternator 12V / 75Ah.

Generator:

- 1 x 12V Wind generator with regulator (Rutland) – 2024.

Shore Power:

- Shore power system 230V.
- Shore power inlet in stern.
- Circuit breaker, shore power cable, 230V outlets.

Other Electrical:

- Battery monitor (Mastervolt) – needs recalibration.

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- Hot water boiler approx. 25L.
- 1 x 12V Fresh water pump.

Bilge Pumps:

- Bilge pump, electrical, manual.
- Manual bilge pump in cockpit.

TANKAGE

Fuel:

- Fuel capacity approx. 150L (1 x 150L).

Fresh Water:

- Fresh water capacity approx. 330L (1 x 330L).

Grey/Blackwater Holding Tanks:

- 1 x Holding tank, capacity approx. 1 x 50L.
- Replacement of sanitation hoses and black water tank piping – 2015.

NAVIGATION EQUIPMENT

- 1 x Illuminated compass (Olympic 135), with deviation table.
- Autopilot with rotary drive on quadrant.
- Control unit for autopilot system (Raymarine i70).
- GPS antenna.
- VHF with AIS (B&G V60-B).
- Wireless Depth Sounder (Raymarine).
- Radar target enhancer/Radar detector (Mer Veille).
- Wind antenna in mast.
- Ship watch, barometer, and thermometer in cast brass.

DOMESTIC EQUIPMENT

Galley:

- 3 burner stove with oven (ENO).
- Fridge box with compressor.
- 1 x Front loaded fridge with compressor – 2015.
- Fresh and sea water tap.
- Foot pump for seawater.
- Double sinks.

Heads/Shower:

- 1 x Electric toilet (Dometic).
- Mixer tap for hot and cold pressurized freshwater with shower extension.
- 1 x 12V Shower drain pump.

Heating & Ventilation:

- Diesel heating system with outlets in all cabins (Webasto 5kW).

- 4 x Stainless steel ventilators (Dorade).

Entertainment:

- Radio/CD.
- 2 x Speakers in saloon.
- 2 x Speakers in cockpit.

Lighting:

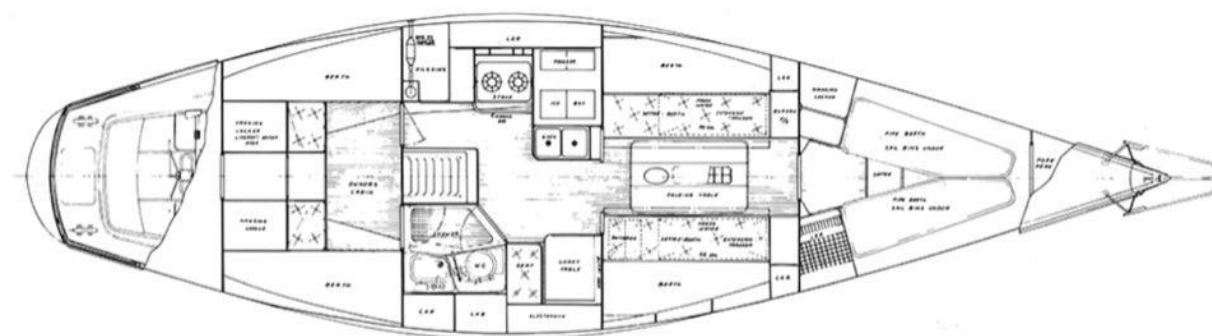
- Reading light on chart table and at the beds.

ACCOMMODATION

Summary of Accommodation:

- 8 berths in 2 cabins and saloon.
- Interior in varnished Burmese teak.
- Floorboards in teak veneer with inlaid holly strips.
- White inner liner with wooden strips.
- White upholstery.
- Spacious saloon with large wooden table (new in 2015) and sofas on both sides.
- L-shaped galley to port with generous working area (renovated).
- Navigation station to starboard.
- Forward cabin with twin bunks, currently used as sail locker.
- Aft cabin with access via heads.
- 1 x Head with shower.
- Headroom in saloon approx. 188 cm.

Internal Layout:



DECK EQUIPMENT

Rig:

- Masthead rig, tall rig version.
- Standard mast with one pair of spreader (Proctor).
- Renovation of mastfoot beam – 2015.
- Standing rigging in wire.
- Removable cutter stay.
- Slab reefing system.
- Electric furler for genoa (Harken) – 2015.
- Hydraulic boomvang and backstay tensioner (Navtec).
- Running rigging mostly in Dyneema.
- Aluminium rigging screw cover.

- New mast track for spinnaker boom (Antal) – 2015.
- Removable white bowsprit for gennaker in stainless steel – 2015.
- Boombraker.
- Navigational lights.
- Deck light.
- Steaming light.
- Anchor light.
- All navigational lights in LED.
- Windex.

Winches:

- 2 x Electric Genoa winch (Harken 60, self-tailing, 2-speed) – 2015.
- 2 x Manual halyard/spinnaker winch (Lewmar 65, 3-speed).
- 4 x Manual winches for running backstay/keyboard (Lewmar 40, self-tailing, 2-speed) – 2015.
- 2 x Older winches on deck.
- 2 x Winches on mast (Harken 40, self-tailing, 2-speed) – 2015.

Sails:

- Main sail, full battened with 3 x reef points (North Sails, 148%, NorLam Dyneema) – 2017.
- Furling Genoa 1 (North Sails, NorLam Dyneema) – 2017.
- Furling Genoa 2 (North Sails, 120%, NPL Tour UltraX) – 2020.
- Gennaker with sock (North Sails NY150) – 2020.
- Genoa 3, cutter sail (UK, hank on, older sail).
- Symmetrical spinnaker (North sails) – 2004.

General:

- Large cockpit for 6-8 people.
- New lifelines, lifeline gates and stanchions – 2015.
- Modified pulpit – 2015.
- Toerail in aluminium.
- Removable cockpit table.
- 2 x Small cockpit lockers under helm sofa and one larger on aft deck.
- Large stainless-steel grab handles at companionway entrance.
- Foldable swimming ladder in stern.
- Retractable safety/swim ladder.
- 1 x Gas bottle.
- Saloon portlights have been renovated and fitted with new tempered glass – 2015.

Anchoring & Mooring Equipment:

- Electric windlass in bow – 2015.
- Control for windlass in bow and cockpit.
- Anchor, 25kg galvanized (CQR).
- Anchor chain, galvanized, 50m x 10mm.
- Stern anchor, 20 kg galvanized (Rocna).
- 4 x Cleats.
- 4 x Mooring lines.
- 6 x Fenders with covers.
- Lifeline gates on starboard and port side.

Covers, Canvas & Cushions:

- Sprayhood with stainless steel frame, need overhaul.

- Genoa sock.
- Main sail bag – 2017.

SAFETY EQUIPMENT

- 1 x Horseshoe buoys with light.

Fire-Fighting Equipment:

- 2 x Fire extinguishers.
- Fire blankets.

BERTHON

INTERNATIONAL YACHT BROKERS

Berthon Sales Group HQ

Bath Road
Lymington
Hampshire
SO41 3YL
England

+44 (0)1590 679 222
brokers@berthon.co.uk
berthoninternational.com

On-site at Berthon Boatyard & Marina

+44 (0)1590 673 312
enquiries@berthon.co.uk
berthon.co.uk

Berthon Scandinavia

Ängsvägen 12
473 33
Henån
Sweden

+46 304 694 000
brokers@berthonscandinavia.se
berthonscandinavia.com

Berthon Spain (Head Office)

Calle Muelle Viejo - Nave STP
Local 1ºA
07012
Palma de Mallorca
Spain

+34 971 239 698
office@berthonspain.com
berthonspain.com

Berthon Spain (Workshop & Boat Storage)

Carrer de Can Rius 14
Local 1 07610
Palma de Mallorca
Spain

+34 971 415 441
services@berthonspain.com
berthonspain.com

Berthon Spain (Yacht Sales)

Edificio Reina Constanza
Calle Porto Pi 8 - 8B
07015
Palma de Mallorca
Spain

+34 871 044 659
brokers@berthonspain.com
berthoninternational.com

Berthon USA

40 Mary Street
Newport
Rhode Island
02840
USA

+1 401 846 8404
sales@berthonusa.com
berthonusa.com

DISCLAIMER These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.