

Beneteau Swift Trawler 41 (2020-)

Brief Summary

The Swift 41 is the latest addition to the popular Swift Trawler lineup that now encompasses seven different models. The keyword here being "addition!" This is not an existing model that has gotten a few tweaks and a new name, it's an entirely new model. Swift Trawlers are characterized by their semi-displacement hulls and all of the models can go over 20 knots.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

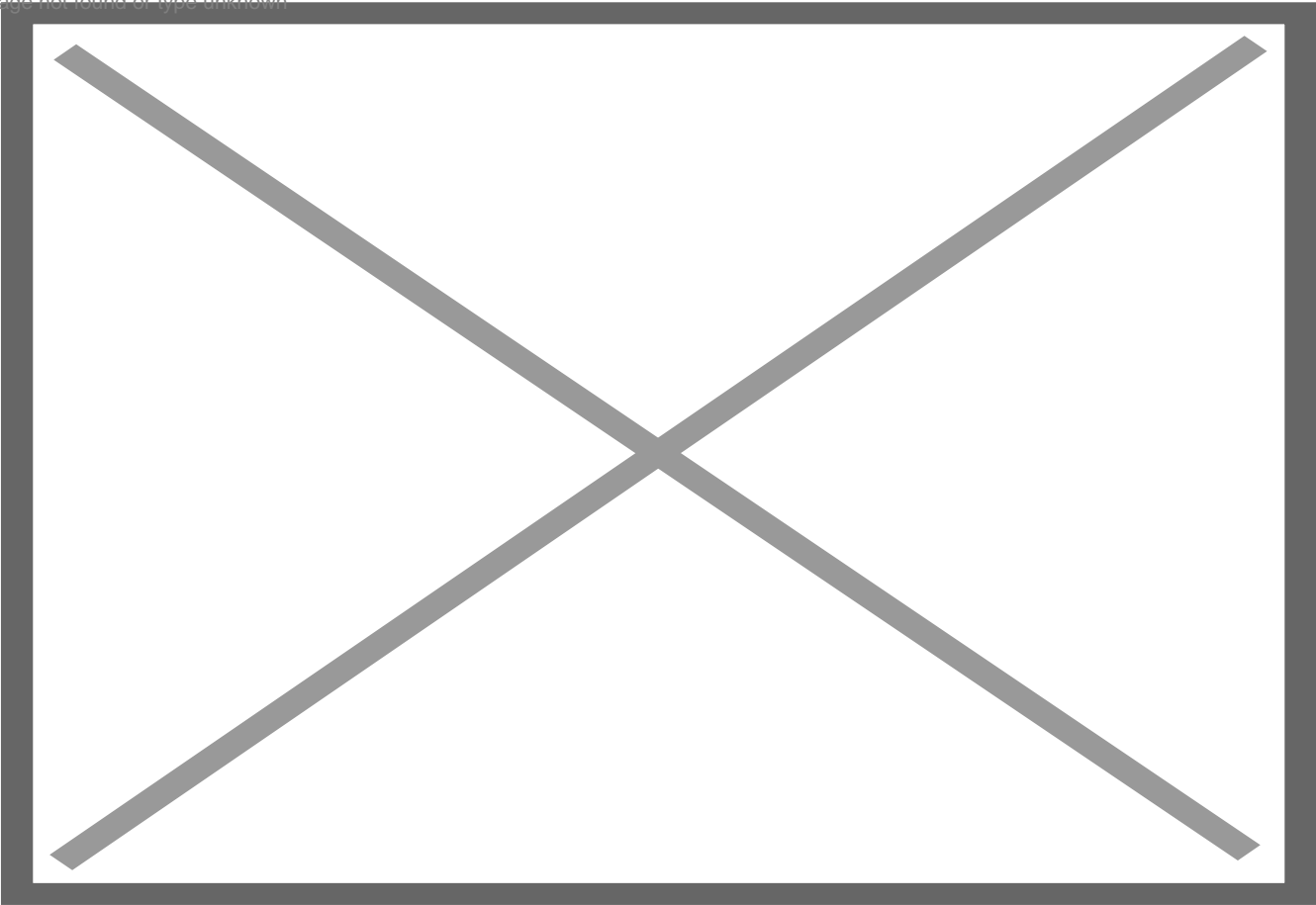
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.6	4	0.6	7.6	6.6	2109	1833.8	64
1000	6.1	5.3	1.2	5	4.4	1402	1219.2	65
1250	8.2	7.1	2.1	4	3.5	1112	967.3	67
1500	8.6	7.4	3.2	2.7	2.4	755	656.4	68
1750	9.8	8.5	5	2	1.7	545	474	69
2000	11.1	9.6	7.8	1.4	1.2	394	342.6	70
2200	11.5	10	10.6	1.1	0.9	302	262.4	74
2400	13.3	11.5	12.8	1	0.9	288	250.3	73
2600	15.6	13.5	15.6	1	0.9	278	241.8	74

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2800	18.8	16.3	17.7	1.1	0.9	296	257.6	75
3000	20.7	18	21	1	0.9	273	237.8	76
3200	23.5	20.4	24	1	0.9	272	236.8	77
3400	26	22.6	27	1	0.8	267	232.4	78
3500	28.1	24.4	31	0.9	0.8	252	218.8	79

[View the test results in metric units](#)

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Specifications

Length Overall	44'1" 13.43 m
BEAM	13'9" 4.20 m
Dry Weight	
Tested Weight	27,112 lbs. 12,297.79 kg
Draft	3'9" 1.15 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	19'1" 5.81 m
Weight Capacity	
Person Capacity	
Fuel Capacity	309 gal. 1,169.69 L
Water Capacity	106 gal. 401.25 L
Length on Trailer	
Height on Trailer	

Trailer Weight	
Total Weight	27,112 lbs. 12,297.79 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

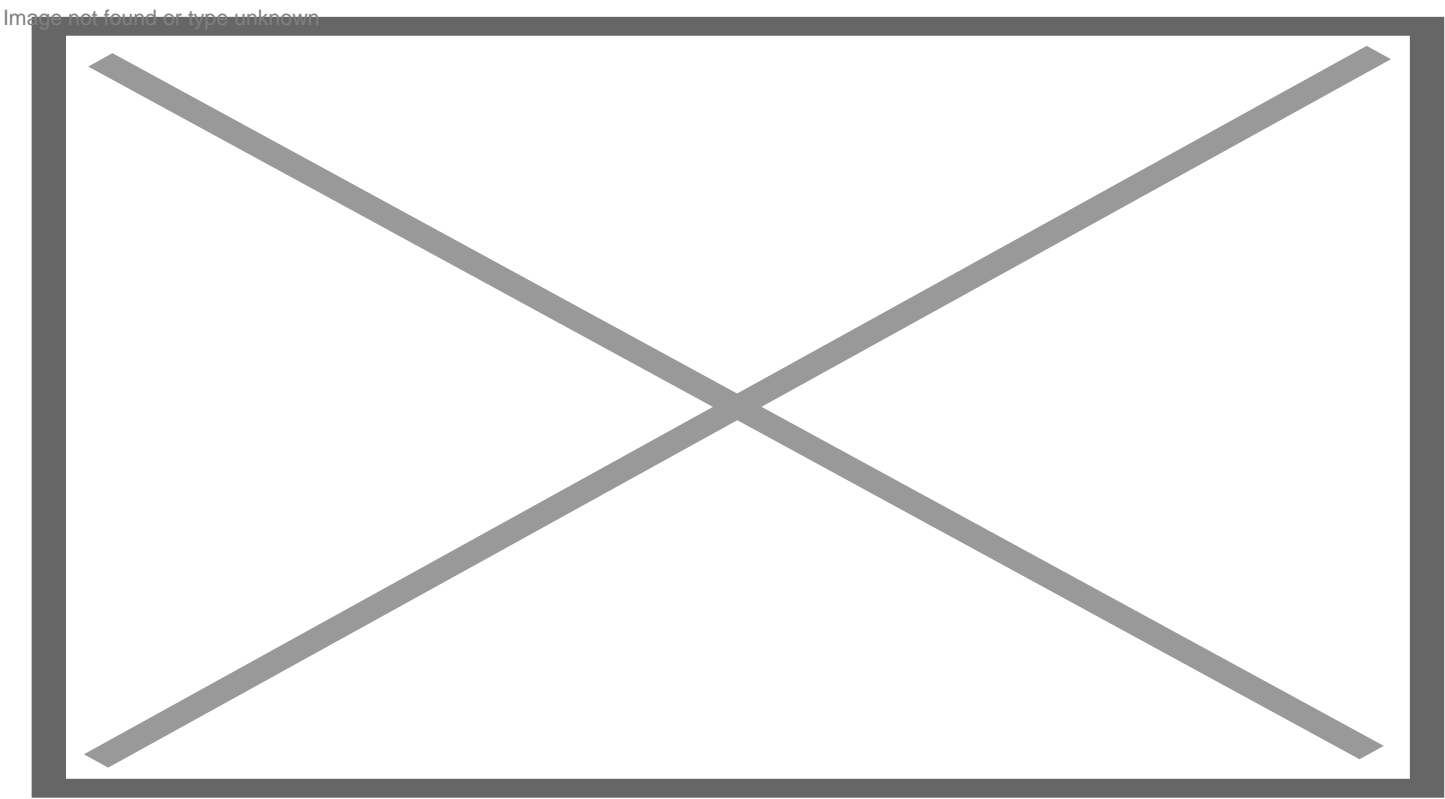
Acceleration Times & Conditions

Time to Plane	8.1 sec.
0 to 20	
Ratio	

Props	
Load	3 persons, 1/3 fuel, 50 lbs. of gear
Climate	79 deg., 95 humid., wind: 5-10 mph, seas: calm

BENETEAU Swift Trawler 41: The company gives birth to a new addition to the lineup.

By Capt. Steve Larivee



The Swift 41 is an all-new addition to the lineup and includes a lot of firsts.

This latest iteration of the Swift lineup also comes with a number of firsts. Most notably, the Swift 41 is the first of the line with an aft galley. She also comes with three staterooms, which is a bit remarkable considering the smallest model to come with three staterooms was previously 45' (13.72 m) in length, so the decision process would have started with the Swift 47 or Swift 50. The third stateroom on this boat will always be present, but there's the choice of making it a stateroom, repurposing it for storage, or even office

space. It's also the first with a dedicated U-shaped dining area that really opens it up to gatherings on the main deck.

That last feature of the main deck dining area represents some smart thinking on the part of BENETEAU. This model is also available in a sedan version, and that means that this improved main deck social zone takes on a whole new meaning and significance. There's also a host of options with a sedan version to consider for the top of the hardtop. Options such as solar panels, a skylight, kayak or board racks.

The only other model to be offered as a sedan was the Swift 34. However, with over 400 of that model sold, only four were ordered in the sedan version. This was probably due to the fact that there was no real gathering area near the helm. Now that has changed with this new 41, so it will be interesting to see if the sedan version has more appeal, particularly to those needing more bridge clearance in their travels.

Cockpit

Let's begin our tour of the 41 in the cockpit. At first, it seems a tad Spartan. There's L-seating to port and across the stern. The teak deck is a 6" (15.24 cm) step down from the sliding glass doors to the interior. A ladder is to starboard that leads to the flying bridge.

It's a simple matter to increase the useable space, however. Simply lift two barrel-style latches at the base of the aft seating and then it can slide back a full 16" (40.64 cm), significantly adding to the usable space. Increase it even more by removing two thumbscrews at the base of the ladder to the flying bridge, and then it too can be slid ahead and out of the way. Now the space is wide open to accommodate more guests, a removable table, and even deck chairs. Storage is under the seats, including storage for the propane bottle that feeds the galley appliances.

The entire aft deck is protected by the extended flying bridge deck 7'1" (2.16 m) off the main deck. It includes a grab handle and LED lights. Additionally, there's a recess around the perimeter that will accommodate roll-up curtains, giving the area a much cleaner look when those are not deployed.

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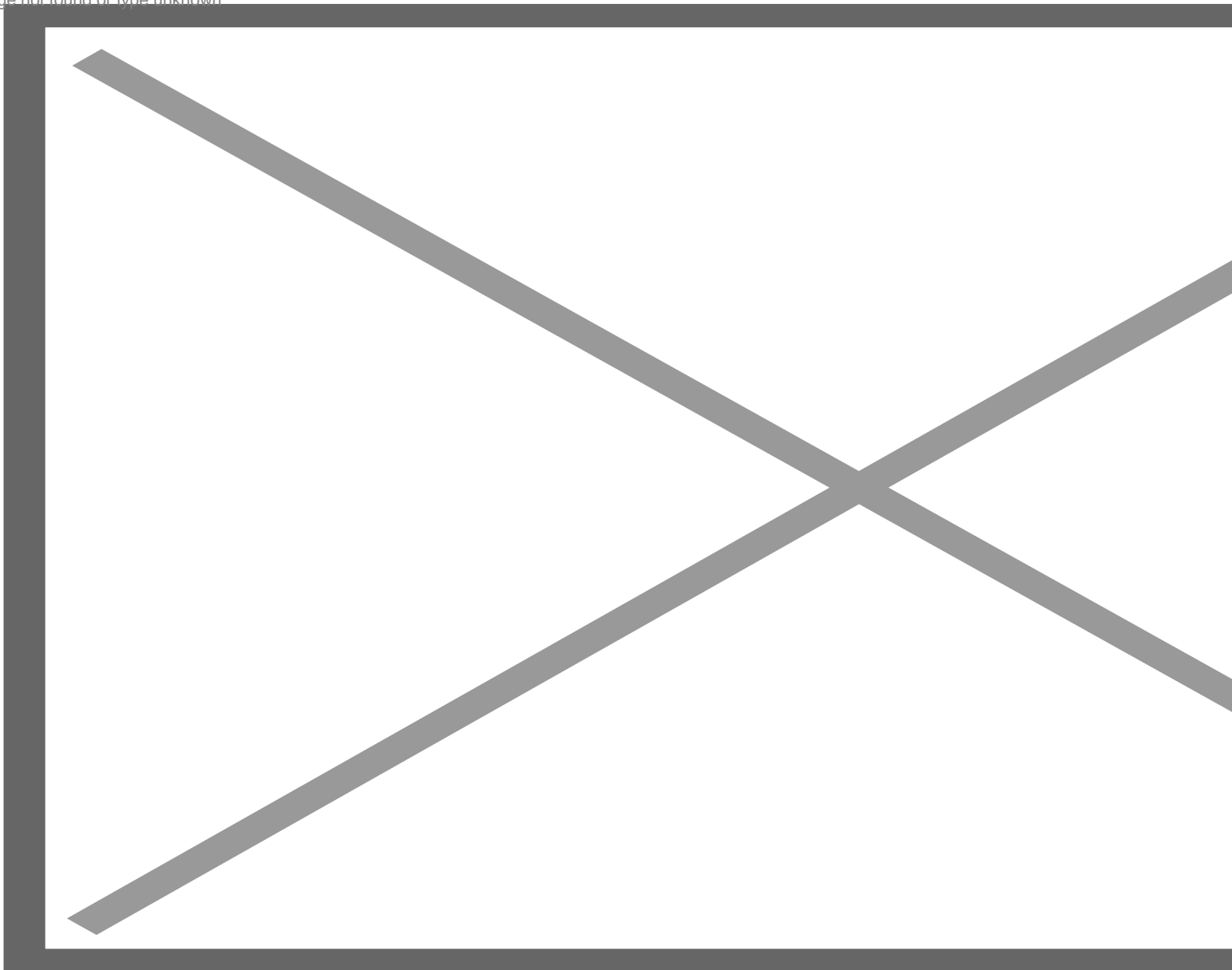
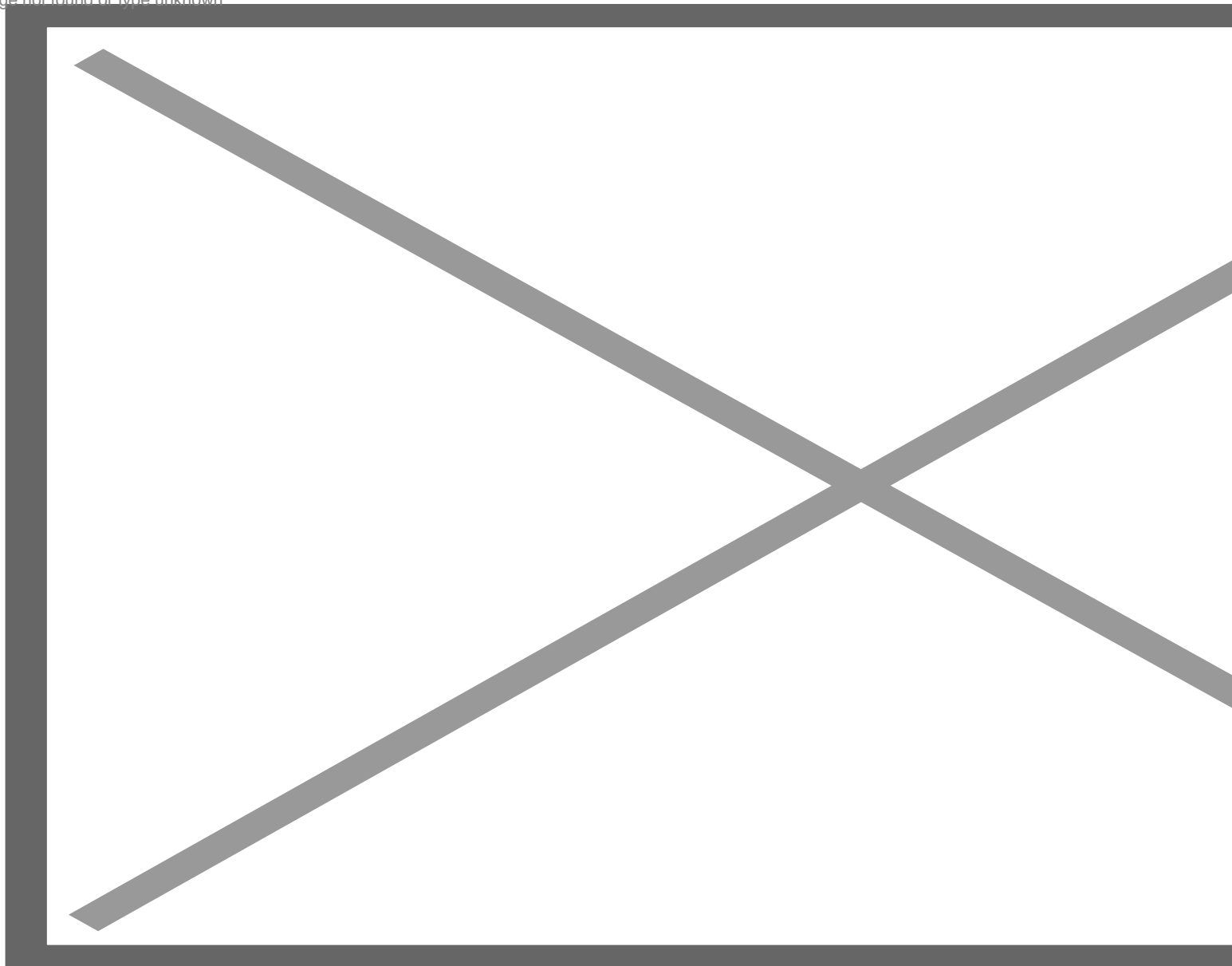
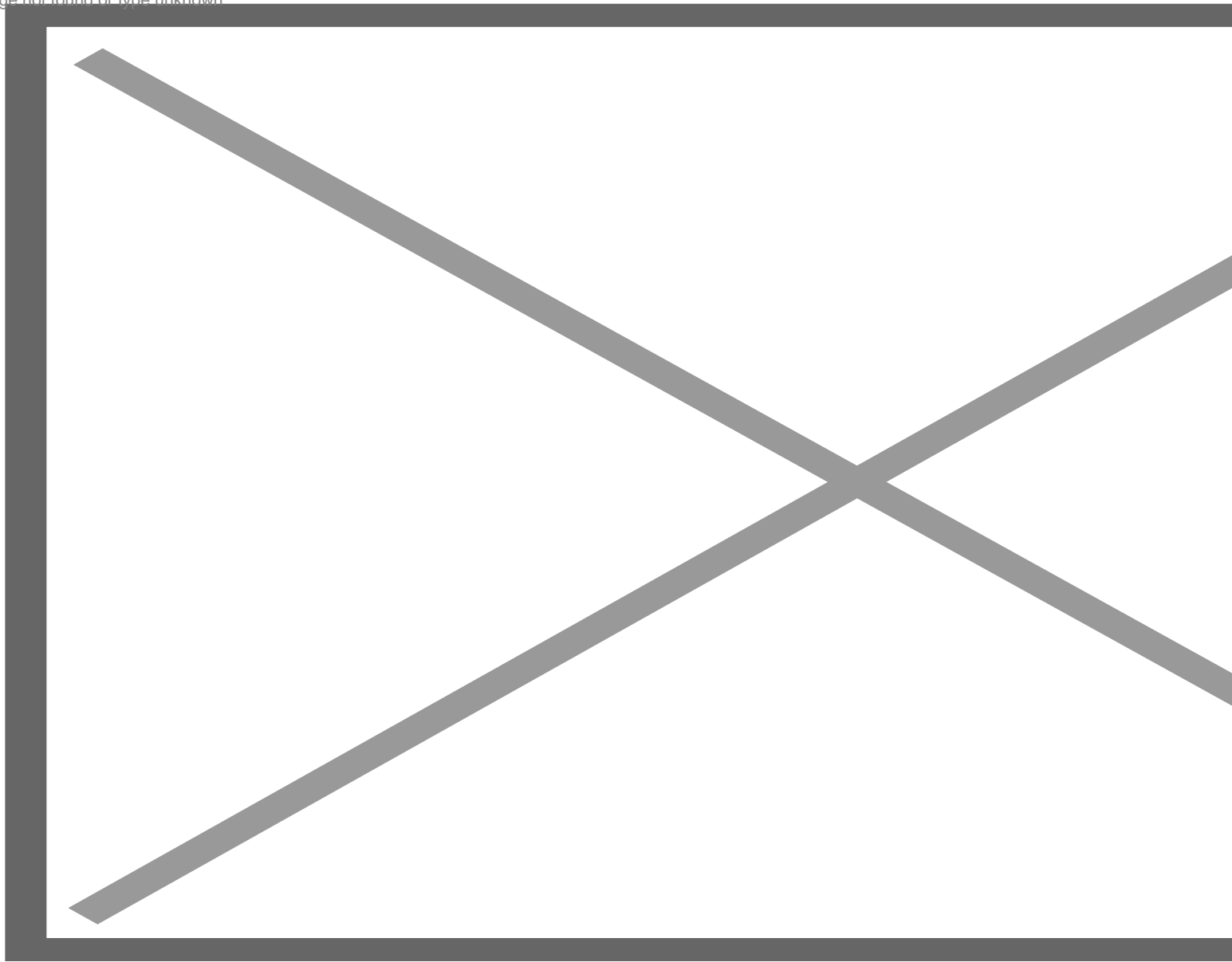


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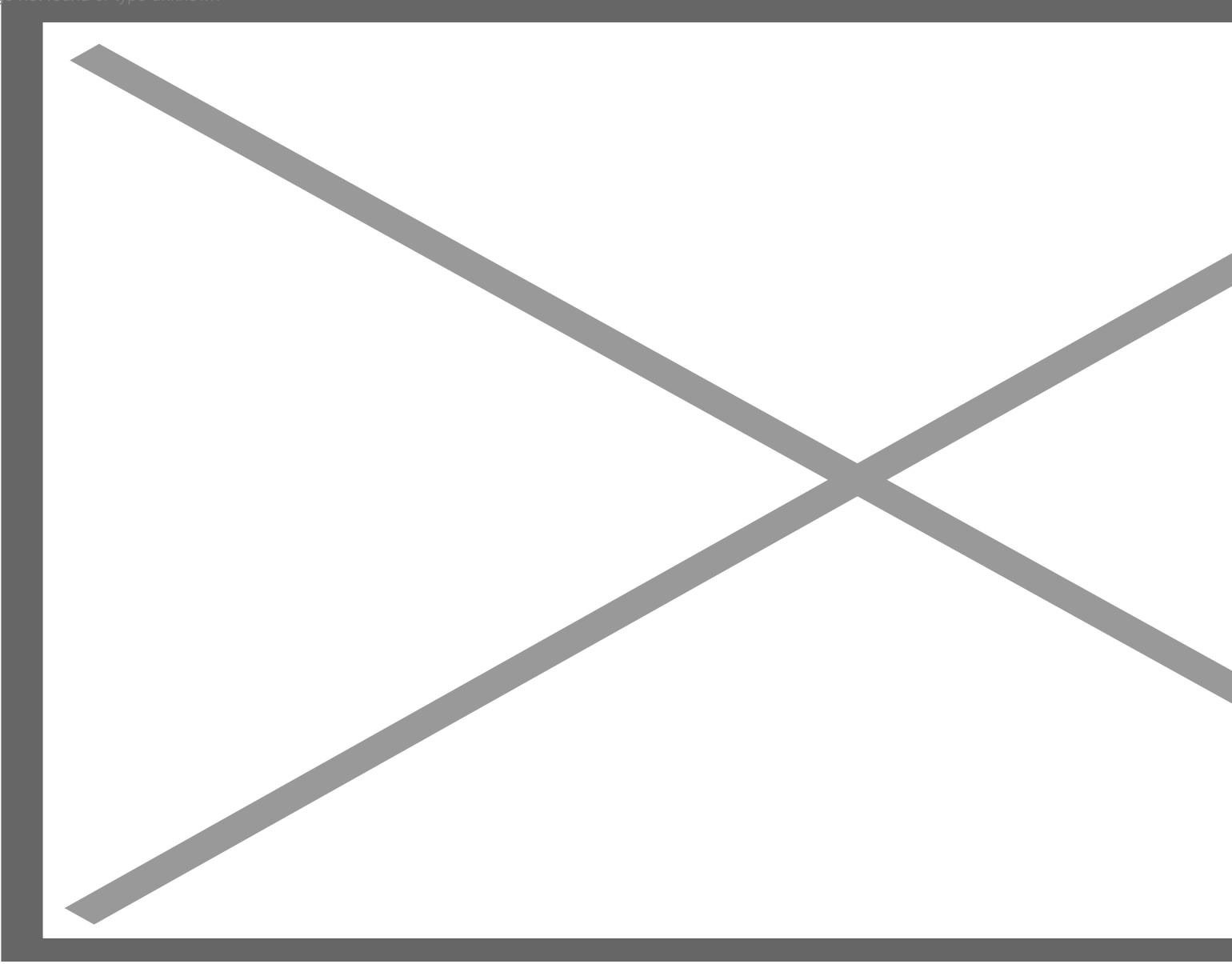
With a sliding aft seat, we can increase the available space in the cockpit significantly. Time to load the dinghy? Just slide it back forward.

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The ladder to the flying bridge also slides forward and out of the way when not in use, providing even more space to the aft deck.

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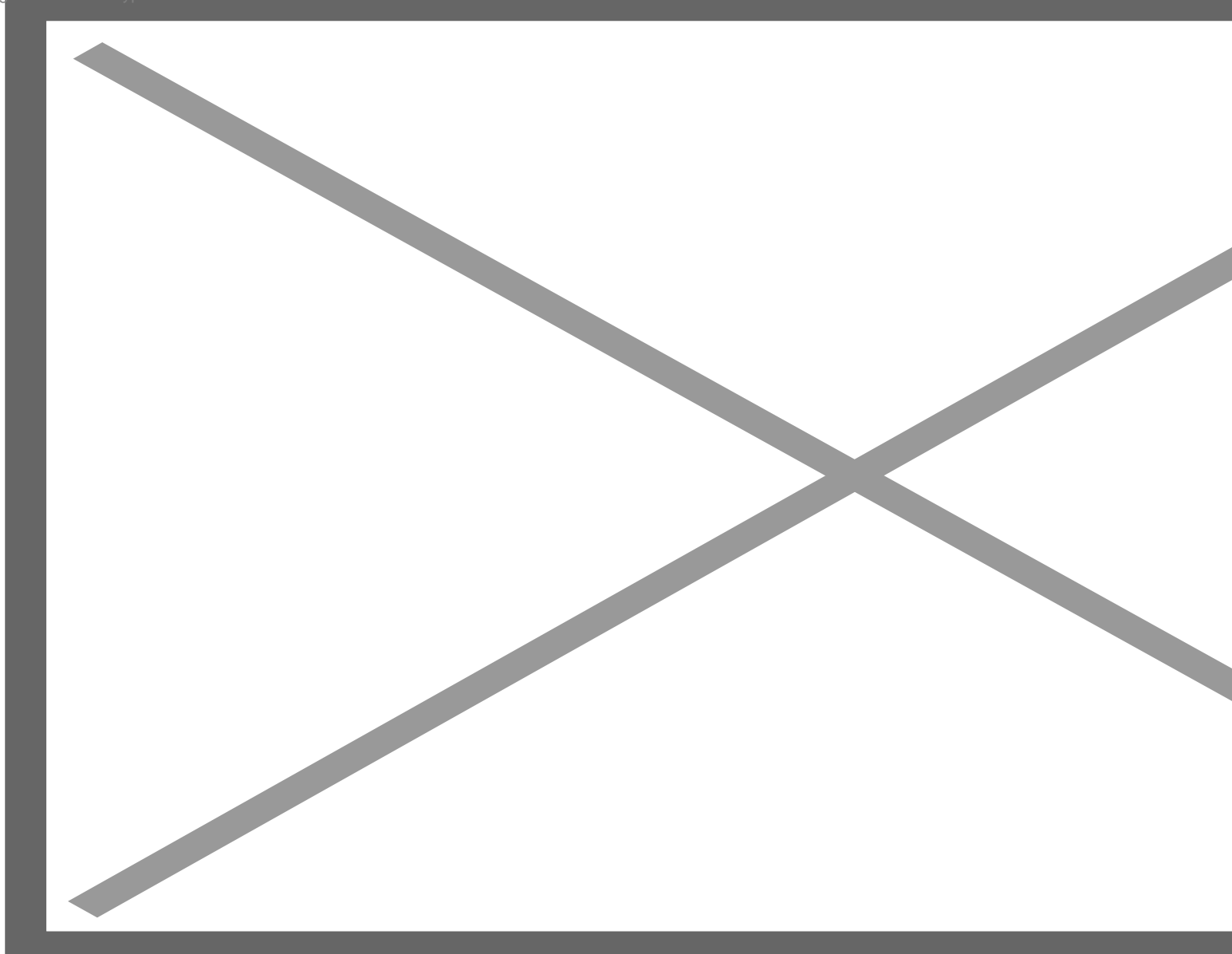
This recessed area is used to stow the roll-up curtains so they are not hanging down when not deployed.

Platform

The swim platform is accessed from a pair of stainless-steel framed acrylic gates to starboard. It's actually molded into the hull so there's a lot of heft to it. If a tender or PWC is in the plans, it's well suited to the task, but a launching mechanism of sorts will be required. There are plenty of aftermarket options, including davits, that can easily be accommodated. Swift also includes a lift system in the options list. With the cockpit seating slid forward, there's a full 3'8" (1.12 m) of available storage space.

The teak decking is all on a single level, from the cockpit aft, so no stub hazards. To starboard, there's a robust swim ladder under a concealed hatch, and when deployed, there are large grab handles to ease reboarding. A freshwater shower is just alongside the gate to the aft deck.

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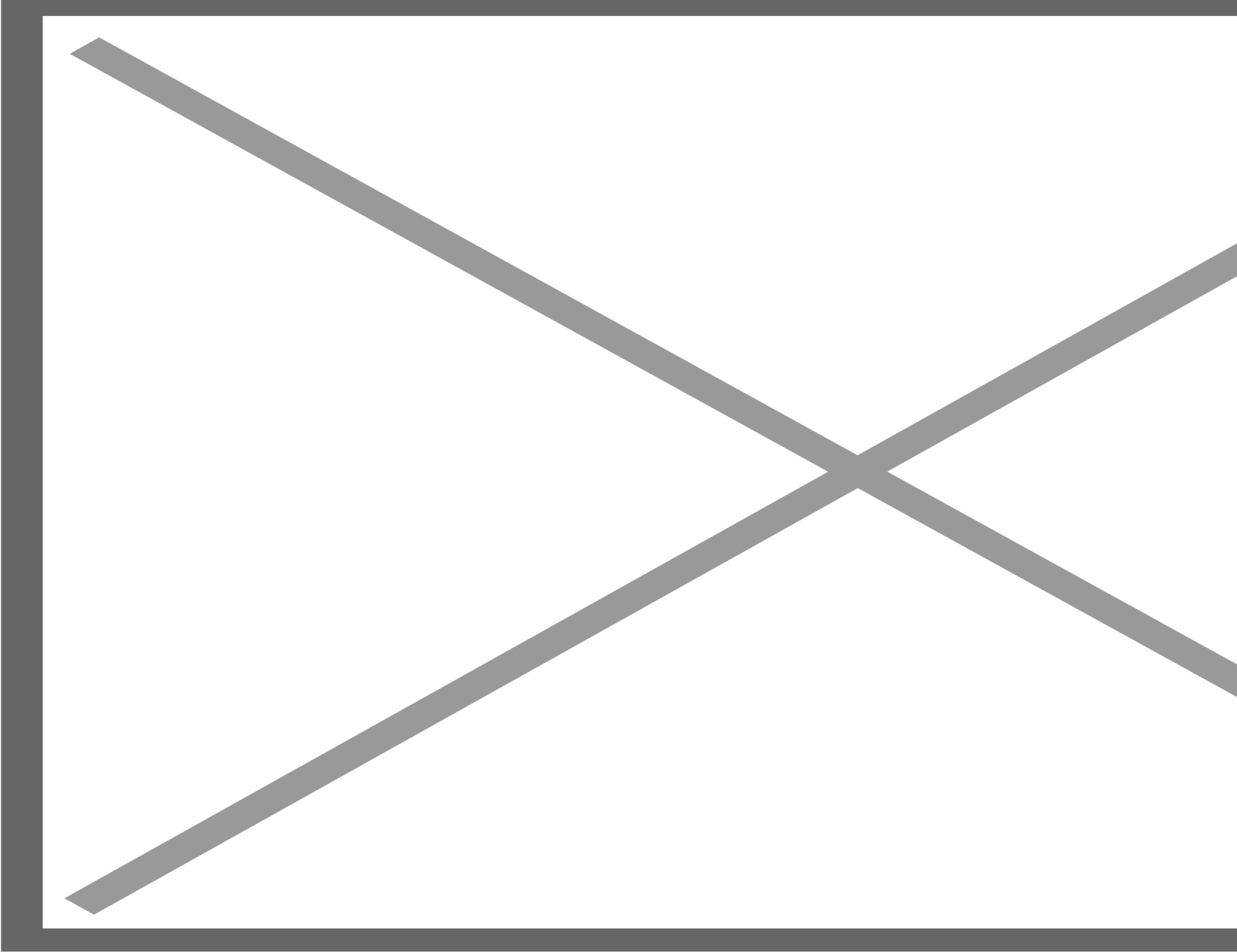
Notice the heavy-duty grab rails on this reboarding ladder. The teak treads are easy on bare feet.

Bow

There are two side decks and the Swift 41 has an asymmetrical layout. So the port side deck has a 16" (40.64 cm) average width and is accessed up two steps, while the starboard side has a flush deck and a 19"

(48.26 cm) average width. The starboard side also has 28" (71.12 cm) high bulwarks and an acrylic door can be closed off to add protection to the aft deck. Overhead protection comes out 23" (58.42 cm). A midship cleat is mounted atop the caprail. There's a boarding gate across from the helm side door and three 9" (22.86 cm) steps allow access to the bow area.

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We can board from the swim platform or this starboard side boarding gate.

At the bow, side rails that top out at 30" (76.20 cm) and mount to a 7" (17.78 cm) toerail provide the needed protection. A sunpad is mounted atop the trunk cabin that measures 68" (172.72 cm) x 81" (205.74 cm). It includes headrests that are in a fixed position and, as usual, we'd like to see them adjustable into chaise

lounge positions.

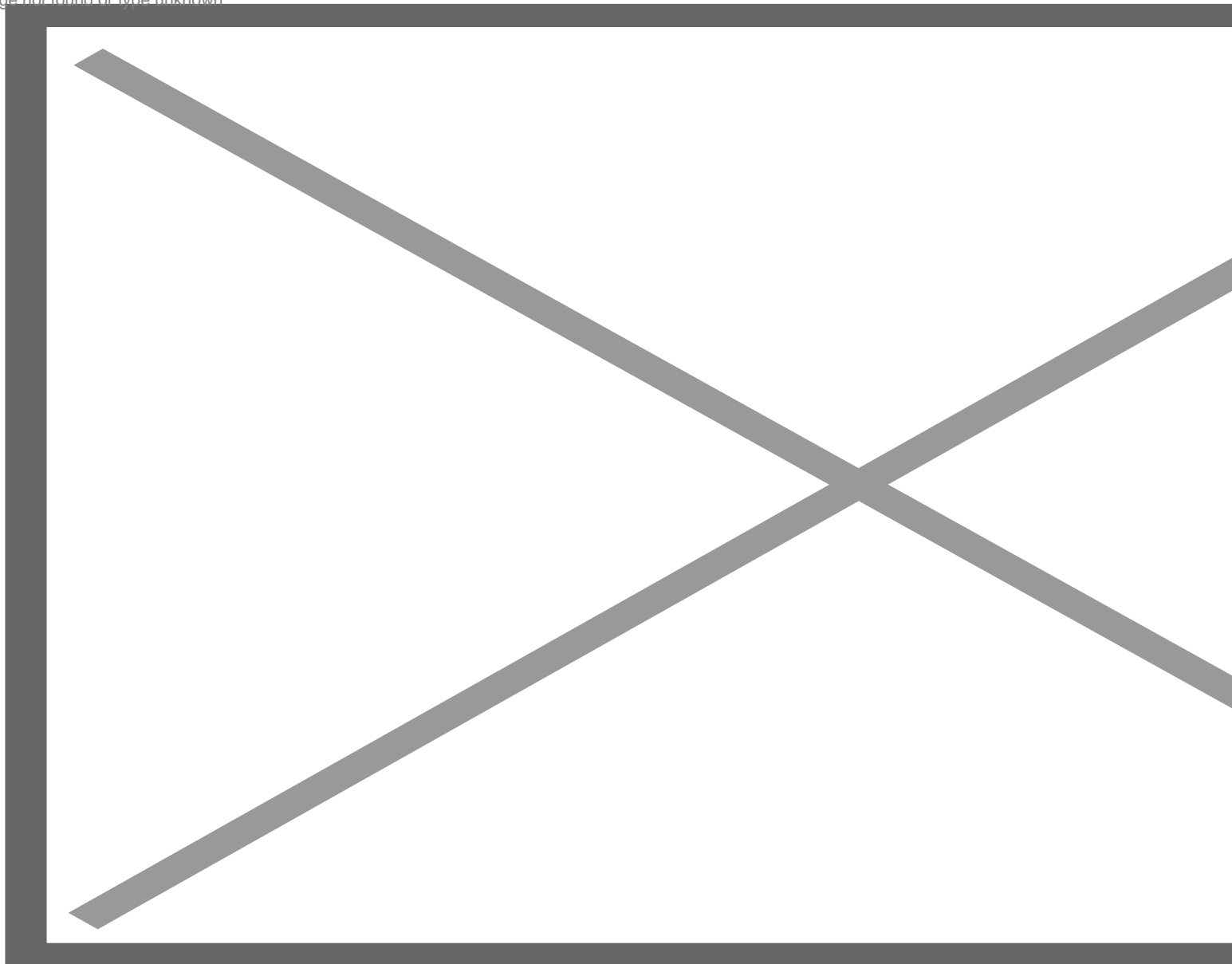
Fully forward, the ground tackle consists of two 12" (30.48 cm) cleats flanking the anchor roller that is recessed between sections of toerail. A Lewmar windlass will provide the heavy lifting. Hatches to the sides allow access to the storage/rode locker compartments, where we find 100' (30.48 m) of chain and 150' (45.72 m) of rope.

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A Lewmar windlass is flanked by two access hatches to the rode locker.

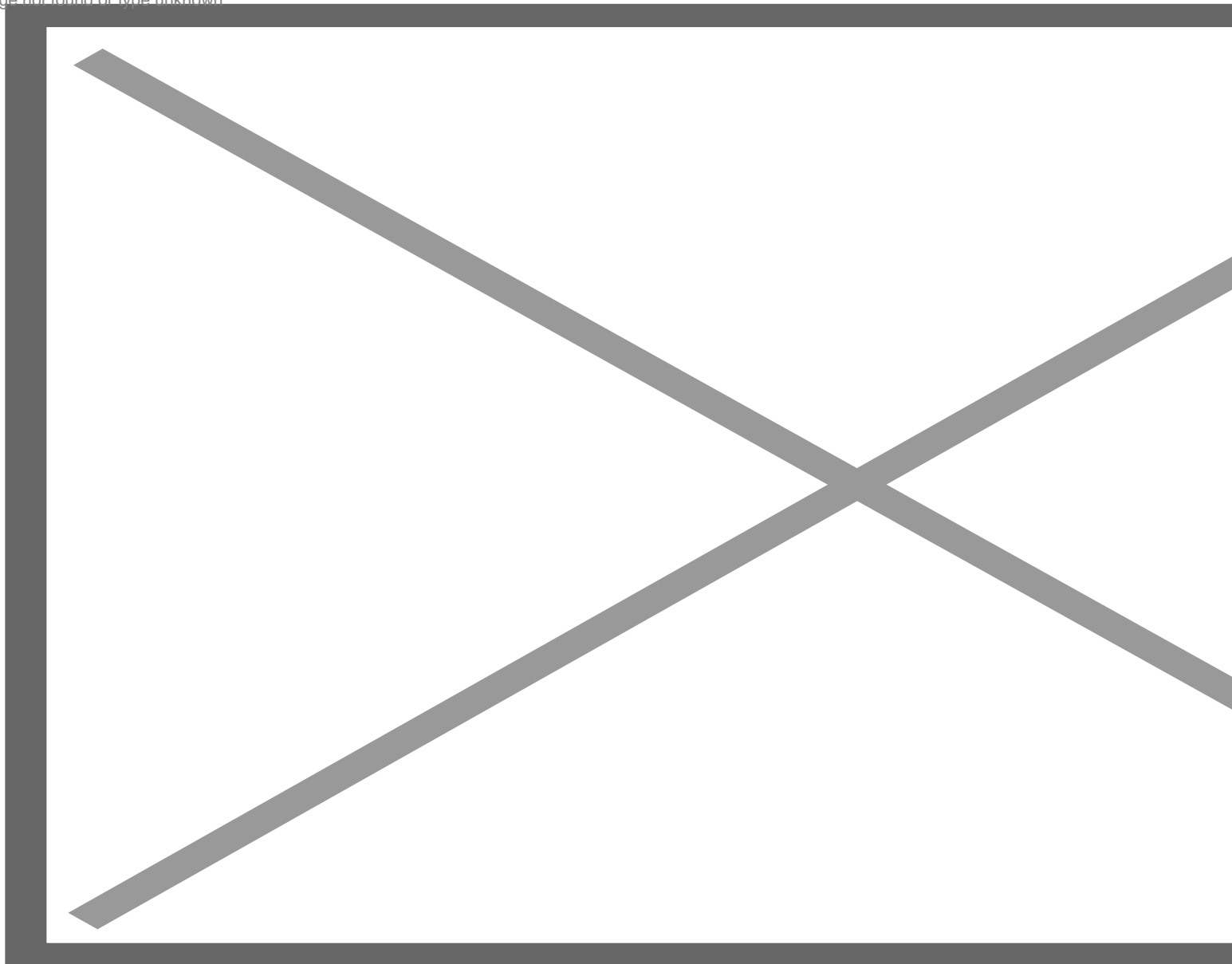
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The rails are a split design that allows for bow-in boarding, and a teak step is protected by a cable and snap-shackle.

Flying Bridge

The flying bridge is expansive on the 41, taking up almost 2/3 of the boat's length. The main gatherings will take place ahead of the entry. An L-shaped settee is to starboard, and it wraps around a pedestal table. Across is an aft-facing chaise lounge and the table expands to reach all the way over to this side, so full dining capability is a non-issue. Both of the forward seatbacks are reversible so these seats can also be forward-facing to flank the center-mounted helm seat. Overhead, a Bimini top includes LED light strips.



The flying bridge is sure to be one of the most popular gathering areas on the 41.

The aft section of the flying bridge is a 45.56-sq.-ft. (4.23-sq.-m.) open deck waiting to be populated with deck chairs. Surrounding rails are 34" (86.36 cm) high. Ahead and to port is a grilling station with an electric grill, sink, refrigerator, and trash receptacle.

Galley

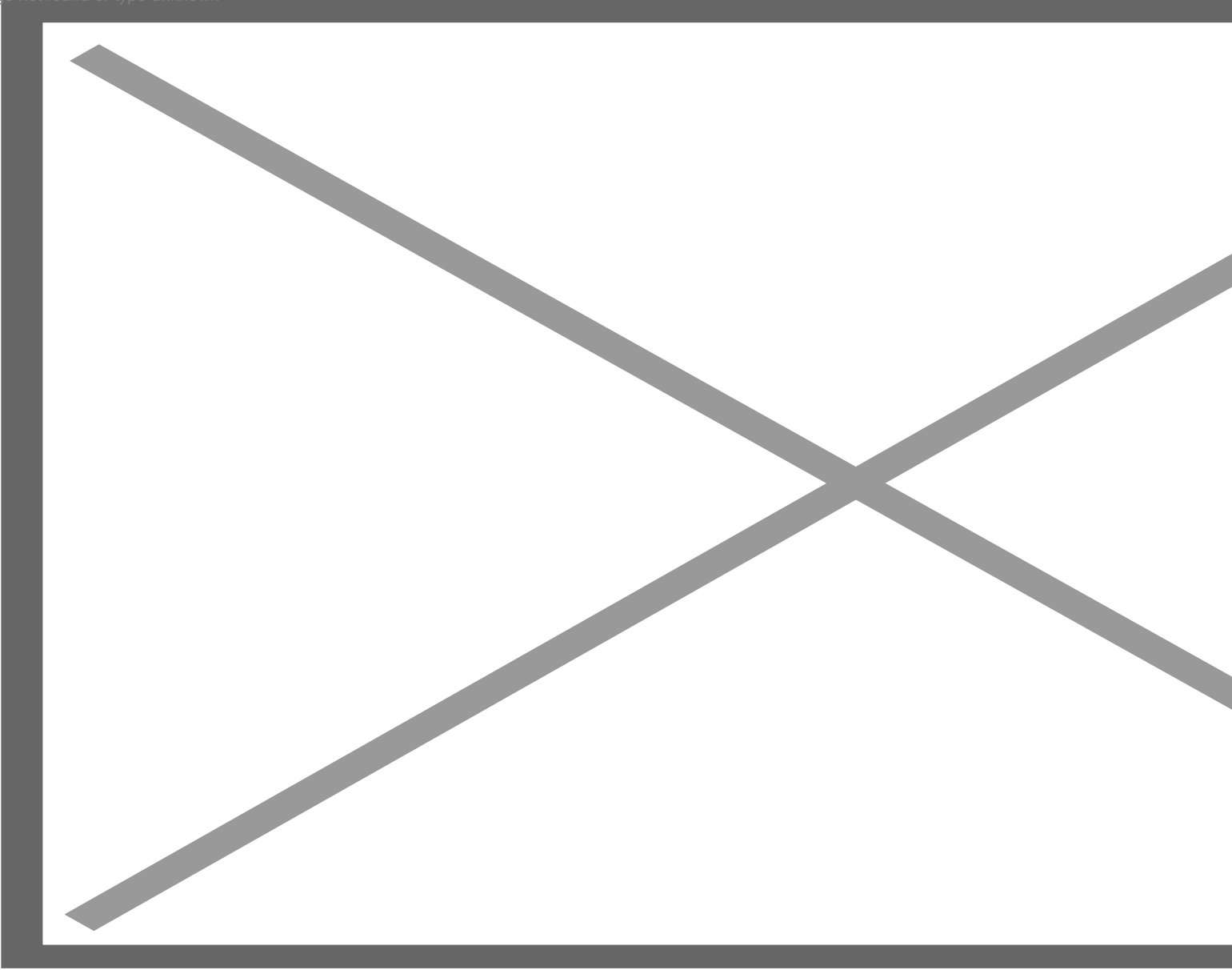
As we move inside, there's an airy feel to the 41 that makes it feel much larger than it actually is. Some builders use subtle tricks such as mirrors in key areas to get that feel, but in the case of the 41, it's the huge

windows and roomy layout. There's no squeezing by anything to get from one spot to another. It's so well-lit that the inside really blends with the outside.

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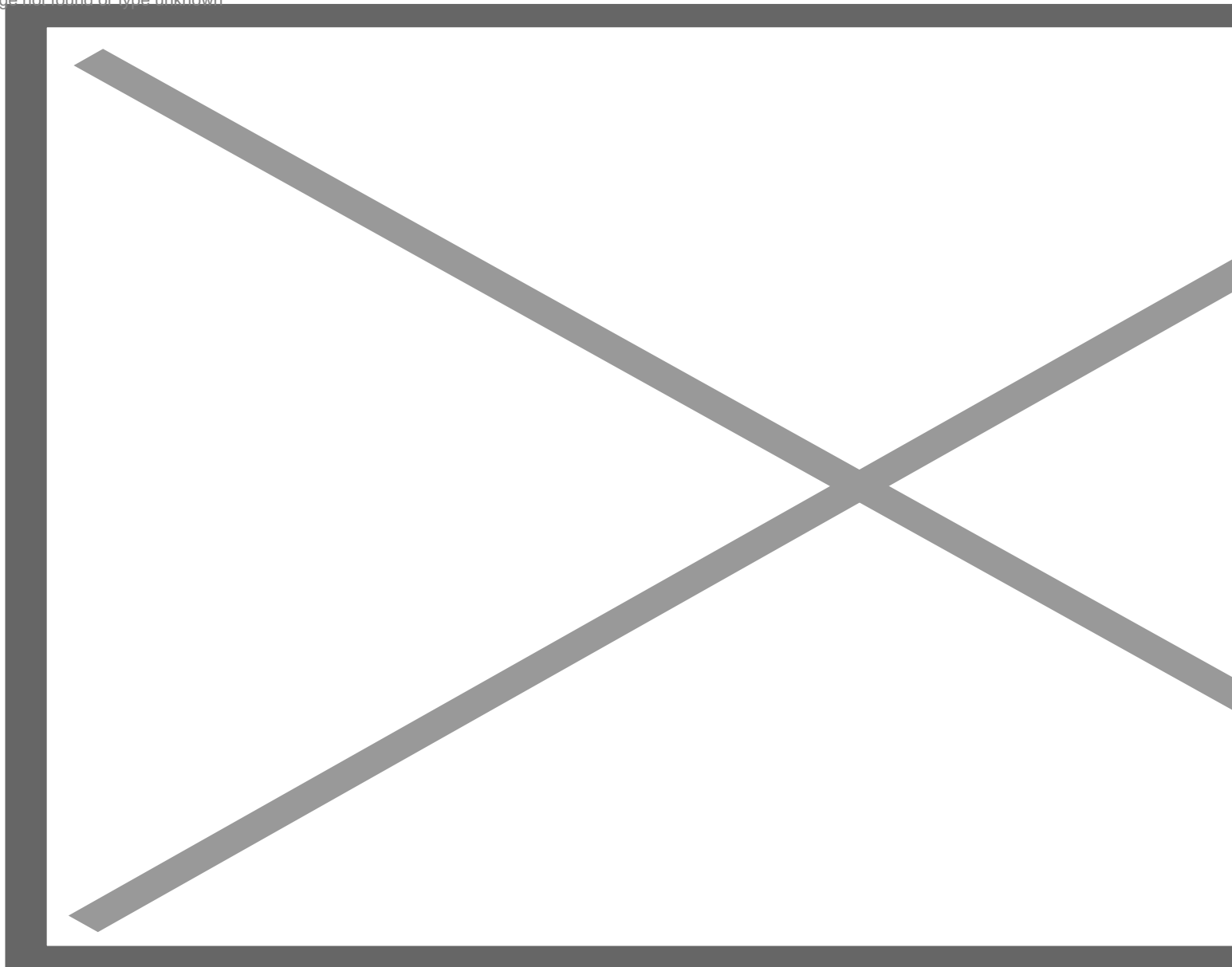
Sliding glass doors just ahead of the cockpit open 5' (1.52 m) wide, but due to the galley counter, the usable space is 2'11" (.89 m).



A 6” (15.24 cm) step is all that separates the interior from the aft deck on the 41.

The aft galley is U-shaped, and Corian counters are highlighted and include raised edges. A covered double-basin sink is forward. In the left forward corner is a hatch held open by gas-struts. Inside is a dish drying area with sorters inside. To port is a three-burner propane stove with an oven below. These can be optioned out for electric versions, and in that case, the oven will be replaced by a microwave. Aft is more open serving area, and a cover is over a trash receptacle that can be removed by an access hatch to the aft side. Storage is plentiful and located above and below the counters. Facing the cockpit is a flip counter that can add to the serving area, as well as allow access to the trash receptacle.

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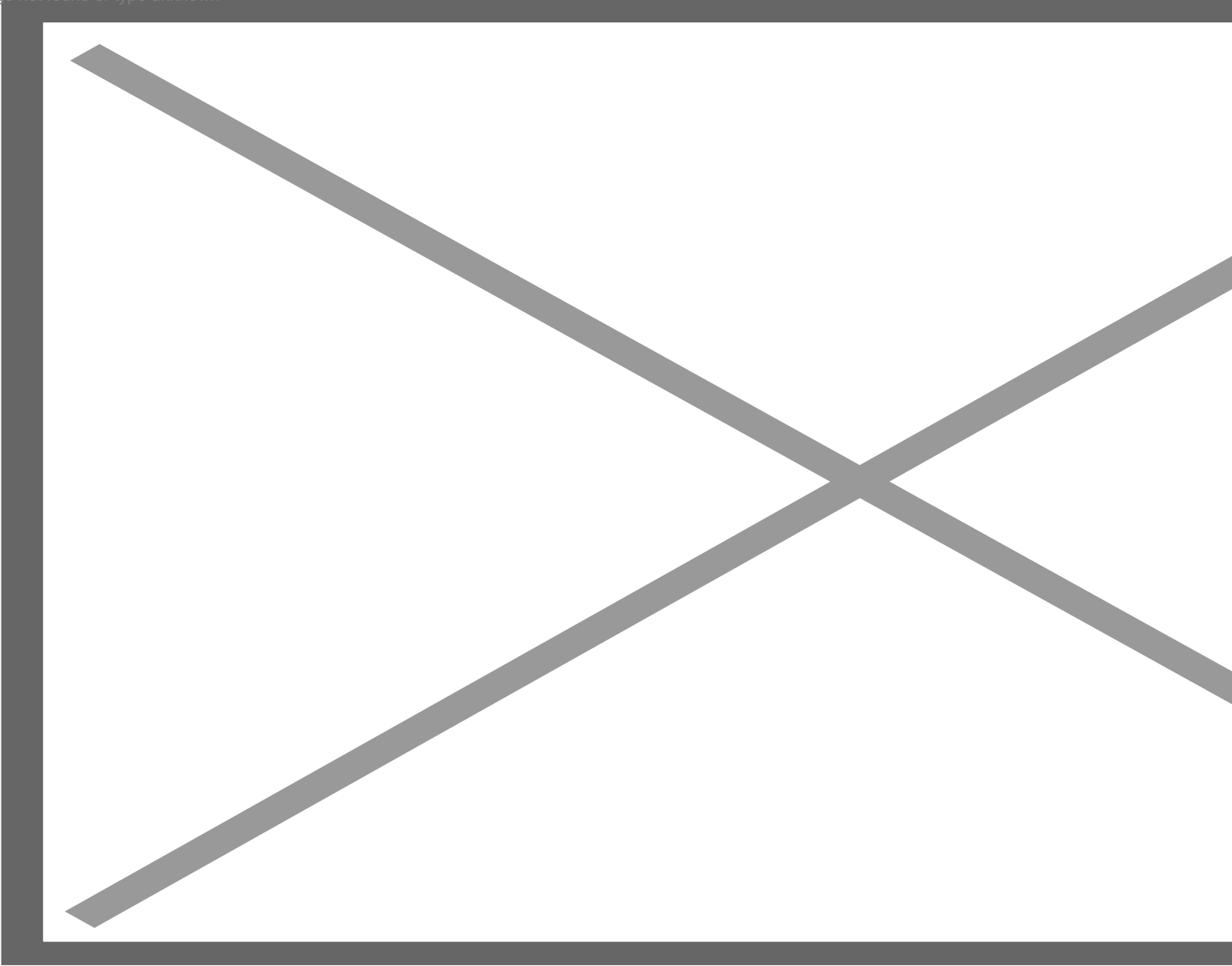
The galley is aft and to port on the Swift 41. With a U-shaped layout, there's plenty of room to maneuver while cooking.

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Serving area to the cockpit is increased by lifting this aft counter. Notice the access to the trash receptacle below.

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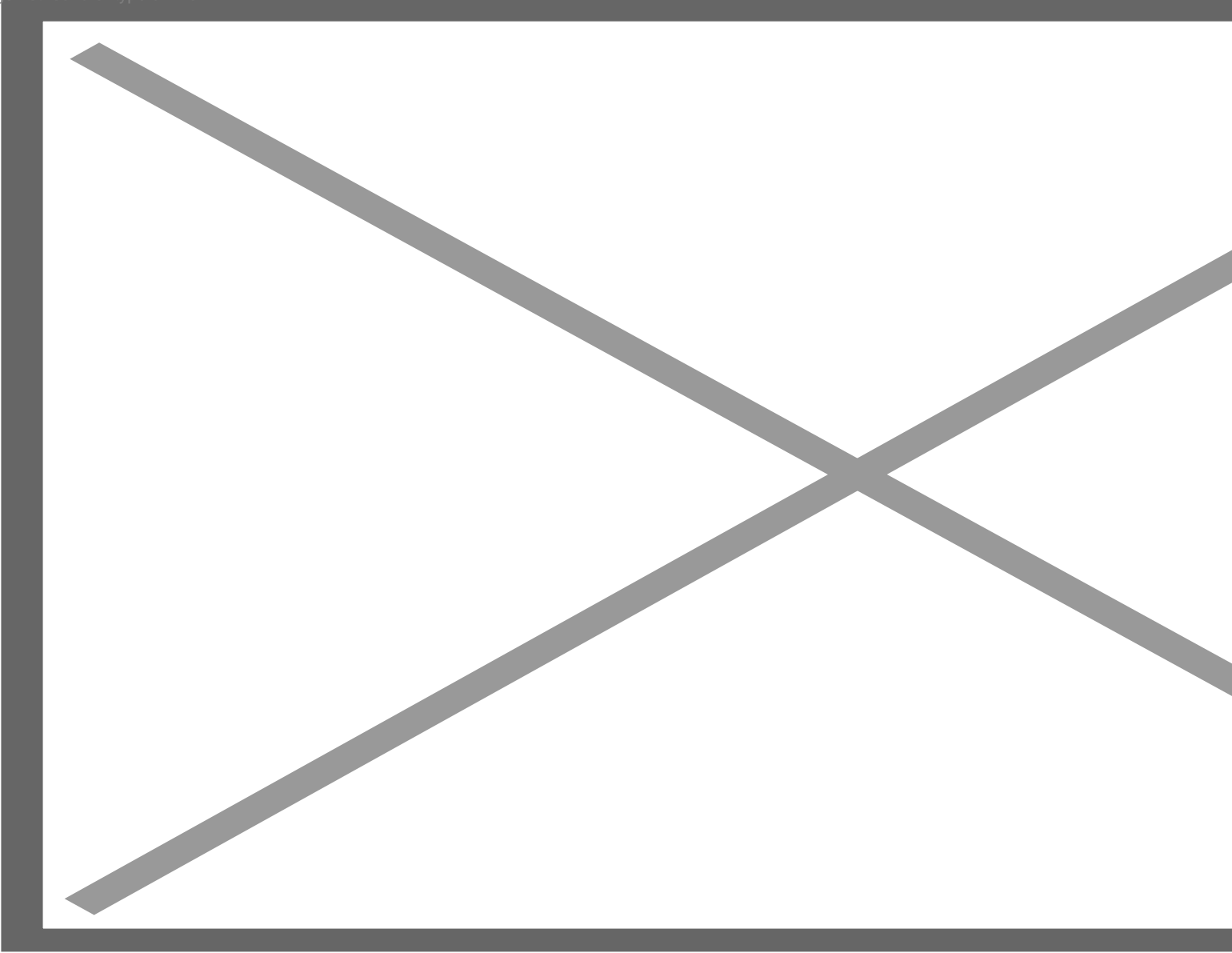
Choose from either this three-burner gas range and oven or an electric range and microwave.

So, missing from this equation is refrigeration, but fear not. It's just across to starboard in cabinetry with nicely finished Alpi wood. The refrigerator/freezer is aft, and just ahead is a cabinet housing storage and an icemaker just under an expansive serving area. Still, more storage is just aft of the fridge, and ahead, against the helm seat.

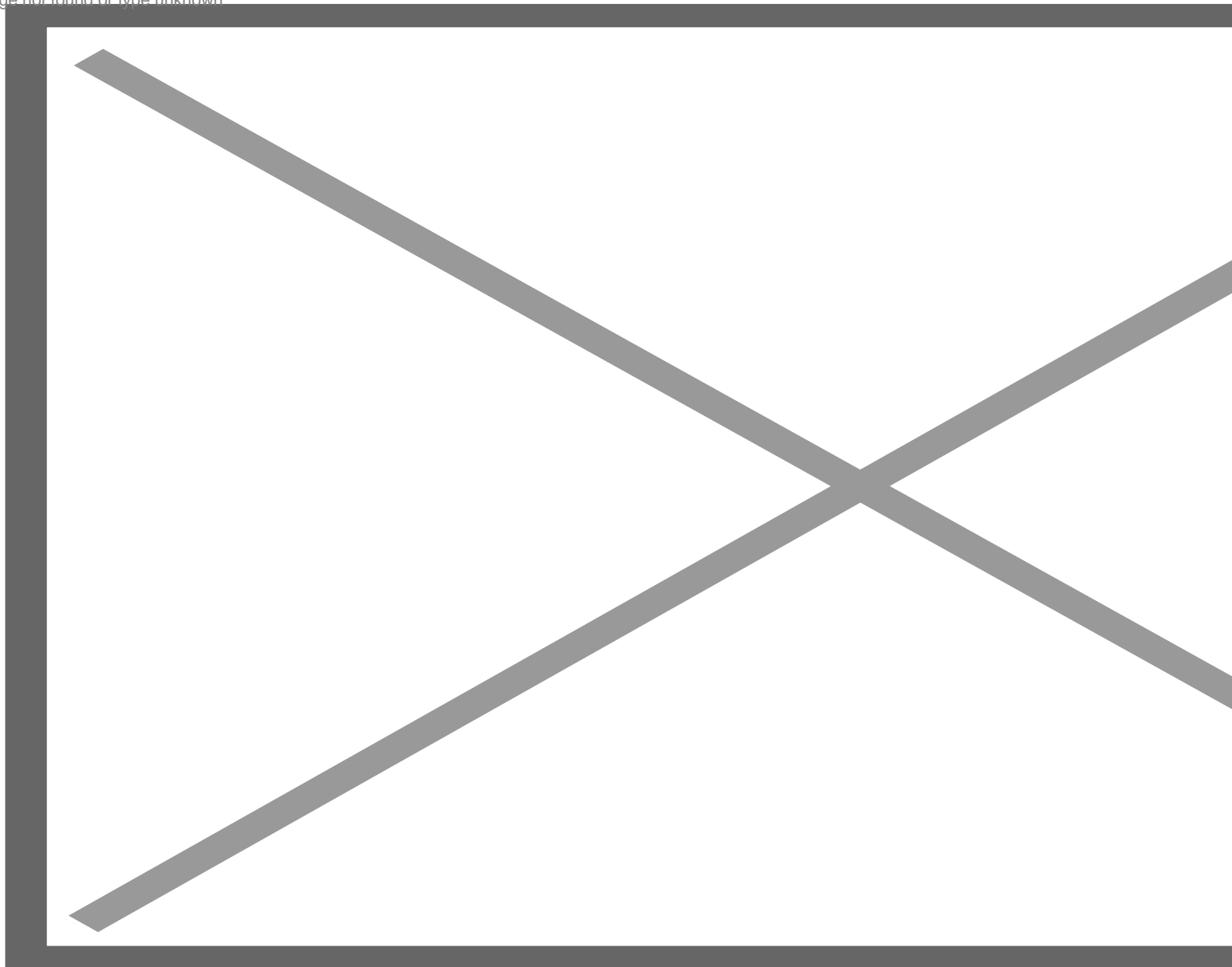
Salon

Just ahead, and up a 5" (12.70 cm) step, is the salon. With the galley aft, BENETEAU was then able to not only have a more dedicated dining area, but the seating is now in close proximity to the helm. In other words, the captain doesn't have to be sequestered and alone when underway anymore. All the guests can join in the voyage. The transition ahead is made safer in a seaway by the overhead grab rails that run from the galley to the forward end of the salon. The overhead is 6'6" (1.98 m) off the deck.

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The salon is open and airy thanks to the huge windows to all sides. Ventilation is from opening port windows and an opening side door to starboard.

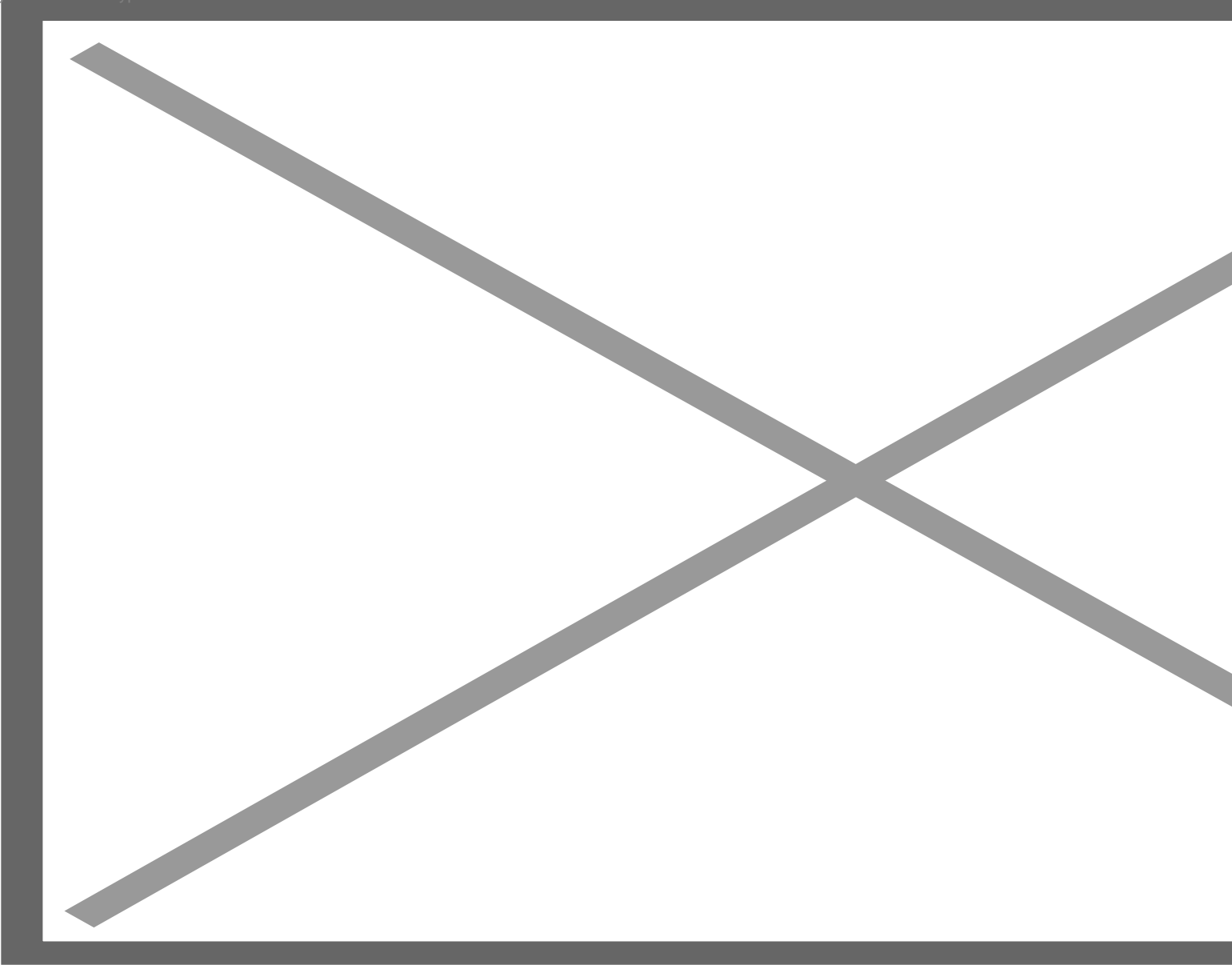


At the entrance to the salon, BENETEAU included a Scheiber Touch Screen to control the vessel's electrical switching and the remote battery switches. This is an excellent design decision as the battery switches are the first thing to touch when entering the vessel and the last thing touched when leaving.

The main gathering area is to port in the form of U-shaped seating on an elevated platform surrounding a satin-finished table on dual pedestals. Large windows to port and starboard add plenty of natural light when combined with the large windshields. For ventilation, the port side windows are opening, and to starboard is a sliding door to the side deck. This large seating area at the table is unique to this model and frankly, it's a

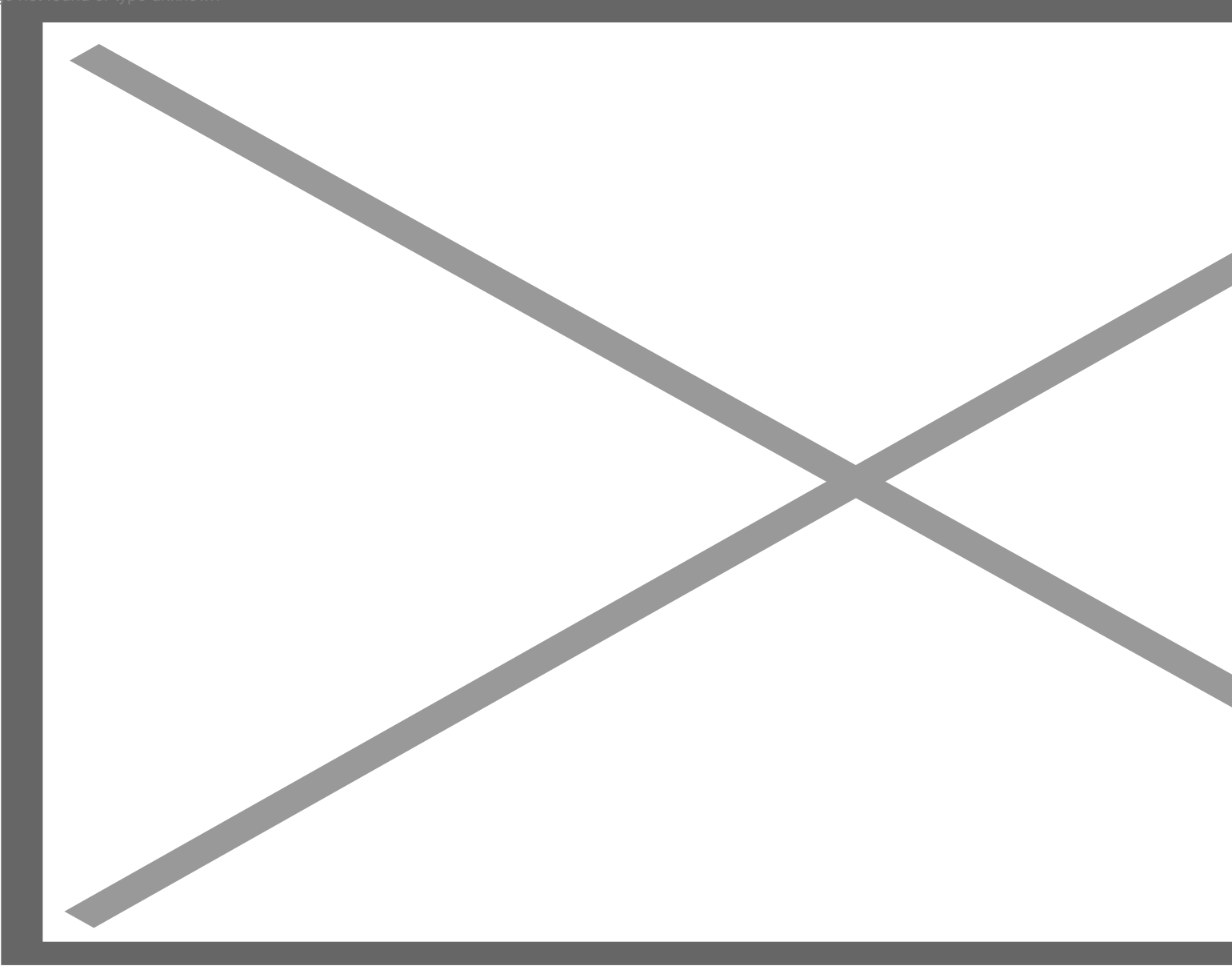
welcome addition.

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The dining area is now a dedicated space to port, and this also keeps the guests in close proximity to the operator at the helm.

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Curtains close off just the berth area so the main deck is still usable.

The area can be converted to an extra berth in a pinch, and two things are different about how BENETEAU chose to do it here. First, the table isn't on a hi/lo pedestal. Those tend to be wobbly and not as strong as a dining table should be, so it's a switch to shorter pedestals and a filler cushion to make the transition. When other manufacturers have a convertible settee, all the windows get curtains to close off the whole main deck, all the way around. Here, BENETEAU just closes off the berth area. Tracks around the entire settee allow the space to be surrounded by privacy while the rest of the space is still usable. In other words, you can still walk from the companionway and out the aft door without interrupting the privacy of whoever may

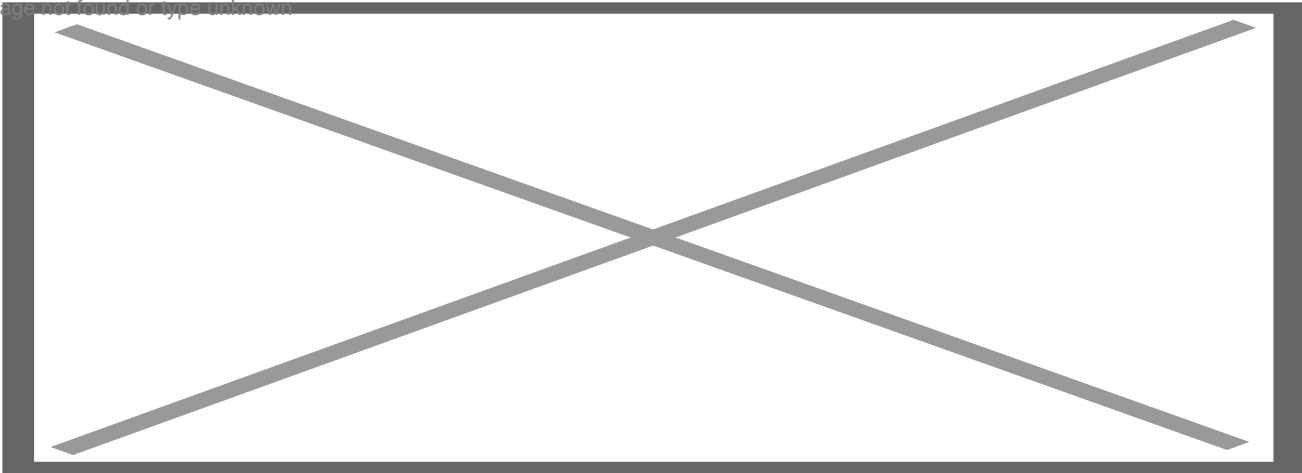
be in the berth. Pretty slick!

As for fit and finish, the decking is a BENETEAU laminate flooring that we've seen before, but here it has an added texture that not only gives it a non-skid feature, it's also easier on the eyes.

Lower Decks

Because the 41 is driven with straight shafts, several decisions have been made. The engines are located in the galley area, and being so far forward, they improve the lateral stability of the vessel. It also means that the larger master is moved forward to the bow. Let's start there.

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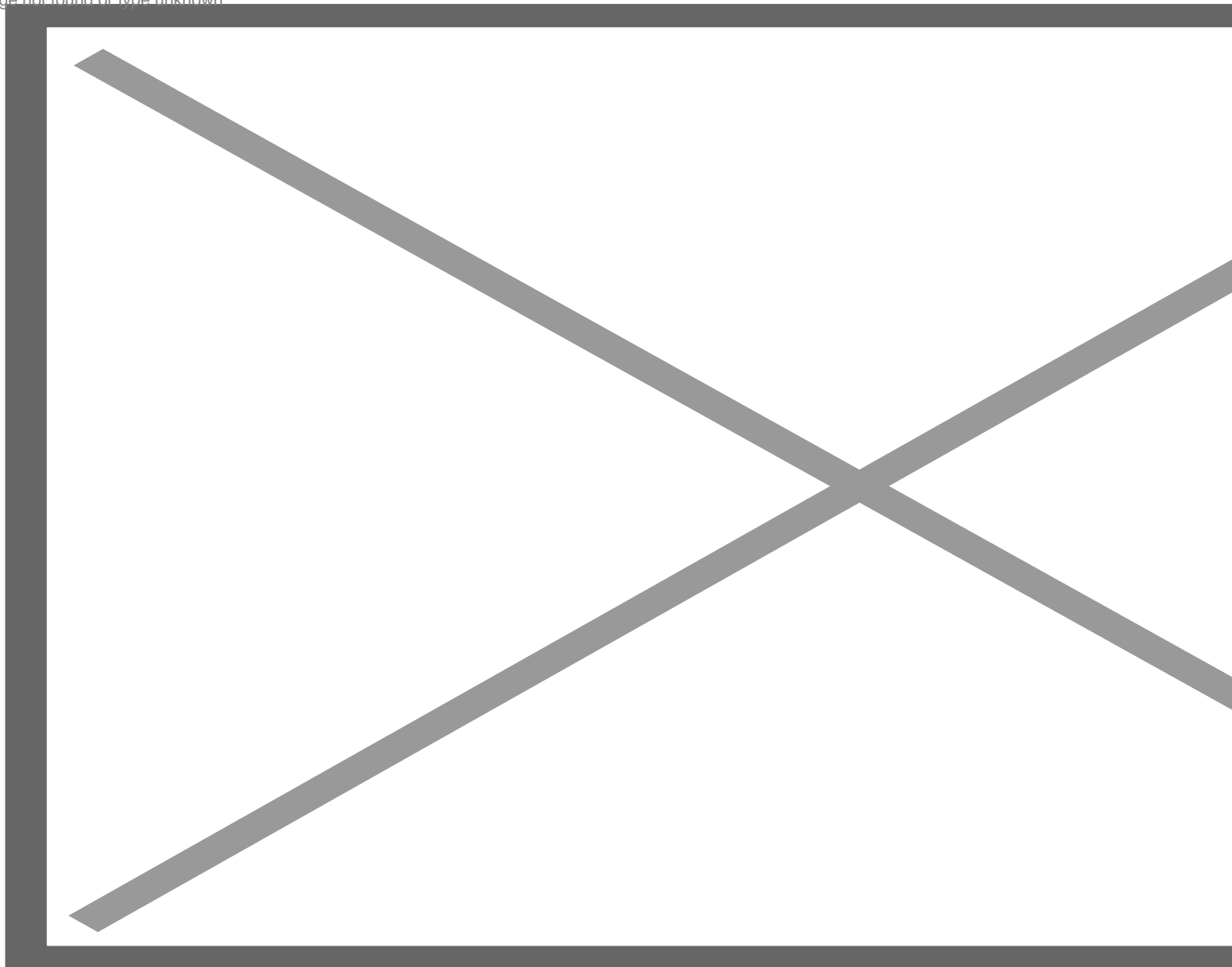


The ST41 is a three-stateroom yacht, but the use of how the third stateroom is fitted is up to the customer.

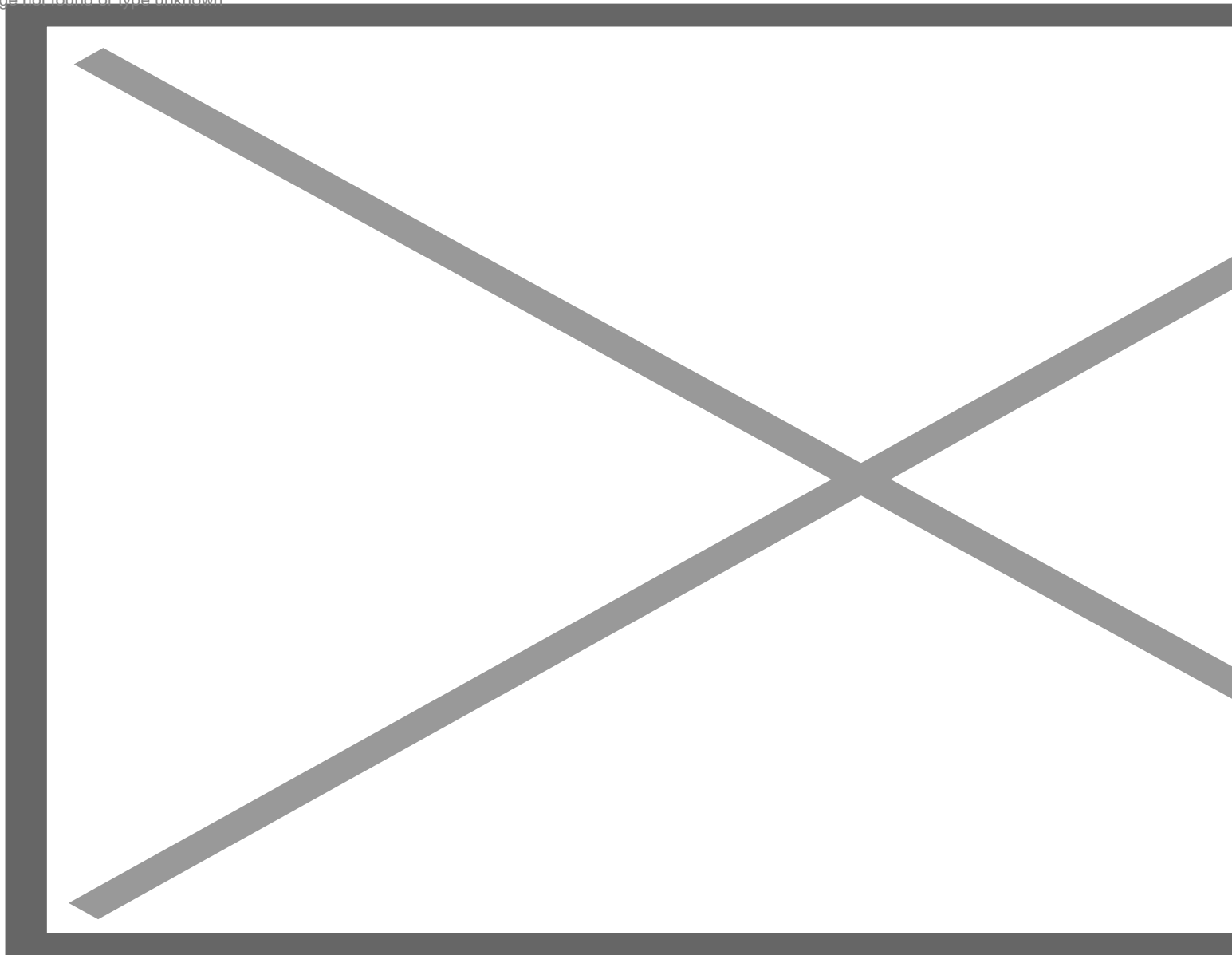
Master Stateroom

The master has the usual characteristics of an island berth measuring 79" (200.66 cm) x 60" (152.40 cm) and is accessible from both sides. The open and airy feel continues here with the 6'4" (1.93 m) along with hull side windows and opening ports to both sides, and still, more natural light is added from the overhead hatch. Storage is to the sides of the berth, to both sides of the entry in hanging lockers, and still, more is accessed under the berth by lifting at the foot.

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The master is fully forward and features an island berth. Notice the hull side windows with opening ports.



A huge storage space is accessed by lifting the foot of the berth.

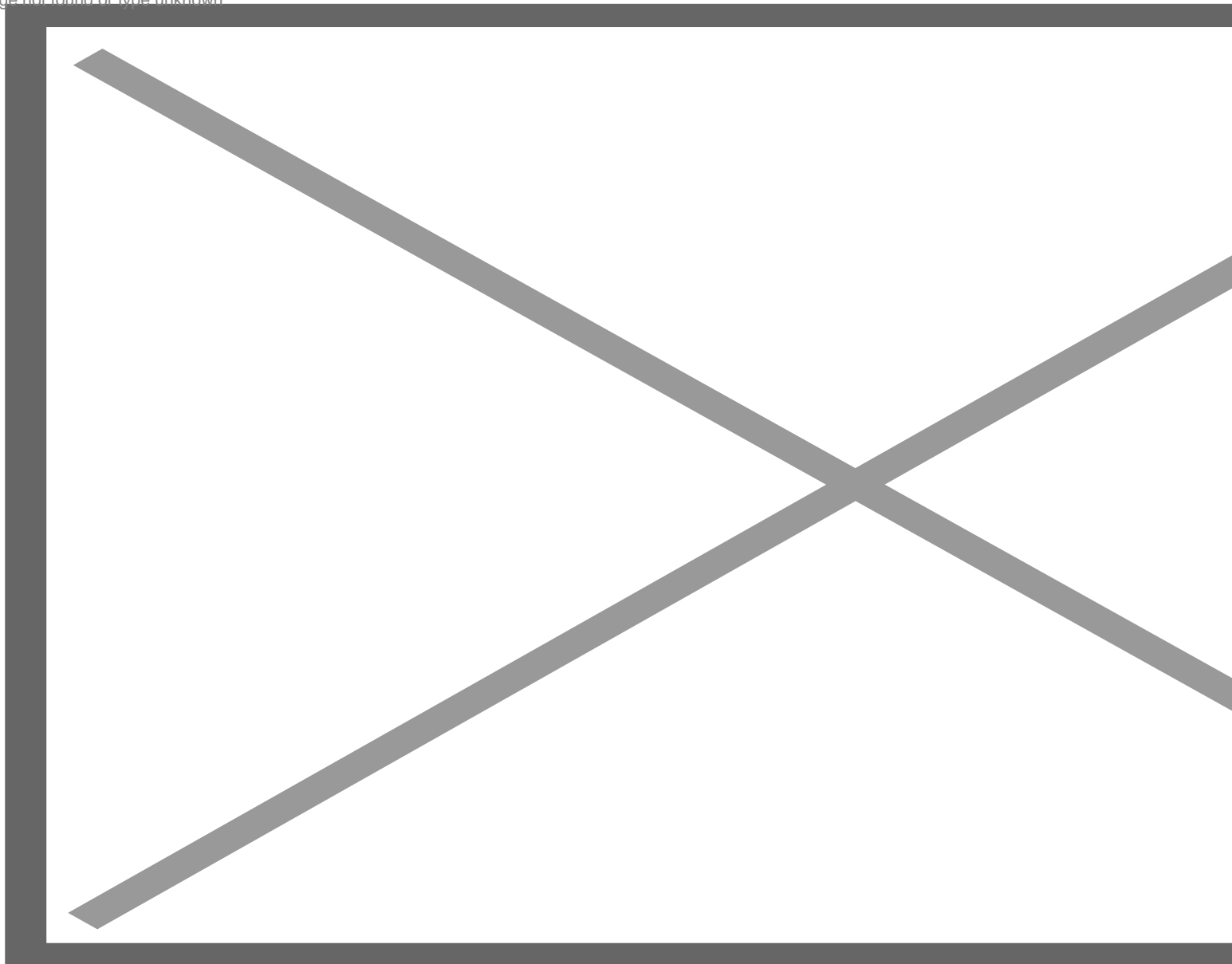
A clever and welcome design feature is the split head arrangement. Flanking the entry door are two more doors. The one to starboard opens to the shower that includes an opening port and overhead hatch, providing ample ventilation. To port is the water closet with a freshwater flush toilet, vessel sink, mirror, opening port, and still another overhead hatch. This arrangement allows for two people to get ready for a night on the town at the same time, and one person showering doesn't equate to steaming the entire head into uselessness.

The thoughtful touches of fit and finish continue on this lower deck. All door hardware is heavy-duty stainless-steel. Latches remain retracted when the doors are open so there's no snagging on shirts or sweaters. When the doors are closed, magnets draw the latch out. Gaskets run the perimeter of all door openings to eliminate rattling while underway.

Guest Staterooms and Day Head

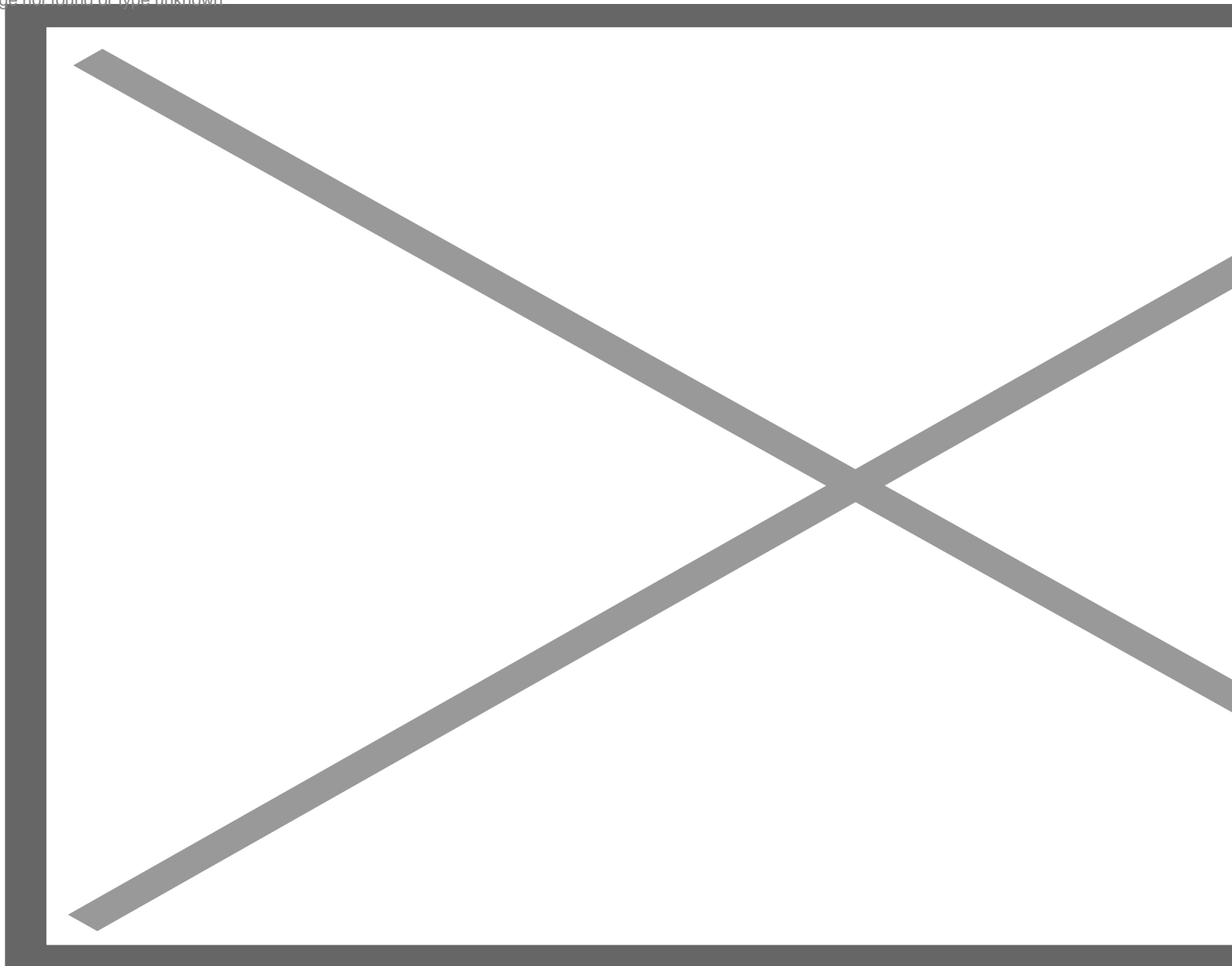
To port, the stateroom includes twin berths and a filler cushion can convert it to a queen. There are two opening ports here, one integrated into the hull side window. Across the companionway is the day head. This is a wet head and fully featured, including vents for heat and air conditioning. And just abaft is the remaining stateroom. This is a single with still another opening port. Some customers, such as the distance cruisers, will opt for using this as more of a storage/utility room. It also includes space for an optional washer/dryer.

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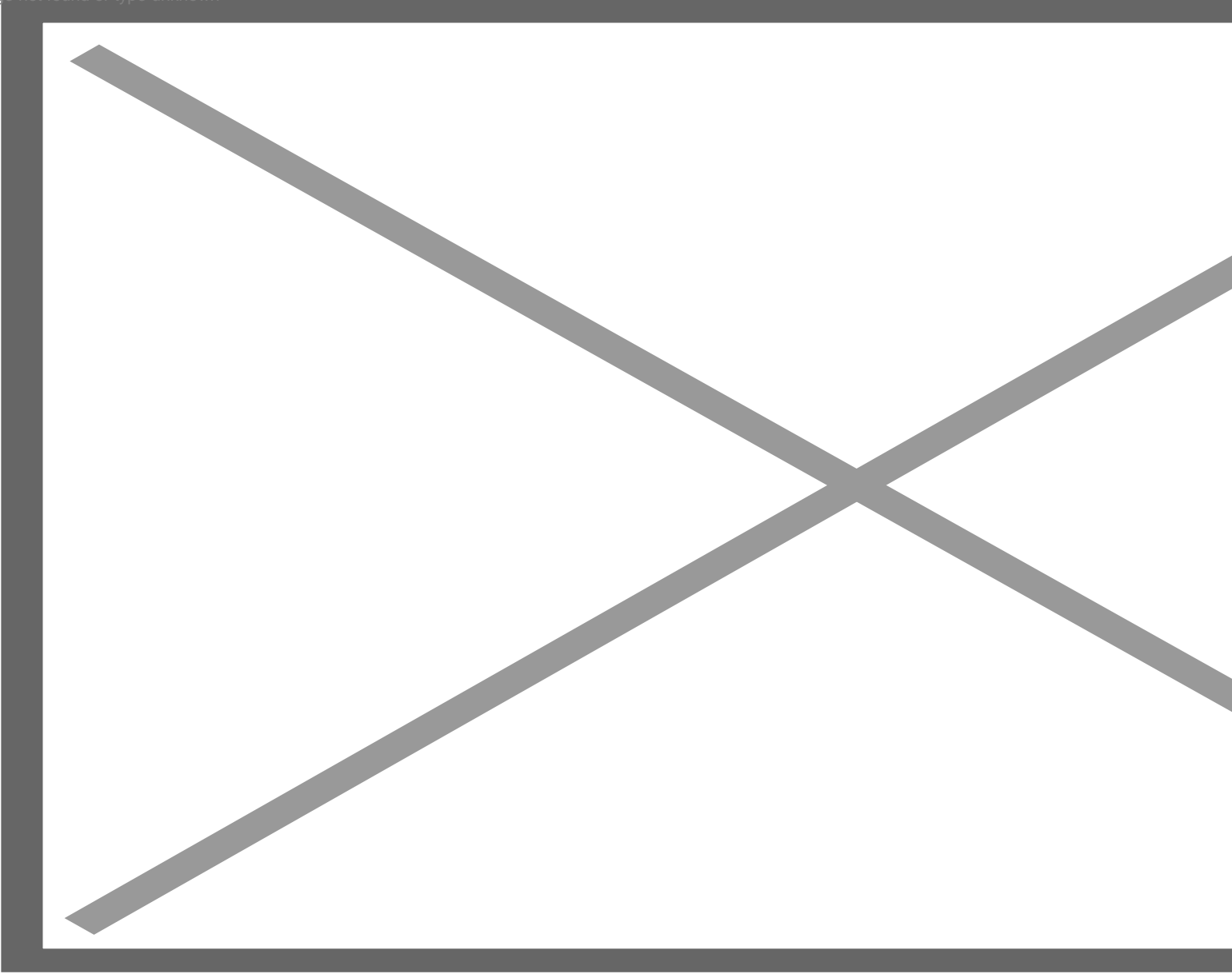
The portside guest stateroom includes twin berths that can be converted into a queen with a filler cushion.

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The starboard guest stateroom features a single berth.

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The combination washer/dryer is a useful option, whether this stateroom is chosen to include a berth or not.

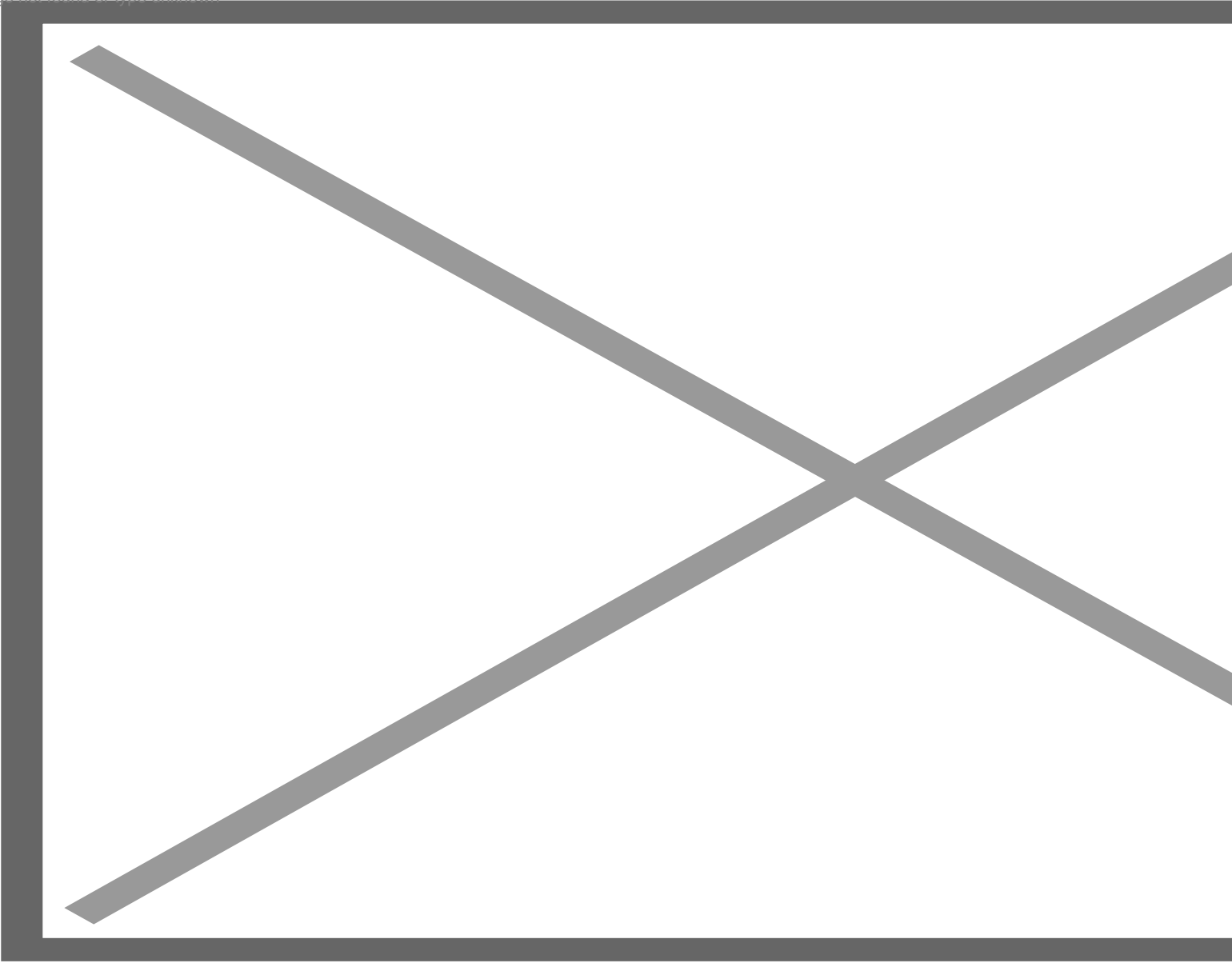
Operations

Upper Helm

The flying bridge helm has been given a significant refresh for this new model. It's center-mounted. Two 12" (30.48 cm) screens are to the sides. The center panel includes the two EVC engine displays, analog tachometers and a rudder angle indicator. The engine controls are to the right, and outside of the binnacle

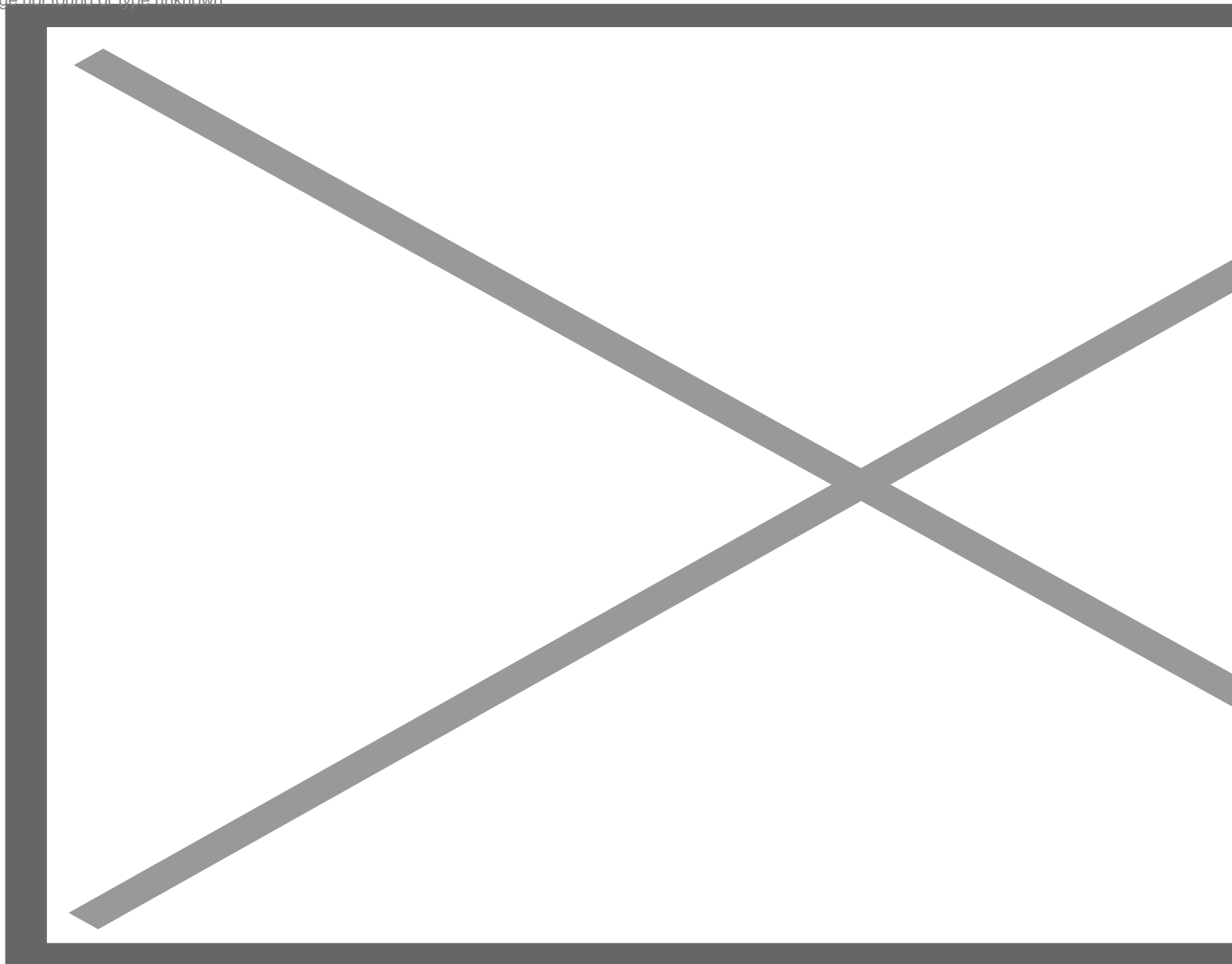
are the twin thruster joysticks. The helm seat is a bucket-style that swivels.

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The flying bridge helm is center-mounted and includes dual MFDs.

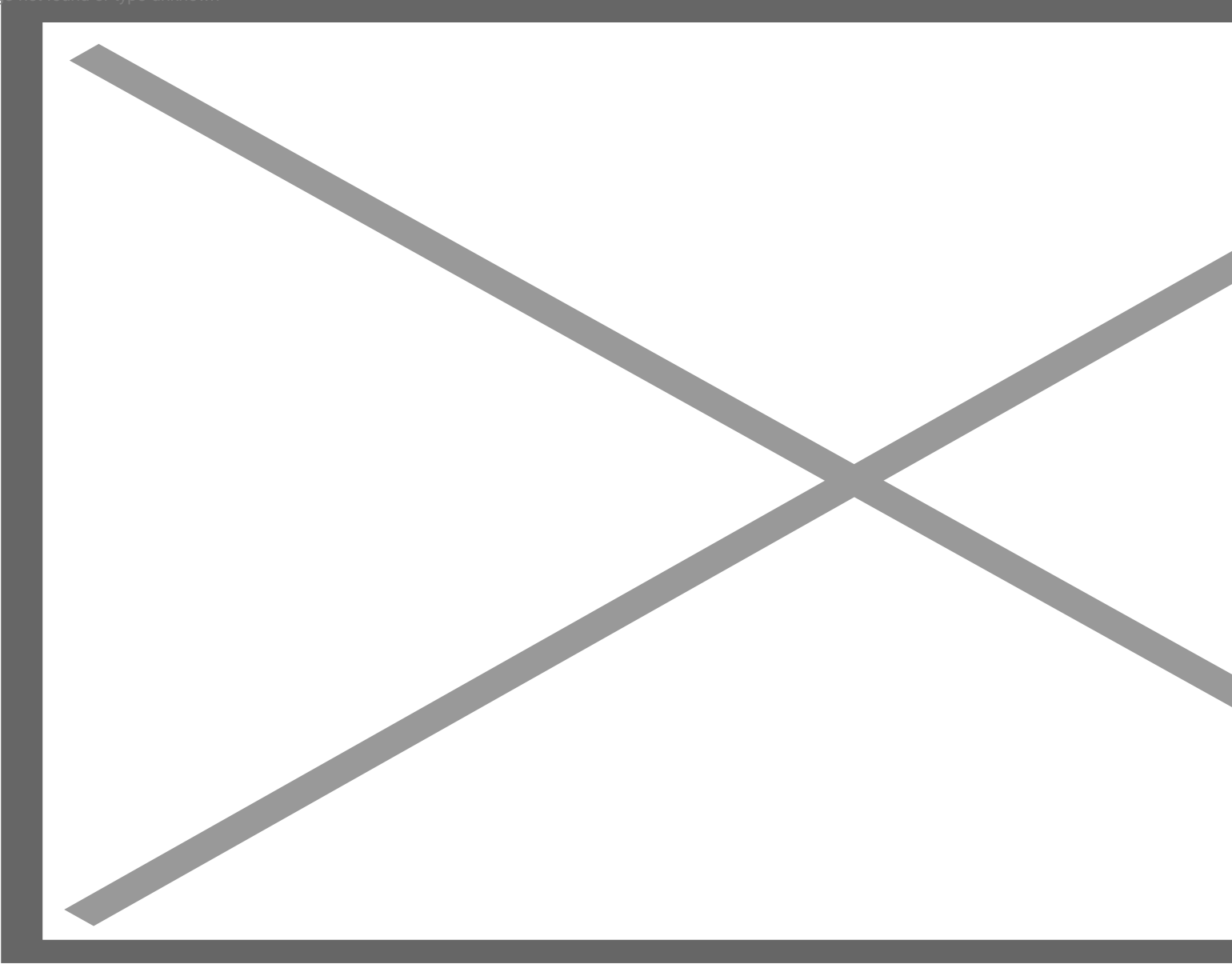
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To the left side of the helm are the autopilot control, the remote for the forward displays and the spotlight remote.

Lower Helm

Being that the flying bridge is not enclosed, the lower helm becomes a priority in inclement weather and therefore, is not optional. It's starboard mounted and well laid out.



The lower helm is functional and ergonomic. A single 16" (40.64 cm) display is the focal point.

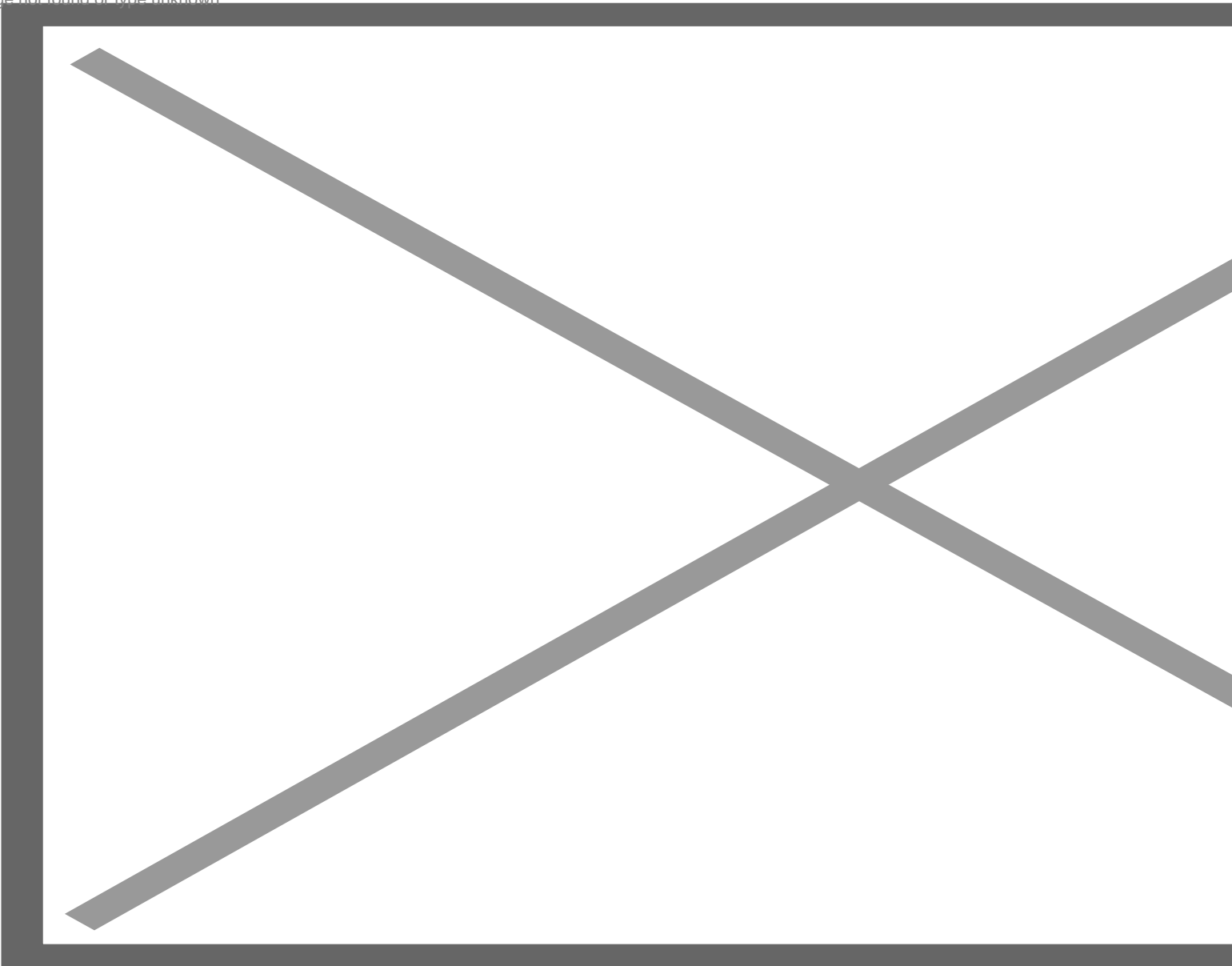
The compass is top center-right in line with the wheel. Analog gauges are just below with the ever-important rudder angle indicator smack in the middle. Below, a 12" (30.48 cm) display will receive the bulk of the operator's scan. It also includes BENETEAU's proprietary Ship Control that allows for controlling all the vessel's electrical switching from this location. For more immediate items, such as wipers, etc... there are still electrical switches at the helm, and of course, light switches at every stateroom.

Below are the Volvo Penta EVC displays that are also tied into the MFD. The autopilot is off to the left of the panel. To the right, there's an extended panel housing the throttle quadrant, and the trim tabs.

Up top are the two thruster control sticks. It's nice to see that this model uses a control for the thrusters that features a single power button to activate both the bow and stern thruster simultaneously. Previous models had individual buttons with one hidden behind the aft stick, and it would always bite me on docking. No more.

The steering wheel is a 24" (60.96 cm) destroyer style that is mounted on the vertical. Five turns from lock to lock keep maneuvers docile. Of course, our favorite feature is the sliding side door. It latches into two positions and gives a full view of the starboard side while still being able to keep hands on all the controls.

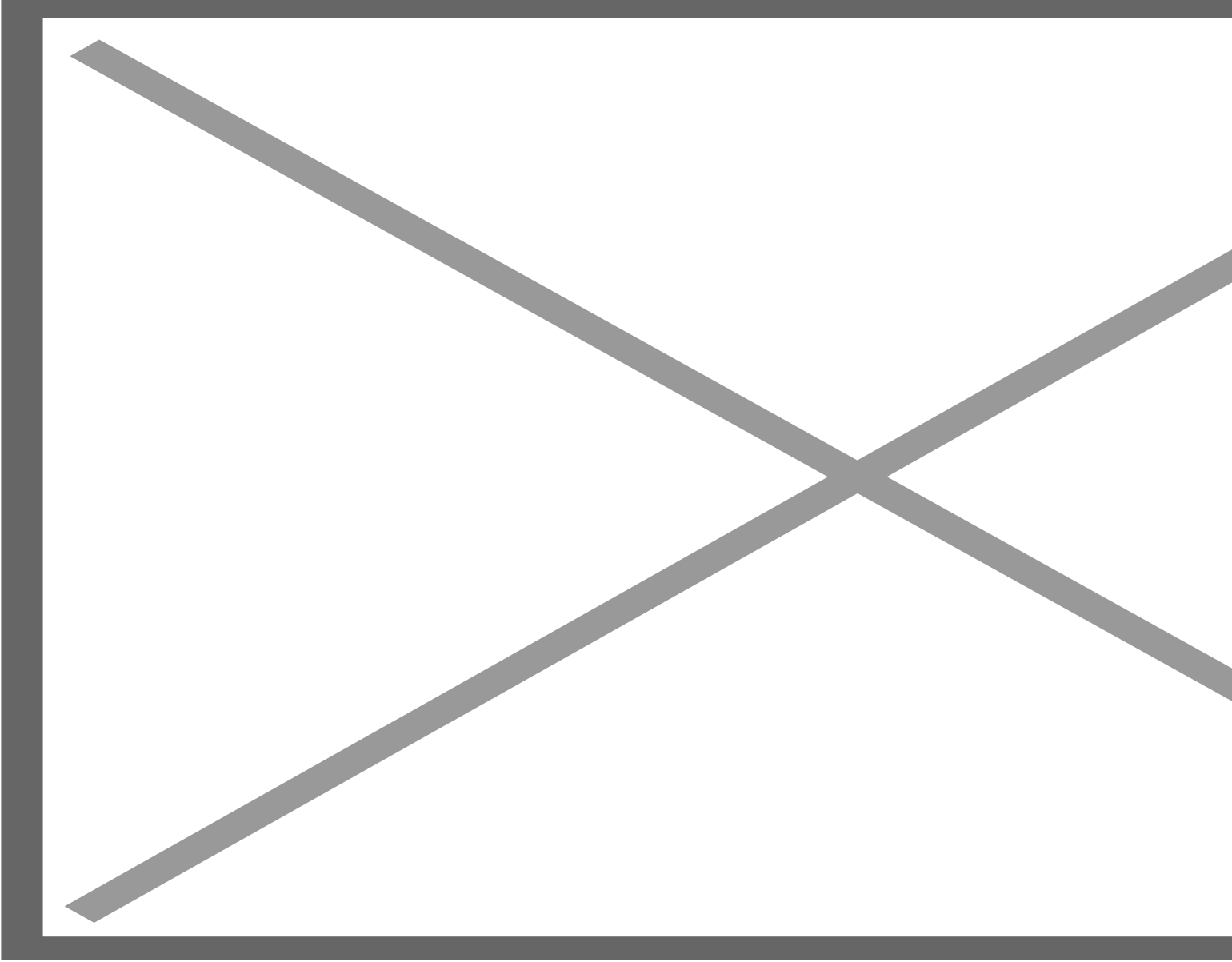
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Notice how easy it is to maneuver the 41 into the slip thanks to the side door.

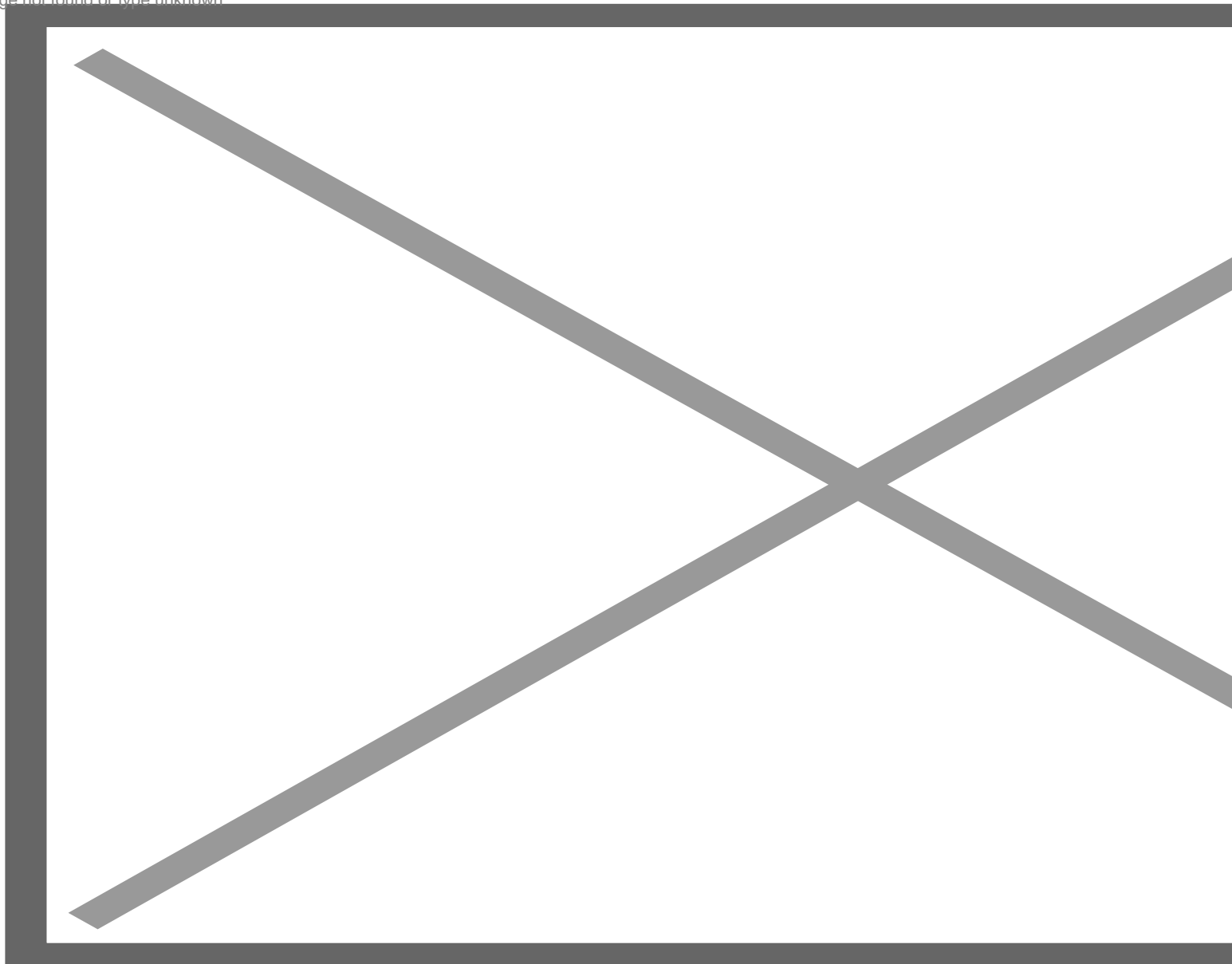
Visibility is spectacular through the three large 34" (86.36 cm) x 34" (86.36 cm) windshields with their narrow mullions. Glare is knocked down sufficiently, thanks to the extended brow just above that juts out a full 22" (55.88 cm). Defrost vents are also provided.

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The helm seat is 31" (78.74 cm) across, is in a fixed position, and includes a full-length bolster. There's storage both under and to the side. Below, a slide-out step elevates the shorter operators and creates a more comfortable footrest when in the seated position.

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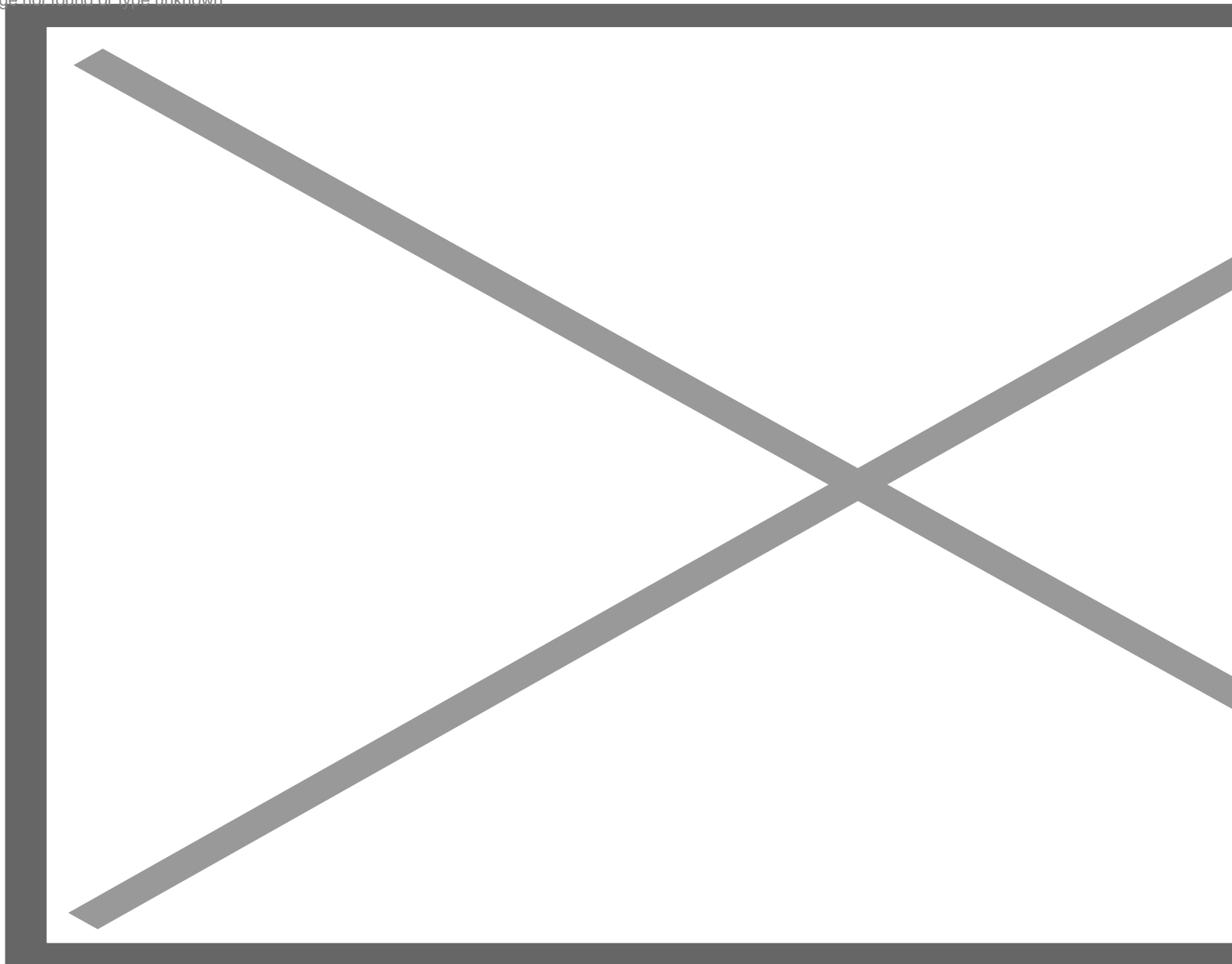


Service and installation is a non-event thanks to the ability to lift the entire panel by releasing only two thumbscrews.

Lazarrette

The aft deck hatch lifts to expose the spacious lazarette. Inside, there are the water tanks to both sides. Aft and to center is the 7.5-kW generator. It includes an exhaust diverter that discharges the water from under the boat, making the Swift Trawler 41 a much better neighbor in the anchorage.

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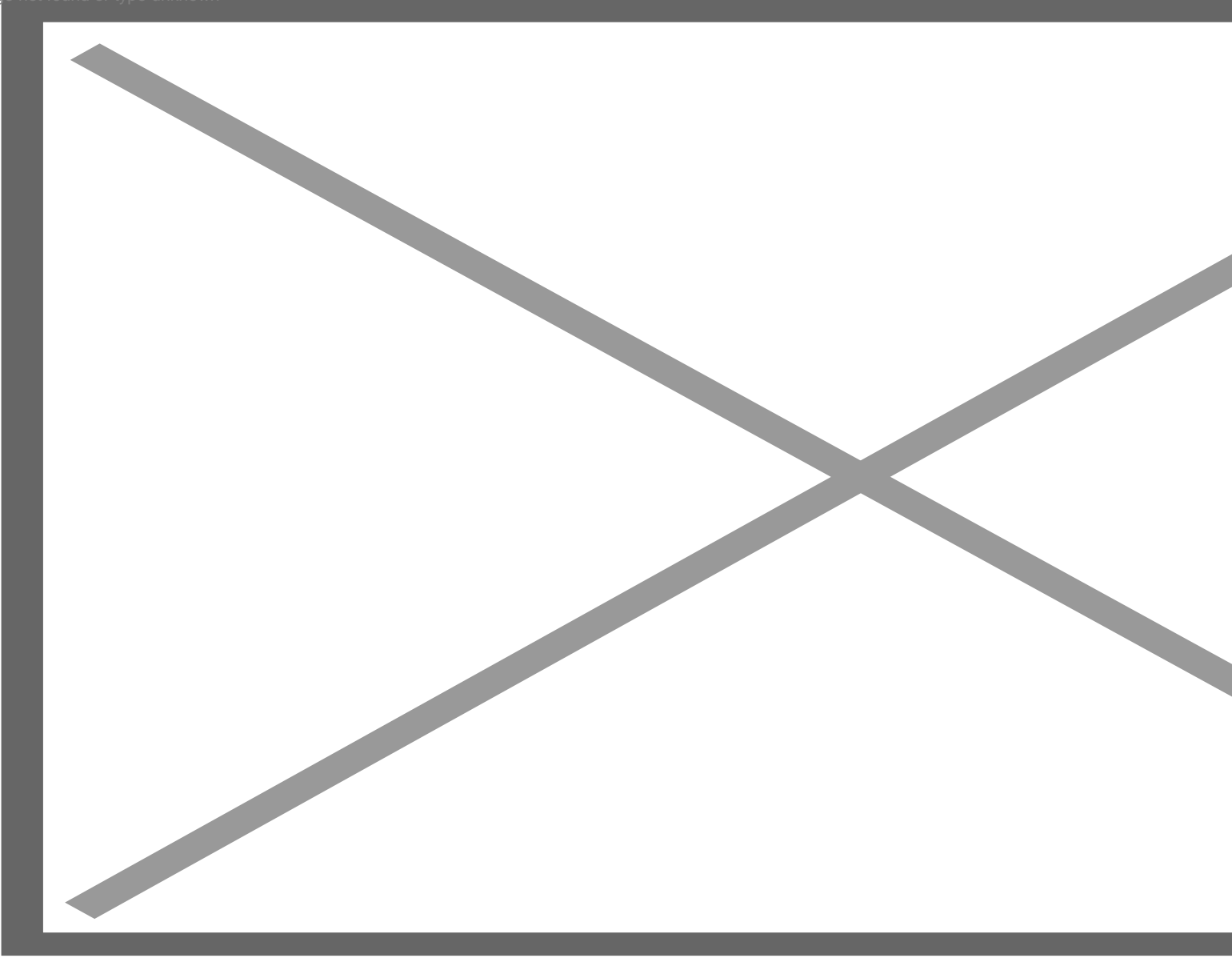


The lazarette includes open storage as well as some of the operational components, such as the generator.

Engine Room

The engine room is accessed from hatches in the galley deck. With straight shafts, there's more of a balance that makes the boat much more comfortable overall. With the throttles pinned, she'll accelerate at a more level attitude, so no forward visibility is lost. She's also much kinder in pitch when encountering seas. Cruise attitude is also more level than expected.

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The engine room is under the galley sole. Notice the soundproofing material under the hatch. At full throttle, sound levels never exceeded 79 Db, about as loud as a washing machine.

Inside the engine room, a ladder leads between the twin 300-hp Volvo Penta D4 diesel engines. There is easy access to the fuel filters at the aft bulkhead. All the checkpoints are in the center walk space. Fuel tanks are to both sides and there's easy access to the fuel shutoffs. All hoses are properly double clamped in accordance with ABYC standards. Most notable is that there's a full inner liner to the compartment so we're not seeing raw fiberglass in the bilge areas.

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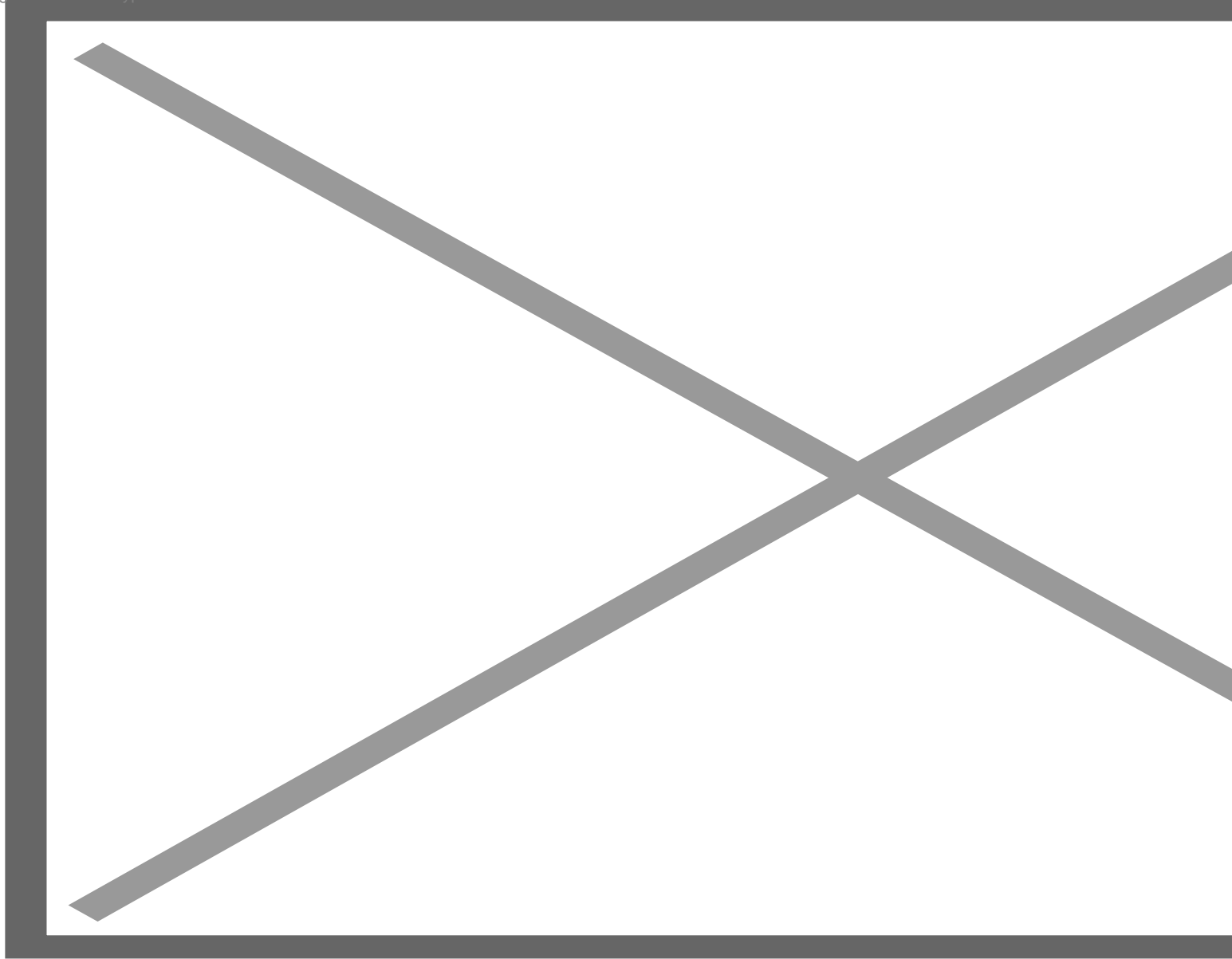
Here, we can see not only the straight shafts but how there's an inner liner to the bilge area.

Test

Out on the water, the twin 300-hp Volvo Penta D4s pushed the 41 to a top speed of 24.4 knots at 3500 rpm. If we dialed her back to 2800 RPM, we reached her best economic cruise at a planing speed of 16.3 knots. At that speed, she was showing a fuel burn of 17.7 GPH and a range of 257.6 nautical miles. Of course, while still holding back a 10-percent reserve of the boat's 309-gal (1,169.7 L) total fuel capacity.

Trawlers are also about distance cruising. This model stayed on plane right on down to 10.2 knots, and she can keep going at that speed for 269.5 nautical miles. But if we took her off plane and cruised at 7.1 knots, that revealed a range 967.3 nautical miles, again while keeping a 10-percent reserve of fuel in the bank.

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We've never been disappointed with the seakeeping capabilities of a Swift Trawler, and the 41 is no exception.

Handling

Aside from the fact that I've really got heart and soul appeal for the trawler lifestyle, I just enjoy the slow pace of a trawler. At 7 knots, we were going almost 1,000 miles, which is a great range for something like this. We didn't have much chop during our test, but crossing wakes of our camera boat or crossing our own wake showed no spray and no hull slap whatsoever. When she comes down a wave, she'll throw spray way out to the sides. There's not too much wander in following seas, and she'll track straight and true. If you hit it a little bit on the side, it'll start pushing her stern around but that's easily combated with just a little bit of rudder, and it does not take much.

When coming up on plane, she accelerates in a level attitude so there's really no bow rise to speak of. I wasn't using the trim tabs. They seem to be more for leveling if you have an uneven weight distribution on the boat.

Observations

With over 1,300 Swift Trawlers built, the line is obviously well-loved. There's a dedicated mindset to the trawler lifestyle, but BENETEAU takes that in a new direction and doesn't limit the available speed to the typical 10 - 12 knots. Instead, we have the option to cruise nearly 1000 NM to a remote location and then zip around that location to do more exploring. Conversely, we can also make better headway in getting to that destination and loiter around for weeks without having to refuel.

Even more interesting is the fact that when one goes through the choices of which Swift Trawler to purchase, the decision isn't so much about what size to get, but what function the vessel is to accomplish, as each model has its own purpose. You might find that the 41 fits your family and the way you intend to use it, better than a 50. The choices are vast, but the big difference here is, the salesman won't try to stranglehold a new buyer into getting the biggest boat he or she can. Rather, the purchase process will start with helping you define your use, and then targeting the model to fill that desire.

That's the Swift Trawler mindset.