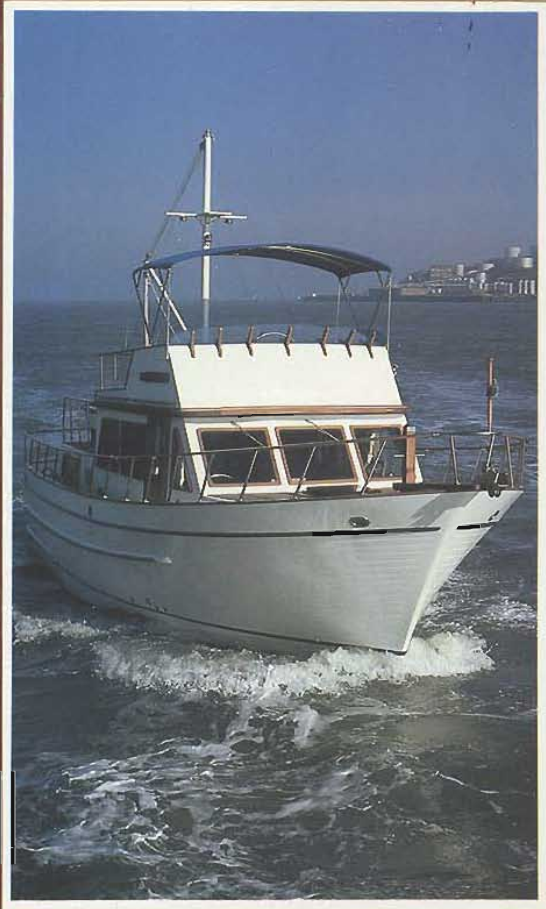


DeFever 41



LUXURY TRAWLER

Bluewater
Y A C H T



For the Discriminating Yachtsman

Every yacht is, to some degree, the result of compromise and adjustment to the realities of cost, performance, and competition. The builders of the BWT 41 Trawler from the outset rejected the idea of compromise entirely and set as their goal the production of a luxury yacht without peer to appeal to the discriminating yachtsman unwilling to accept compromise.

The brief comment that follows is, at best, an inadequate description of this truly outstanding example of the master-builder's art. For true appreciation of the BWT 41, it must be inspected at close range, for only then can there be an understanding of the excellence of the furniture quality of the joinery, the efficiency of the engine room installation, the super-smooth gelcoat finish, and the care, including a woman's touch, that has gone into the arrangement and selection of the color-coordinated decorations.

You are cordially invited to make a detailed inspection of the BWT 41, and you may be assured of our cooperation in making our yachts available for such inspection.

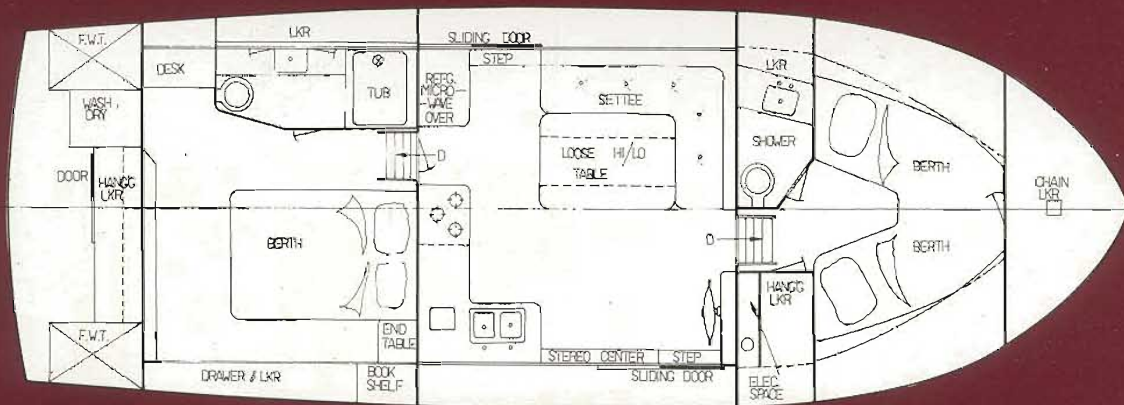
PERFORMANCE

The BWT 41 is available with single or twin installation as an owner's option. Hull design is such that speed is efficiently obtained regardless of engine selection. Roll characteristics are especially favorable, and anti-roll stabilizers are seldom requested. Sea kindliness is inherent in the design as was established during the extensive sea trial period. At the most economical cruising speed the BWT 41 is capable of true long-range operation of 1,000 to 1,200 nautical miles.

CONSTRUCTION AND MATERIALS

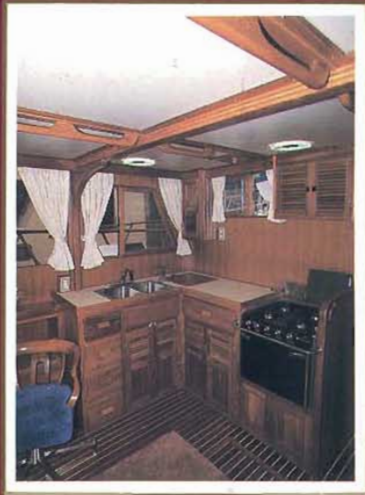
The beginning of a modern fiberglass yacht is the construction of the mold from which construction of the yacht is begun. The mold is the foundation of the finished product, and it is here that the BWT 41 is set apart. Uncounted hours of sanding, re-sanding, and re-sanding again and again with ever finer grits followed by intensive polishing has produced a hull that is fair with never a ripple or blemish to mar its glistening gelcoat finish.

Fiberglass materials are carefully selected from the most advanced sources without regard to price differentials, and thereafter are laminated in careful conformity to the designer's specifications with particular attention to the bonding of all stringers and bulkhead to produce a hull and deck structure that is extremely strong, and well beyond Lloyd's requirements for motor yachts.

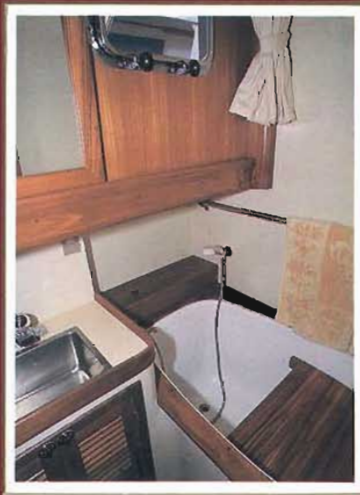


INTERIOR LAYOUT "A"

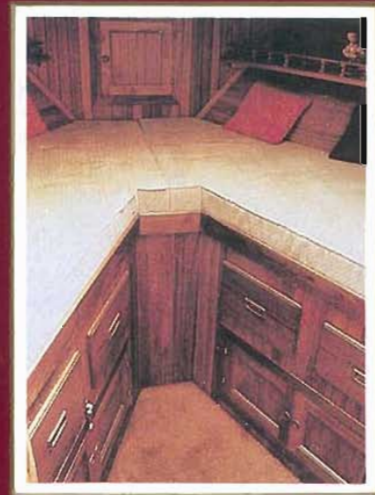
Specifications: LOA 40'7", LWL 34' 7", BEAM 14' 2", DRAFT 4' 0", FUEL 400 Gals., WATER 250 Gals., RANGE 1,200 N.M., DISPLACEMENT 23,000#.



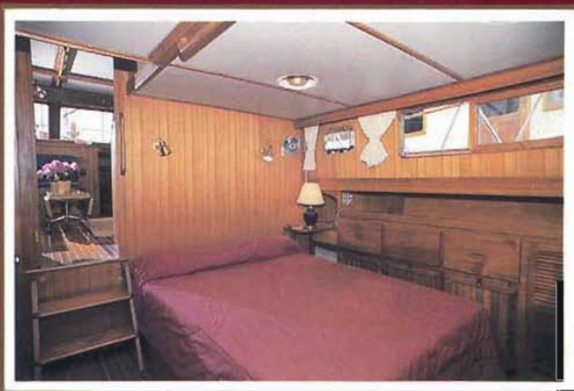
GALLEY LAYOUT "A"



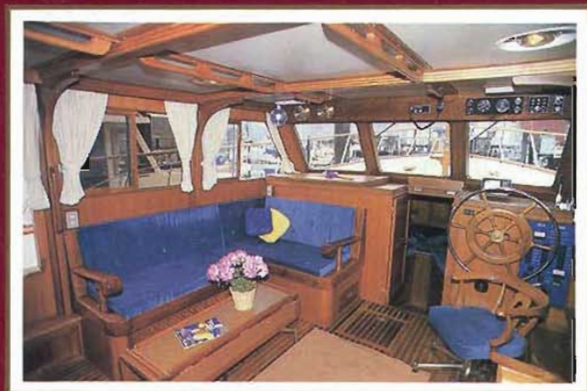
TUB SHOWER



FWD "V" BERTH



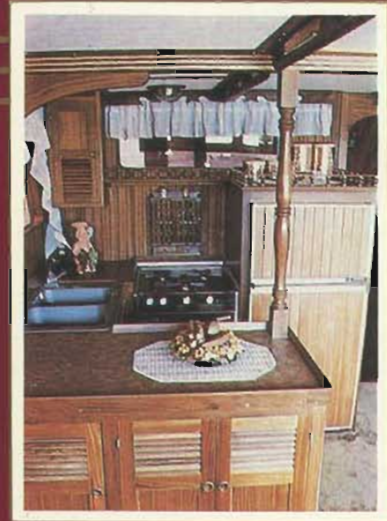
MASTER STATE ROOM
LAYOUT "A"



SALON SETTEE, LOOK FWD
LAYOUT "A"



MASTER STATE ROOM
LAYOUT "B"



GALLEY LAYOUT "B"

It is the exquisite joinery that sets the BWT 41 apart. A hand run over a bulkhead is like the touch of satin, and well it might be for the number of sandings that produce this quality finish are reminiscent of a never-ending task.

Solid teak is used throughout and is matched for color and grain so that the end result is a most harmonious environment. Cabin soles can be had in either teak parquet or teak and holly as an owner's option.

The decks of teak planking are laid over fiberglass in thiokol bedding, and all hardware and metal fittings are of first grade bronze or stainless. All ports are of bronze and fitted with stainless screens. The aft cockpit can be fitted with a stern door, while the teak swim platform is standard.

ACCOMMODATIONS

A carefully thought-out arrangement provides for a master stateroom aft with a companionway to the aft cockpit so necessary for the owner's sense of freedom and privacy. The head has both a tub and shower installed and the lavatory counter is of marble with a three-way mirror above. A large hanging locker will accommodate milady's evening gown as well as the usual informal boating clothes. The forward stateroom is fitted with a "V" berth, head with shower, and an ample hanging locker. It is ideally suited for long or short term guests.

The saloon, to use the proper nautical term, is both hospitable and efficient having both the "U" shaped galley with its full size double door refrigerator and the mirrored bar convenient to the settee and hi-lo cocktail table.

The inside helmsman station and console has all the space and wiring to accommodate a full range of navigation equipment, and visibility over the bow is exceptionally good.

MECHANICAL FEATURE:

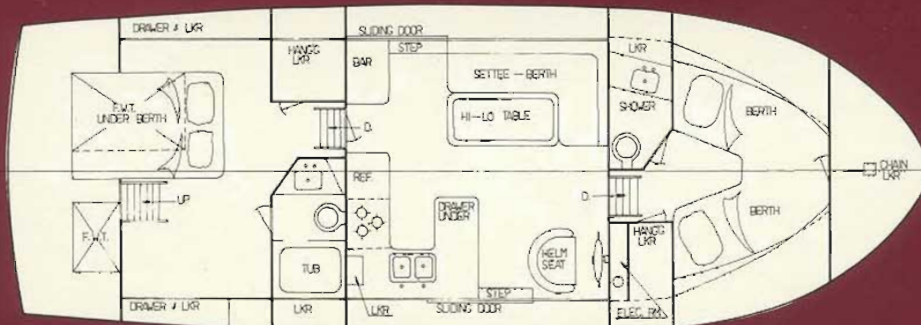
The heart of the sea-going capability of the BWT 41 is its spacious and spotless engine room where the single or twin Ford Lehman 6D380, 135 Horsepower engines are installed. These engines are especially equipped with 200" fly wheels for exceptionally smooth operation. Access to all parts of the engines(s) is no problem, and no gymnastics are required to service them.

All piping is swaged copper tubing, and all thru-hulls are double-clamped bronze seacock valves. Electrolytic bonding is continuous throughout.

An inspection of the electrical system reveals all circuits are color coded and circuit breaker protected to Underwriter's Laboratory specifications. Troubleshooting the system is remarkably simple.

The entire mechanical installation is in conformity with sound marine practices with fuel filters/water separators, sea water strainers, and water-cooled mufflers as standard equipment. A power take-off on the engine(s) allows for the installation of engine-driven auxiliary equipment, such as air compressors, 110V generator, high-capacity water pumps, hydraulic motors, etc.

The dual steering stations are hydraulic for smooth, positive helm activation. The system allows for the installation of a number of very good auto-pilot systems so necessary for carefree course following.



INTERIOR LAYOUT "B"

DeFever

STANDARD EQUIPMENT 41

Ford Lehman 6D380, 135HP diesel engine with heavy flywheel for smooth operation, complete with all standard marine equipment, hydraulic reverse and 2.5:1 reduction gear.

Rubber engine mounts
55 amp alternator with voltage reg.
Engine alarm system for water temp and oil press
Fuel filters
Engine room insulation

Standard taper S/S shaft
Cutlass rubber bearing
Two heavy duty marine batteries
Battery selector switch
Deck mounted dinghy in chocks
Two manual toilets in heads
Piping and pump for waste disposal installed
110 volt shore power system
Shore power cord 50'
Strip laid teak weather decks
Teak cabin top
Teak flybridge deck
Teak handrails inside and out
Teak caprail and teak trim
Handmade teak doors
Teak steering wheel
Teak swim platform
Mast and boom
Flybridge with venturi
Full instrumentation on bridge
Dual steering stations
Safety glass throughout
Eight bronze mooring cavils
Stanchion and rails stainless steel

Anchor and rode
Complete bonding throughout
Zincs as required
All circuit breakers
S.S. ladder to swim steps
Bow mounted anchor roller chock
Complete international running lights
Electric windshield wiper
Electric horn
Hot and cold pressure water
Stainless steel water tanks
10 gal. hot water heater
Two showers
Bath tub
Overhead instrument console (lower sta.)
Forward access hatch
Hydraulic steering
Emergency steering system with tiller
Stainless steel sinks throughout
Foam cushions and mattresses vinyl or fabric covers
Cabin curtains
Teak Hi-Lo table
Opening bronze port holes with S.S. screens
Water cooled muffler
Sea cock thru hull fittings
Manual and electric bilge pumps

Optional

Compass
Spreader lights
Depth finder
Bimini top
Gas stove
110/12V refrigerator with freezer
35 Amp battery charger
Generator 4 KW, 8 KW Onan or Westbeke

Prices and specifications of standard and optional equipment are subject to change without notice.



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