



## Main datas

Builder : Windy

Year : 2022

Length : 14,03

Draft minimum : 0,75

Hull : Monohull

Area : France East Med

Berth details :

Flag : France

Subtype :

Architect :

Material : GRP

Beam : 3,96

keel : Unknown

Life Raft : No

Mooring : No

Leasing in progress : No

## Engines

Model : Volvo D6 440 EVC DPI

Montage : In Board (IB)

Power Unit. (CV) : 440

Hours : 65

Fuel capacity : 900

Brand : VOLVO PENTA

Fuel : Diesel

Engine(s) : 2

Owner's Comments :

Drive : Z drive

## Facilities

Sailor Cabin : 0

WC : Electric

Helm : No

Double Cabin : 2

Head : 1

Berth : 4

Flybridge : No

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## Electronics

Radar details :

Pilot details :

Sounder details :

GPS details :

Plotter details :

Converter 12/220 : No

Watermaker details :

Radar : No

Autopilot : No

Sounder : Yes

GPS : Yes

Chartplotter : Yes

VHF : Yes

Watermaker : No

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## Bridge equipment

Hydrolic Gangway : Yes

Bath platform : Yes

Winter cover : No

Sprayhood : Yes

Furling mainsail : No

Sails details :

Gangway : Yes

Davits : No

Electric windlass : Yes

Cockpit awning : Yes

Teak deck : Yes

Spinnaker : No

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## Major equipment

Stern thruster : No

Group and thruster details :

Charger and AC details : Sole Diesel Generator

Black Water : Yes

Tender : No

Details :

Bow Thruster : Yes

Marine Gen. : Yes

AC : Yes

Hot water : Yes

Flaps : Yes

Tender Engine : No

# Appliances

Freezer : No

Microwaves : No

Electric stove : Yes

Heating details :

Dishwasher : No

TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Washing machine : No

TV antenna : No

SAT-TV : No

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## Owner's Comments

The shipyard's input on this model: the silhouette of the Windy SR 44 BlackHawk is the result of a collaboration between Dubois Design and the shipyard. While the interior design was entrusted to the English firm Design Unlimited. This dream team, tasked with challenging competing brands such as Fjord, Pardo, and other Mazu Yachts on their own turf, has paid particular attention to the deck plan. Extended by a large hydraulic swim platform, the cockpit offers several possible configurations. Large cockpit with a central rear bench leaving a clear passage on both sides of the boat, and an immense U-shaped deck salon. A sun pad is located at the aft, above the engine room. The seaworthiness is commendable. Cutting through waves with authority while demonstrating a certain flexibility at the helm, the boat sails on a hull perfectly suited to Mediterranean conditions. Powered by the new D6 440 HP engines - each developing 440 hp - the boat exceeds 38 knots. It is worth noting that the shipyard reports a top speed of 42 knots on flat water and under optimal conditions. Comfortable, fluid, and functional The simplicity of the layout is another strong point of the boat, with a very segmented aspect that prioritizes circulation. At the center, the profiled T-top, which includes two translucent panels and can be extended by an electric bimini, houses a summer kitchen, protected under a flap, in addition to the helm station. Equipped as standard with Glass Cockpit technology, the latter features particularly refined contours, with special mention for the steering wheel. In summary, a magnificent unit ready to sail this season.

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