

Sunbeam 44

For sale!

SUNBEAM 44 has a stiff and strong hull with an extremely robust and non-distortional reinforcement, providing extra reliability. The hull is built by traditional handcraft and is reinforced in the keel and on the bow. The high and optimised stability is a result of the special keel construction, a combination of led and cast iron. This gives the SUNBEAM 44 the exceptional sailing characteristics of an Sports-Luxury-Cruiser. The strait bow slide easily through the waves. The SUNBEAM 44 is characterised as a Centre-Cockpit Yacht and shows a generous foredeck, low coachroof and low-profile deck equipment. It result thereof is a timeless design, noble, sportive and comfortable – a perfect bluewater Cruiser.

The elegant interior of the SUNBEAM 44 is made in mahogany made for the whole family. There are separate double berths and a pilot berth fore and aft. Two more single berths can be made up in the saloon. The SUNBEAM 44 can be navigated from the well-arranged chart table. The generous galley is equipped with an 120 liter fridge, a double sink, a gas stove, included oven, and a lot of storage space. The heads are bright and airy made out of easy cleaning GRP and Corian. The aft cabin is reachable from both sides.

Sunbeam 44

The boat is in perfect condition, well, professionally maintained. She is absolutely ready to sail, and has all necessary equipment including fenders, mooring ropes, crockery and crackery etc. The boat is lying in the Baltic sea, Klaipeda port. Available for inspection upon request.

Technical data.

Date of manufacture – 2001, Germanische Lloyd Certificate No 27485
Overall length – 13.40 m

Hull length – 12.98 m
Length of waterline – 11.50 m
Beam:
Max – 3.98 m, waterline – 3.15 m
Displacement – 11.30 t
Ballast – 3.80 t
Draft – 2.00 m

Equipment

Hull, Keel Construction

- A long-lasting, high-quality surface is guaranteed by a handpainted gelcoat
- Osmosis prevented by an under water primer incl. Antifouling.
- EC Category, world wide (till 8 Beaufort and waves 4)
- Guarantee for the first time buyer against Osmose for 7 years
- Guarantee against leakage for the Hull / Keel connection for 10 years in rule of EC directive 94/25, inappropriate use, for first time buyer
- Guarantee against leakage between hull and deck for 10 Years in rule of EC directive 94/25, inappropriate use, for first time buyer

Mast, Rigging, Sails, Tarpaulins

- Topping lift
- Front lower shrouds
- Stern lower shrouds
- One-rope reefing system,- easier sailing for a one-man crew. Reff. rope operated from cockpit
- Rollreeffing system for Genoa.
- Modern double spreader rigging.
- A strong boom kicker is mounted for optimal trim in light winds and increased safety
- A selftailing halyard winch is fitted to mast to enable easier usage.
- Masthead fly
- Permanent backstay mechanically driven.

Sails

(since 2009 the boat has new genoa and mainsail. Photos of the boat were made with old sails):

- Furling main sail – 42.50 m² (Hood Vektron, fully battened, made in 2009)
- Furling genoa – 60.00 m² (Momentum made in 2009)
- Gennaker – 120.00 m² (with snuffer) (Momentum made in 2008)

Sails were little in use. Old sails are available also.

Fittings on Deck

- Safety central cockpit, wheel steering, compass and engine control on pedestal, 2 storage shelves
- Cockpit kept tidy as all halyards can be stored in the rope stowage
- Anchor 24kg.
- Anchor chain 8mm, galvanized, 50m.
- Metal fittings in bow in high-grade steel with anchor rocker and anchor roll.
- Bow protected with high-grade steel.
- Electric anchor winch 1000 W, below deck fitted, connection to cables at front of boat, where it is dry.
- Emergency tiller, operated on deck, is simple and easy to reach, to put into operation and to mount

- Double guardrail.
- Generous bow and stern clamps
- Generous spring clamps.
- 4 hatches, 14 windows for ample light and brightness
- Generous stern lockers.
- High-grade telescopic steel springs on locker tops.
- Flag-staff without flag.
- Granny bars on deck
- Cockpit sill in solid teak
- Teak shelf in cockpit.
- Deck in solid teak, no screws, constructed in vacuum process with adhesives. This process increases the durability of the deck.
- Cabin roof in solid teak.
- Floor and seats in cockpit in solid teak, constructed by vacuum process.
- Self tailing Halyard Harken winch in cockpit.
- Self-tailing Genoa Harken winches, 2 gear.
- Drop board in acrylic with ventilation slits.
- Drop board support for stowage.
- Hauling point, adaptable from cockpit.
- Sliding hatch in acrylic, crush resistant.
- Instrument bracket over sliding hatch.
- Steering wheel finished with leather with safety bar and ring for lifebelt attachment.
- Gooseneck for laying cables below deck.
- Guard rail gate port and starboard.
- Safety rings for lifelines on deck, port and starboard
- Main sheet traveller system can be operated from helmsman's seat
- Specially formed windscreen, in acrylic.

Interior fittings, accessories

- A high quality marine plywood for the floor supports comfort and a warm atmospheric
- Bilge pump 38mm (manual).
- Bilge pump, electrical self-acting, for residual bilgewater
- Acoustical alarm for bilge pump in panel.
- Choice of materials for the saloon, from our standard collection, gives the fittings a personal note.
- Curtains, on the side, nested
- Blinds and mosquito nets built in deck hatches.
- Wet cell aftships has manual toilet with septic tank
- Manual toilet in the forward head
- Wet cell aftships has shelves in artificial stone look, washbasin in high grade steel
- Wet cell has shelves and washbasin in an easy-care white laminate
- Wet cell with cupboard and mirror, seacocks are easy accessible.
- Separate shower-room in the aftship with a shower curtain.
- Gas stove with oven with two burners, gimballed mounted
- Top safety of gas system provided by remote gas regulator with solenoid switch vent.
- Dustbin
- High output diesel engine, 75 BHP, 40,5 kw, 4-cylinder, dual-circuit cooling, shaft-driven, shaft block made of high-grade steel.

- A simply operated motor panel with rev.counter, engine hour-counter, optical and acoustical alarms. Number of engine hours in operation: 470,4 (please see the photo of motor panel)
- Gori 3 blade folding propeller
- Refrigerator, 120 liters, with water-cooled compressor for low energy (new compressor installed in 2008)
- Diesel tank in high-grade steel, little maintenance needed. An inspection hatch is provided for small services, - also a drainage pipe with hose connection.
- Hot water tank, heated by engine, 230 V, volume: 24 litres.
- High-grade steel water tanks with inspection hatch, gooseneck for ventilation, chrome filler pipe.
- Automatic septic tank in plastic, 58 litres, drainable and suctionable, 1 aft.
- Hand rail in the saloon ensures safer and easier moving about.

Electrical Fittings.

- Mains on board 12 volt, cables in cable conduits, dimensions according to customers requirements.
- 2 board batteries 200 Ah, AGM technology, little maintenance, non-vapourizing + 2 batteries for bowthruster
- 1 starter battery 70 A, AGM technology
- Bow and stern lights use LED technology.
- Economic vapour and deck lamps.
- Economic anchor light at mast top - LED technology.
- Additionally installed tricolor navigation light – LED technology
- Ammeter and voltmeter for starter and board batteries.
- 2 reading lights in foreship.
- 2 reading lights aft.
- Extensive spot lighting in saloon.
- Circuit-breaking diode
- Echo-sounder ST60 AH
- Speedlog ST60 AH
- Compass illuminated.
- Wind indicator ST60
- 230 V sockets: 2 in galley, 1 in stern, 1 in foreship, 1 in navigation.
- 230V sockets: 1 in stern wet cell.
- 230 V sockets: 1 in foreship wet cell.
- 12 V socket: 1 in navigation area.
- Battery charger 35A with plug for land cable and 230 V socket

Navigation equipment.

- In cockpit:
- Raytheon chartplotter RL 80
- Raytheon ST6000+ autopilot with remote control
- Raytheon ST-60 wind, speed and depth devices
- Raytheon radar

Inside:

- Raytheon chartplotter RC 620 Plus + sea charts for Baltic sea
- VHF Icom IC-M603 with additional Icom commandmic HM-162 E in the cockpit
- Furuno navtex NX-300
- Raymarine AIS 250 AIS receiver

Other equipment:

- Bow thruster

- 6 person Autoflug liferaft
- 6 lifevests
- Rubber dinghy with outboard engine, little in use
- Webasto heater
- Water heater from engine + 220 V
- Bimini
- Sprayhood
- Winter storage tent and cradle on the truck trailer base
- 5 batteries
- Backstay tension system Selden
- Anchor 24 kg
- Windlass (electric anchor winch)
- FM radio with speakers inside and in cockpit
- All cooking and serving inventory
- Blankets , pillows included
- Barometer, thermometer, hygrometer decorative set in the main cabin
- Files with technical documentation and full set of equipment manuals
- Tool box
- Other little bits and pieces for surprise and enjoyment...

SUNBEAM 44 DESIGN PHYLOSOPHY

S2UNBEAM 44 THE NEW DYNAMIC FORM OF SAILING.

The high-tech construction of the SUNBEAM 44 as a modern trapezoidal framed yacht with lead keel, semibalanced rudder and half skeg, guarantees a low wetted area. The self-supporting hull is built with an extremely robust, torsionally stiff rib frame, with traditional longitudinal and athwartships stringers for additional safety. The mast and schrouds are attached to a compression beam of galvanised ship building steel, which is laminated into the hull, so that the hull is relieved from the negative effects of load variations.

THE BUILDING TECHNIQUE:

The hull is built in solid laminate in the hand lay up method and moulded in one piece. It is reinforced in the keel and collision areas in keeping with German Lloyd regulations. The deck is sandwich construction with aluminium reinforcement laminated under deck fittings. The hull to deck joint is bolted, laminated and covered with an aluminium rubbing strake with a replaceable plastic insert strip. A collision bulkhead is provided in the fore ship. The modern formed keel fin with lead bomb can be adjusted to various drafts by the addition or removal of various lead sections. The standard draft of 200 cm can be adjusted to 175 or 240 as required. With this type of construction, an extremely low centre of gravity is achieved. By utilising a technically involved lightweight construction incorporating 26mm sandwich mahogany for the bulkheads, a weight saving of 300 kg is achieved while at the same time increasing the strength of the bulkheads. To improve stability and increase the speed potential, this weight saving has been invested in the lead bomb. The result is that the SUNBEAM 44 shows excellent sailing qualities hard on wind. Due to the heavily raked rig and the moderate trapezoidal underwater form with a beamy stern, the SUNBEAM 44 also performs well when broad reaching or running with the wind. With the fine stem, the bow passes smoothly through the waves and unpleasant pounding and rolling is reduced.

THE DECK LAYOUT . THE MOST BEAUTIFUL FORM OF FUNCTION AND RELAXATION AREA.

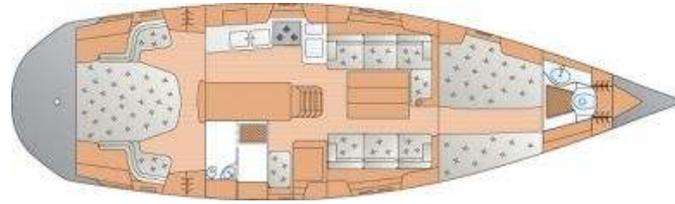
The optical appearance of the SUNBEAM 44 is centered on the clean, very flat deck layout with the windscreen integrated into the cockpit coaming. The timeless form insures a long model production and a high resale value. The central point on deck is the generous centre cockpit, with seats and benches arranged in a U form and a steering pedestal with all important, controls(halyards, sheets and traveller), within easy reach. The steering pedestal is equipped with a protective handle, a lighted compass and single lever motor control. The folding teak cockpit table is mounted on the pedestal frame and is equipped with drink glass holders. A high capacity hand bilge pump is installed within easy reach of the helmsman. Most deck fittings are recessed into the deck. This allows safe movement on deck in a seaway and uncluttered space for relaxing on deck. The deck is fitted with hand laid deck and halyards and the genoa reef line are routed through a tunnel to the cockpit. The pulpit is divided for easy access over a teak step and is supported by six posts. The life lines are 60 cm high with strong double stainless steel cables and are provided with gates on both sides. The pushpit is divided with an opening to the steps in the transom. A bathing platform with ladder is built into the stern spoiler. A stowable shower can be built in to this area. The corner of the transom is fitted with a hard rubber buffer. The SUNBEAM 44 is fitted with high quality, generously dimensioned deck fittings from HARKEN as well as two speed self tailing winches. The anchor system consists of an integrated anchor roller with self stowing system and an electric anchor winch with remote control. Further more the SUNBEAM is fitted as standard equipment with a genoa roller reefing system, guide hand rails on deck and a safety railing around the mast.

SUNBEAM 44 - INTERIOR

LIVING EXPERIENCE AS THE SUM OF COMFORTABLE INTERIOR DESIGN.

The whole interior furnishing is accented by the selected mahogany veneers and soft rounded 3D profiled mahogany fiddles finished in scratch resistant semi gloss lacquer. The wash rooms are fitted with specially formed GFK shells to meet the special requirements. The SUNBEAM 44 offers comfortable living space for six people. In the owner's version with exclusive lockable sleeping sections in fore ship and in the after cabin, each for two persons, as well as two further bunks in the saloon. The after cabin can be used by the owner as a second living area, with two extra seats and a standing headroom of 1.8 meters. The fore cabin also has a lounging area with a small table and seat as well as a generous double berth. Both the fore and after cabins have their own hygiene areas with a coverable toilet, a wash basin and shower with pump out shower tray. These are directly accessible from the cabins.

A particularly graceful atmosphere on board is achieved by the exclusively upholstered sofas in the saloon with seating place for six to eight people correctly placed lengthwise in the saloon. The double-leaf folding table encompasses space for a mobile cool box, a bottle rack and three drawers. The SUNBEAM 44 is navigated from an easily accessible, practically set up chart table with a generously dimensioned work area, five drawers, a conveniently placed switch and instrument panel. The galley is user friendly equipped with all that the ship's cook could require: a 120 litre refrigerator with bottle holder and eutectic plates, large work areas, double sink with pressure water system for cold and warm water, stowage room, crockery and cutlery drawers, semi gimballed double burner stove, space for a microwave, and cupboards over the entire length of the galley. The work surface is of particularly durable COREAN material.

















Price – Attractive price for quality demanding owner

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