VAN DE STADT 44 SATELLITE

DE VALK
YACHT BROKERS

BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT

VAN DE STADT 44 SATELLITE

BROKER'S COMMENTS

This Van De Stadt Satellite 44 is a well balanced yacht, stiff, strong and relatively lightweight hull. Built for the discerning sailor. Equipped with a hydraulic lifting keel - 1.64 / 2.84 M. Comfortable inland and blue water cruising, speed and even exploring the Arctic waters. It can do it all. Built with nothing less than high quality materials and A-1 brand hardware.

Harald Padberg

SPECIFICATIONS

Dimensions	13.30 x 4.16 x 1,64 / 2.84 (m)	**Builder**	GCB Composietbouw
Built	2008	**Cabins**	2
Material	Epoxy and foam core	**Berths**	6
Engine(s)	1 x VW Marine SDi-4 diesel	**Hp/Kw**	60.00 (hp), 44.10 (kw)
Asking price	sold (VAT)	**Lying**	at sales office

CONTACT

Sales office	De Valk Monnickendam B.V.	**Telephone**	+31 (0)299 65 63 50
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	1145 PM Katwoude		
	NL		

DISCLAIMER

VAN DE STADT 44 SATELLITE

GENERAL

Model	VAN DE STADT 44 SATELLITE
Type	sailing yacht
LOA (m)	13,30
Beam (m)	4,16
Draft (m)	2,84
Draft min (m)	1,64
Air draft (m)	23,00
Headroom (m)	2,15
Year built	2008
Launched	March 2009
Builder	GCB Composietbouw
Country	The Netherlands
Designer	Kees van de Stadt
Displacement (t)	9,4
Ballast (tonnes)	3,84
CE norm	NA
Hull material	epoxy and foam core
Hull colour	blue
Hull shape	round-bilged
Keel type	lifting keel Hydraulic
Superstructure material	composite
Deck material	composite
Window material	polycarbonate
Deckhatch	4 X with shade / screen Lewmar
Portholes	6 X
Fuel tank (litre)	epoxy 300 L.
Level indicator (fuel tank)	Ultrasonic sensor - needs to be connected
Freshwater tank (litre)	epoxy 600 L.
Level indicator (freshwater)	Ultrasonic sensor - needs to be connected
Blackwater tank (litre)	epoxy

Wheel steering	Jefa Transmission Steering system
Emergency tiller	yes
More info on hull	yes
Extra info	Twin balanced rudder, hydraulic lifting keel with manual override. Electronic pushbutton keel operation in cockpit. Performance: speeds of 16+ knots under sail have been clocked !!

ACCOMMODATION

Cabins	2
Berths	6
Interior	beech
Floor	Esthec
Headroom saloon (m)	2.15 M.
Heating	central hot water
Navigation center	yes
Chart table	yes
Dinette	yes
Opening door to cockpit	yes
Galley	with soft close drawers
Countertop	Duropal
Sink	stainless steel
Cooker	Force 10 - new / nieuw / neu
Oven	Force 10 - new / nieuw / neu
Fridge	Waeco Coolmatic CB-040 & Waeco Coolmatic RSD-115
Hot water system	Prepared - needs to be connected / finished completely
Water pressure system	electrical
Owners cabin	v-bed
Bed length (m)	2.00 M
Wardrobe	hanging and shelves
Bathroom	en suite
Wash basin	in the bathroom
Shower	en suite Prepared - needs to be connected / finished completely

Guest cabin 1	double bed
Bed length (m)	2.05 M
Wardrobe	hanging and shelves
Toilet	shared
Toilet system	yes
Wash basin	at the toilet
Extra info	Currently cold water only - warm water system is prepared - boiler and shower needs to be installed.
Extra info	Starboard and portside benches can be used as a berth. Owners and aft cabin mattresses with Viva Clip spring/ventilation system

MACHINERY

No of engines	1
Make	VW Marine
Type	SDi-4
HP	60
kW	44,10
Fuel	diesel
Engine hours	457
Engine cooling system	freshwater heat exchanger
Drive	sail-drive
Engine controls	Spinlock
Propeller type	folding Gori overdrive
Propeller blades	3
Manual bilge pump	yes
Electric bilge pump	automatic and manual operation 2 X
Electrical installation	12/220V
Start battery	Optima Red Top 815A/50Ah - 2019
Battery monitor	Studer SBM-04
Battery charger/inverter	Studer Xtender XTH 5000
Shorepower	with cable

Extra info	Engine powered: cruising speed 7 knots - maximum speed 9,5 knots. The VW engine has a 3 KVA 230V AC generator. This AC power is fed into the Studer Xtender XTH 5000 inverter/charger and into the boat's installation. This will handle 5 KVA and 8 KVA startup power and it also charges the batteries. Together it will deliver more than enough power for the entire electrical system. Monitoring and control: switchboard for 230V / 24 VDC / 12 VDC and navigationsystem. Fuse box for the heavy duty fuses to the batteries, inverter/charger, liftkeel and switchboards.

NAVIGATION

Compass	Plastiomo
Electric compass	Autohelm Personal Compass handheld
Depth sounder/log	NMEA 2000 + Airmar speed
Forw. looking depth sounder	Interphase iScan V90
Windset	none - NMEA 2000 cable is prepared in top of the mast
VHF	Inside: Garmin VHF200i
VHF handheld	Oudside: Garmin GHS10i
Autopilot	none - Jefa drive prepared
Radar/GPS/plotter	Computer WIN GPS
Navtex	yes
Personal computer	yes
PC connection	yes
Wifi antenna	yes
Electronis chart(s)	Weather infobox 490 Synop decoder DWD
Navigation lights	LED Toplight

EQUIPMENT

Anchor	Rocna 25 + rope
Sea railing	wire
Grab rail (superstructure)	teak
Railing side opening gates	2 X
Pushpit	yes

Pulpit	yes
Fenders	6 X
Mooring lines	yes
Alarm system	exhaust & bilge alarm
TV	Philips

RIGGING

Rigging	fractional
Standing rigging	Rod
Brand mast	John mast
Material mast	aluminium
Spreaders	3 sets - angle 15°
Keel stepped mast	yes
Reefing System	quick-one-line-reefing
Backstay adjuster	hydraulic Sailtec
Boomvang	mechanical and tackle
Primary sheet winch	2 X Andersen 46ST -2-speed
Secondary sheet winch	2 X Andersen 58ST - 2 speed
Multifunctional winches	2 X Andersen 46ST - 2 speed
Gennaker pole	carbon
Extra info	Mainsail: Gaastra Custom Axis Laminate with batten. Category: 3 Technora 60 m2. Full batten upgrade incl. battcars. Three reefing points. Laminated radiale corners, clew, tack and head. Control lines in leech and foot. Jib Gaastra High aspect Custom Axis Laminate with batten. Categorie: 2 Technora. 37 m2. Tray dacron UV protection. Laminated radiale corners. Control lines in leech and foot. Gaastra Gennaker 150 m2. Mainsail and Jib are of high quality can be used in light and heavy weather. All sails are used very little. Harken Furl system MKIV Unit 3 - through deck operated from the cockpit. Inner forestay is available - never used. Two running backstays. Winches can be converted to electrical units. Deck blocks all Ronstan ballbearing and high quality. Ronstan tracks 30 series. Ronstan ball bearing travellers with control sheaves. Ronstan ball bearing sheave for sheets. Line clamps Spinlock.

Extra info

A brief description about the building process. The seller and designer started from scratch. Seller wanted to have a yacht which had to be safe, light weighted, easy to handle (like a small open boat), capable of sailing shallow waters, had to have performance qualities and a spacious interior with comfort. During the designing and building process, seller and designer consulted and collaborated with renowned professionals from various industries among which craftsmen from Fokker Aerospace, the professionals from Polyworx, which are specialists in building Composite / Core-Cell structures and of course several highly skilled specialists from the Dutch boating building industry. The hull requires almost no maintenance and there is no risk of rotting, delaminating or osmosis. Vacuum infusion method is used to build the hull instead of the hand lay-up, which can cause problems. This infusion method assures an extremely high quality and resin-fiber ratio. The inherently high strength and light weight make this material ideal for a performance cruising yacht. An added advantage is that the closed cell structure makes it air-tight and extremely suitable for vacuum infusion. High-density foam has been used in critical places in the hull and deck to enable an extreme strong mounting surface of the rails. This technique has also been used for deck - hull connection. Main rigging chain plates are mounted directly on reinforcements which assures no stretch on the through deck connection. Front and backstay chain plates are fabricated of extra wide laminated and multiple layers of carbon band. Forces are very well distributed over a large surface. Keel area / surrounding is a solid laminate. Inner and outer laminate come together to assure a bullet-proof structure .The keel box runs through this surface and is casted in reinforced epoxy, all the way up. This assures that the keel box is completely clamped-in and is much stronger compared to a bolted keel.


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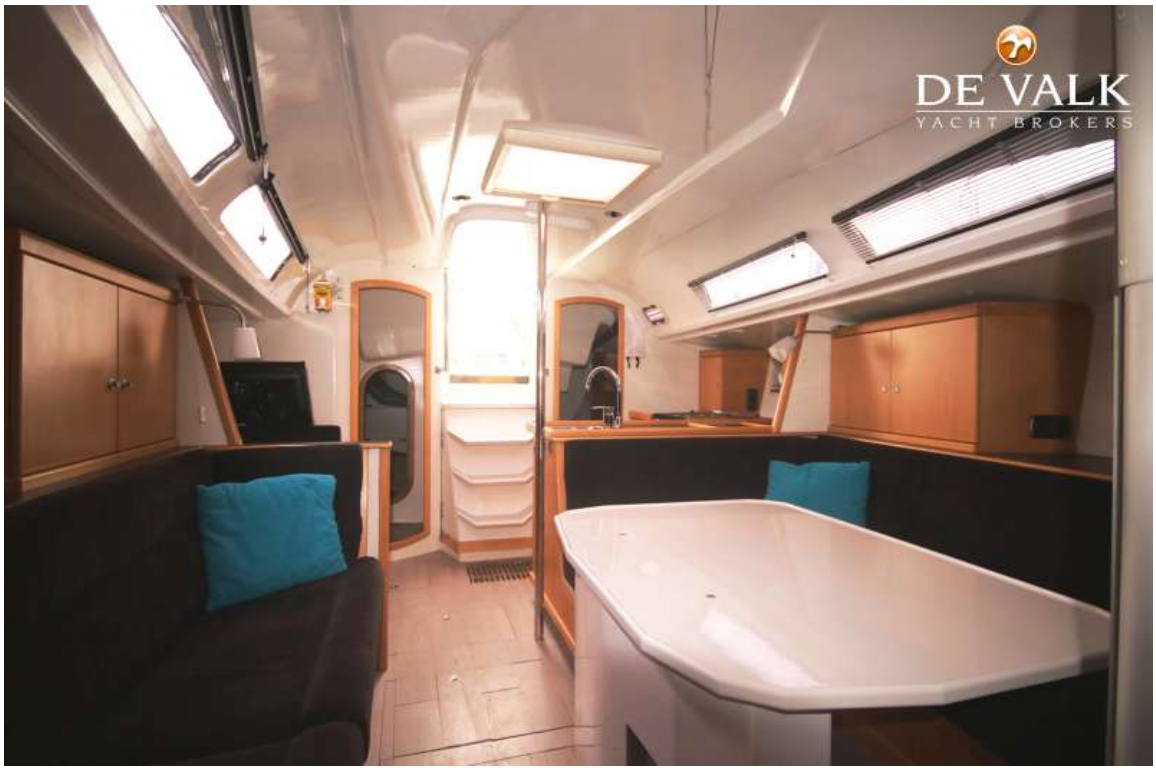
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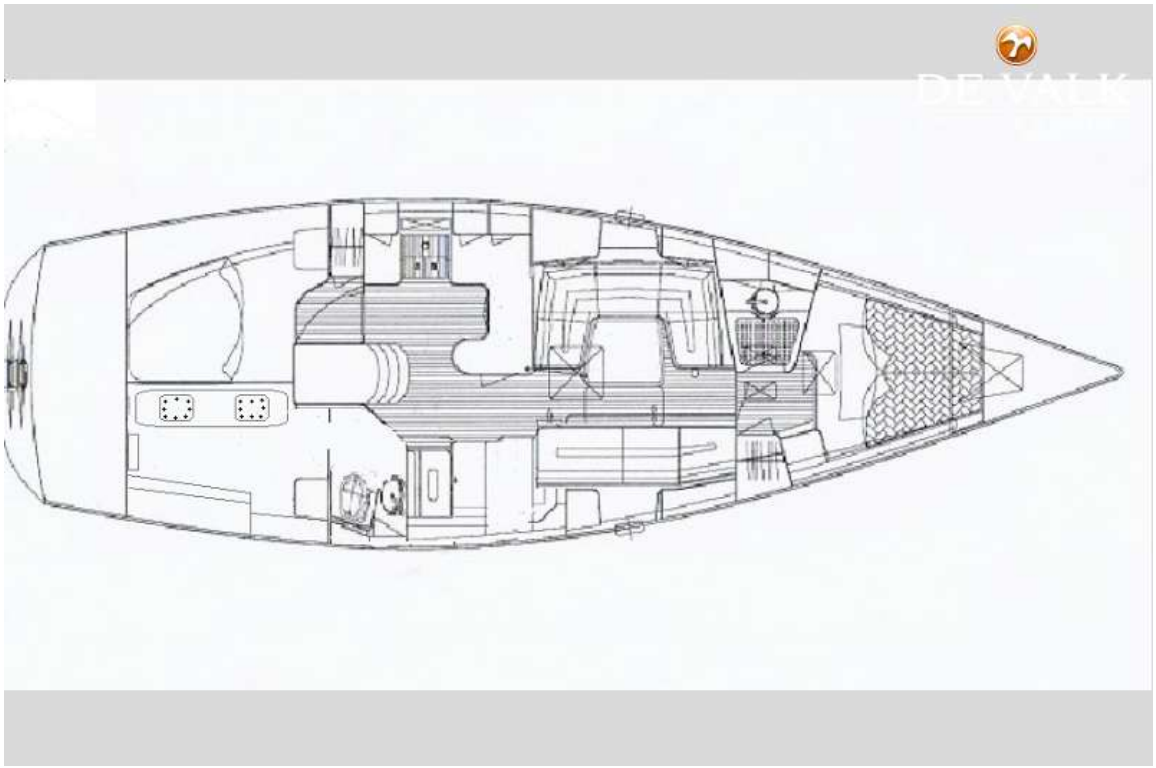

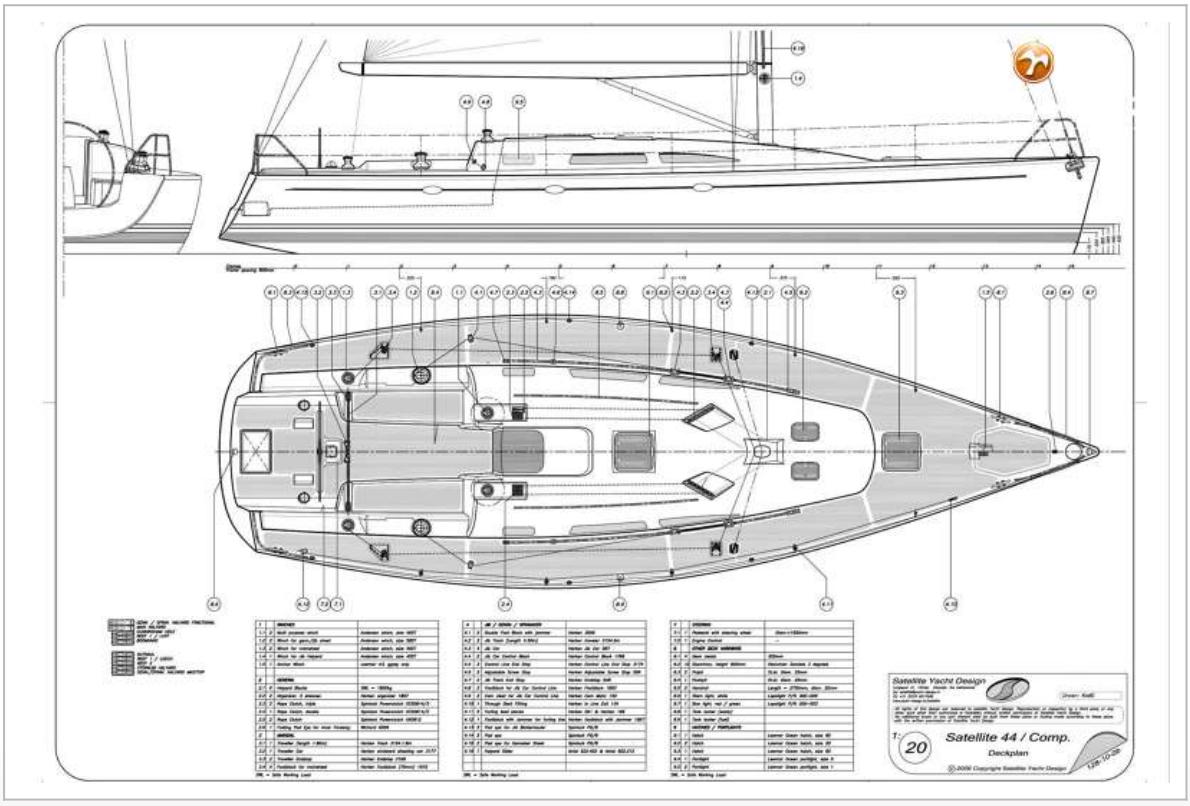
Satellite Yacht Design
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Satellite 44 / Comp.
Deckplan