



DE VALK  
YACHT BROKERS



J-BOATS 44-47



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## BROKER'S COMMENTS

Beautiful one-off J44-47. When you are looking for a fast and dependable cruiser with a striking appearance, this J44-47 may be the yacht for you. May it be long distance offshore cruising or fast weekend cruises, this J44-47 has proven her self on many occasions to be fast, reliable, safe and comfortable.

*Marc Weijenberg*

## SPECIFICATIONS

<b>Dimensions</b>	14.35 x 4.25 x 2.10 (m)	<b>Builder</b>	Tillotson Pearson Inc.
<b>Built</b>	1991	<b>Cabins</b>	2
<b>Material</b>	GRP	<b>Berths</b>	7
<b>Engine(s)</b>	1 x Yanmar 4JH2TE diesel	<b>Hp/Kw</b>	57.00 (hp), 41.90 (kw)
<b>Asking price</b>	sold (VAT )	<b>Lying</b>	elsewhere / Not at sales office

## CONTACT

<b>Sales office</b>	De Valk Sint Annaland B.V.	<b>Telephone</b>	+31 166 601 000
<b>Address</b>	Koelhuisweg 4 4697 RM Sint Annaland NL	<b>E-mail</b>	sintannaland@devalk.nl

## DISCLAIMER

These particulars are given in good faith as supplied but cannot be guaranteed.



## GENERAL

<b>Model</b>	J-BOATS 44-47
<b>Type</b>	sailing yacht
<b>LOA (m)</b>	14,35
<b>LWL (m)</b>	11,80
<b>Beam (m)</b>	4,25
<b>Draft (m)</b>	2,10
<b>Air draft (m)</b>	22,00
<b>Headroom (m)</b>	1,94
<b>Year built</b>	1991
<b>Builder</b>	Tillotson Pearson Inc.
<b>Country</b>	U.S.A.
<b>Designer</b>	Rod Johnstone
<b>Displacement (t)</b>	12
<b>Hull material</b>	GRP
<b>Hull colour</b>	blue
<b>Hull shape</b>	roundbilged
<b>Keel type</b>	bulb keel
<b>Superstructure material</b>	GRP
<b>Rubbing strake</b>	stainless steel
<b>Deck material</b>	GRP
<b>Deck finish</b>	anti-slip paint
<b>Cockpit deck finish</b>	teak
<b>Dorades</b>	stainless steel 4 x
<b>Window material</b>	polycarbonate
<b>Portholes</b>	aluminum
<b>Fuel tank (litre)</b>	stainless steel 200 + 70 ltr heater tank
<b>Freshwater tank (litre)</b>	polyethylene 200 (extra optional tank can be fitted)
<b>Blackwater tank (litre)</b>	Installation prepared
<b>Wheel steering</b>	cable steering Destroyer type + leather cover
<b>Emergency tiller</b>	yes



## Extra info

Lewmar deckhatches Hull professionally spray painted Partially vacuum-bagged construction by J/Boats-TPI USA (more than the usual J/Boats parts)

## ACCOMMODATION

<b>Cabins</b>	2
<b>Berths</b>	7
<b>Interior</b>	teak
<b>Floor</b>	teak and holly
<b>Saloon</b>	with two settee's and pilotberth
<b>Headroom saloon (m)</b>	1,94
<b>Heating</b>	diesel ducted hot air Eberspaecher D5L 4800 watt
<b>Chart table</b>	full size with folding seat
<b>Galley</b>	yes
<b>Countertop</b>	plastic
<b>Sink</b>	stainless steel 2 x
<b>Cooker</b>	calor gas Force 10 3 burner
<b>Oven</b>	Force 10
<b>Fridge</b>	12v Combicool
<b>Hot water system</b>	220V + engine 45 ltr boiler
<b>Water pressure system</b>	electrical
<b>Owners cabin</b>	double bed
<b>Bed length (m)</b>	2,00/1,85 x 1,45
<b>Wardrobe</b>	hanging/drawers/shelves
<b>Bathroom</b>	en suite
<b>Toilet</b>	en suite
<b>Toilet system</b>	electric
<b>Wash basin</b>	in the bathroom
<b>Shower</b>	en suite Seperate
<b>Guest cabin 1</b>	double bed 2,00 x 1,35 mtr
<b>Wardrobe</b>	hanging and drawers
<b>Bathroom</b>	shared



<b>Toilet</b>	shared
<b>Toilet system</b>	electric
<b>Wash basin</b>	in the bathroom
<b>Shower</b>	shared
<b>Extra info</b>	Double berth in fore and aft cabin Pilot-berth on portside in the salon Two extra berths on the salon settees The interior is very well taken care of and built in blonde Teak with lots of practical and nice details. The interior has ample headroom and lots of stowage space throughout.

## MACHINERY

<b>No of engines</b>	1
<b>Make</b>	Yanmar
<b>Type</b>	4JH2TE
<b>HP</b>	57,00
<b>kW</b>	41,90
<b>Fuel</b>	diesel
<b>Year installed</b>	1991
<b>Maximum speed (kn)</b>	8
<b>Cruising speed (kn)</b>	7
<b>Consumption (l/hr)</b>	4
<b>Engine cooling system</b>	freshwater heat exchanger
<b>Drive</b>	shaft
<b>Engine controls</b>	bowden cable
<b>Gearbox</b>	mechanical Kanzaki/Hurth
<b>Bowthruster</b>	electric RMC Marine retractable
<b>Exhaust</b>	watercooled
<b>Propeller type</b>	feathering Maxprop
<b>Propeller blades</b>	3
<b>Propeller shaft material</b>	stainless steel
<b>Shaft lubrication</b>	water + Volvo Seal (2013)
<b>Manual bilge pump</b>	1 x



Electric bilge pump	1 x
Electrical installation	12/220v
Generator	wet exhaust Mastervolt Whisper 3,5 kW (2009)
Running hours generator	yes
Start battery	1 x (2011)
Service battery	for winches 3 x (2011)
Bowthruster battery	1 x (2010)
Battery monitor	Mastervolt BTM III
Battery charger	Mastervolt IVO Smart 12/50amp
Shorepower	with cable
Extra info	Heavy duty 12v alternator

## NAVIGATION

Compass	Plastimo Offshore
Depth sounder	Brookes & Gatehouse Hydra 2000
Log	Brookes & Gatehouse Hydra 2000
Windset	Brookes & Gatehouse Hydra 2000
Repeater	mast fitted 3 x Brookes & Gatehouse 20/20 displays
VHF	Icom IC-M601 + DSC
Autopilot	+ remote Raymarine ST7001
Radar	JVC 1000
GPS	Philips Mk8
Plotter	Simrad DS400 + Simrad CR40
Navtex	Furuno navtex NX300
Electronic chart(s)	2 x (updated 2012)

## EQUIPMENT

Sprayhood with grab rail	2010
Bimini	2010
Sun awning	yes
Cockpit table	In teak



Bathing platform	yes
Boarding ladder	stainless steel
Deck shower	hot+cold
Anchor	CQR Plough Stainless/Nirosta
Anchor chain	40 mtr stainless/Nirosta
Anchor 2	Danforth Aluminum
Windlass	electrical Quick up+down
Outboard	support only
Sea railing	stainless steel
Grab rail (superstructure)	stainless steel
Railing side opening gates	2 x
Pushpit	yes
Pulpit	yes
Life raft	container BFA
Life raft (pers)	6 pers
Last life raft survey	2010
Lifebuoy	1 x
Danbuoy	1 x
Radar reflector	yes
Fenders	yes
Mooring lines	yes
Spare parts	for engine
TV	Nikkei flatscreen
TV receiver	Digitenne NL
Radio-cd player	Sony
Cockpit speakers	yes
Speakers in salon	yes
Clock - barometer	yes

## RIGGING

Rigging	sloop
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<b>Brand mast</b>	Sparcraft
<b>Material mast</b>	aluminium coated
<b>Spreaders</b>	4 sets
<b>Fully battened mainsail</b>	2007 De Boer Sails
<b>Furling boom</b>	Leisure Furl 2007
<b>Genoa</b>	2007 De Boer Sails
<b>Genoa furler</b>	Harken
<b>Genoa cover</b>	1 x
<b>Spinnaker</b>	1992, 1,5 oz
<b>Reefing System</b>	main in-boom furling
<b>Backstay adjuster</b>	hydraulic Navtec
<b>Boomvang</b>	mechanical Bamar
<b>Primary sheet winch</b>	electric 2 x Anderssen 62ST
<b>Secondary sheet winch</b>	electric 1 x Anderssen 46ST + 1 x Lewmar 44AST
<b>Genoa sheetwinches</b>	2 x Anderssen 62ST
<b>Halyard winches</b>	1 x electric 2 x Anderssen 52ST
<b>Multifunctional winches</b>	2 x Barent 27-48ST
<b>Spi-pole</b>	carbon
<b>Extra info</b>	<p>While the J 44-47 is a powerful cruiser, the owner had a furling boom and various electric winches fitted and the yacht became very well to handle by a small crew. A crew that really enjoys sailing at it's best, but also can appreciate the "mod-cons" that come with modern sailing. Already well balanced in it's original design, she is perfectly handled even at a "single handed" level. The backstays are only used in adverse conditions. Where most modern yachts struggle with more adverse conditions, the J44-47 has a much better and forgiving character. Full sails at 22-25 knots is something to experience controlling the yacht at the touch of a button.</p>



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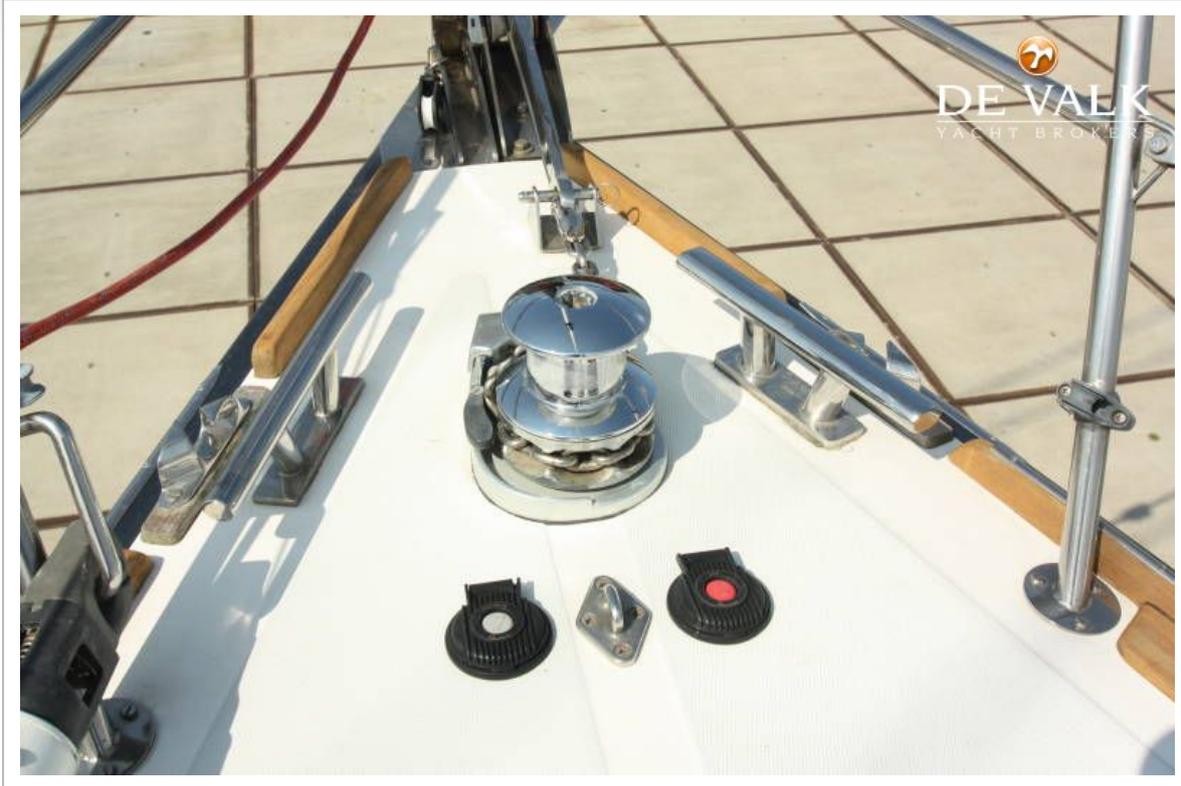
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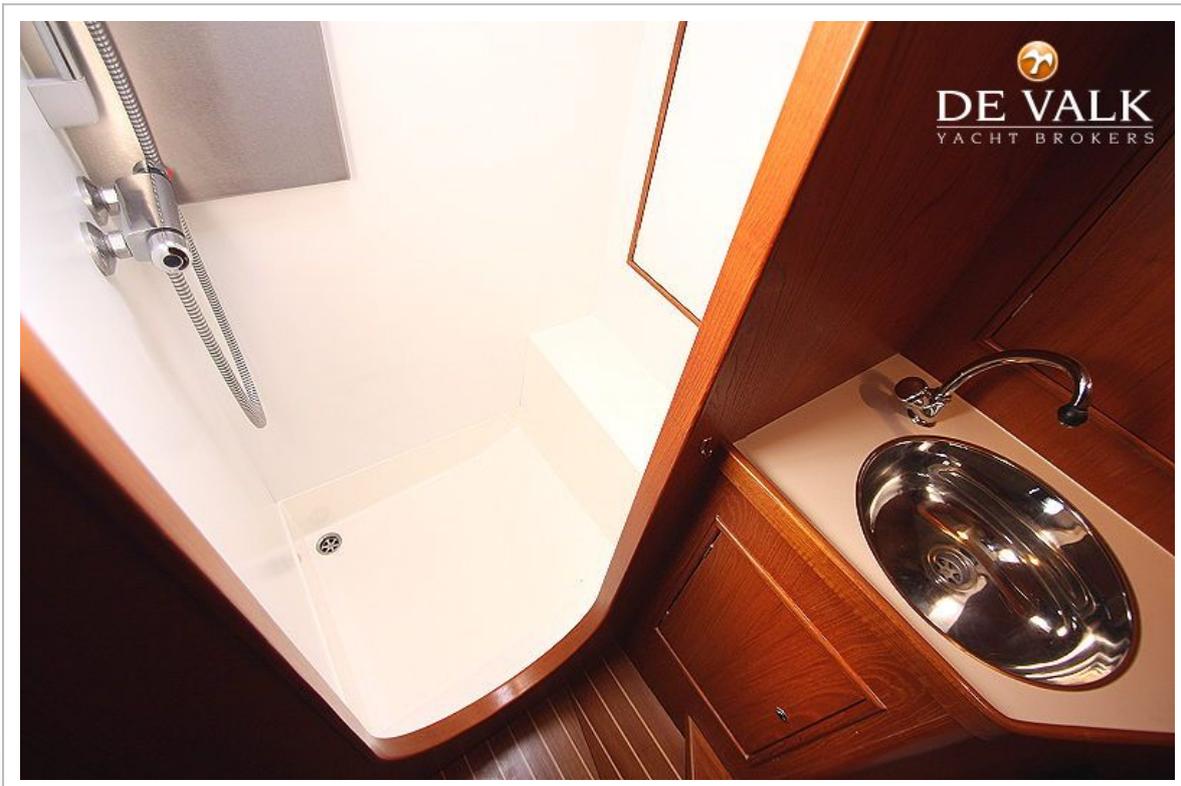




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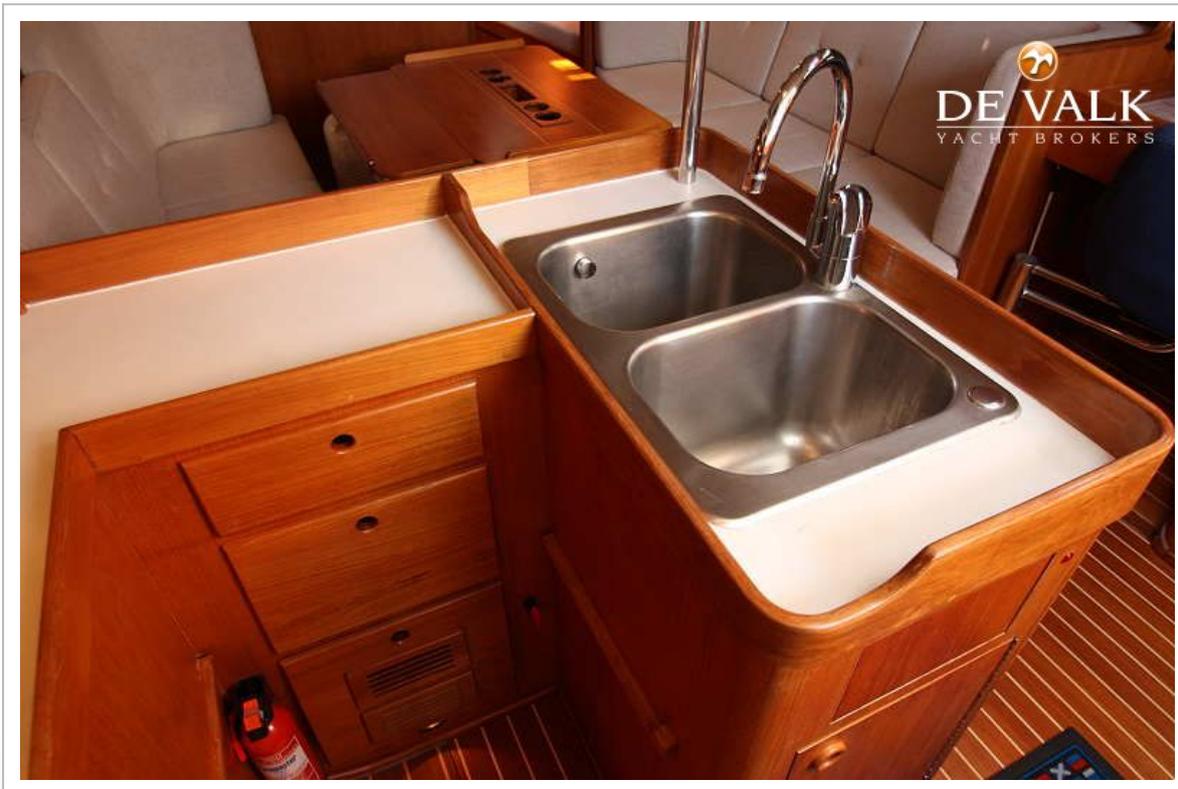
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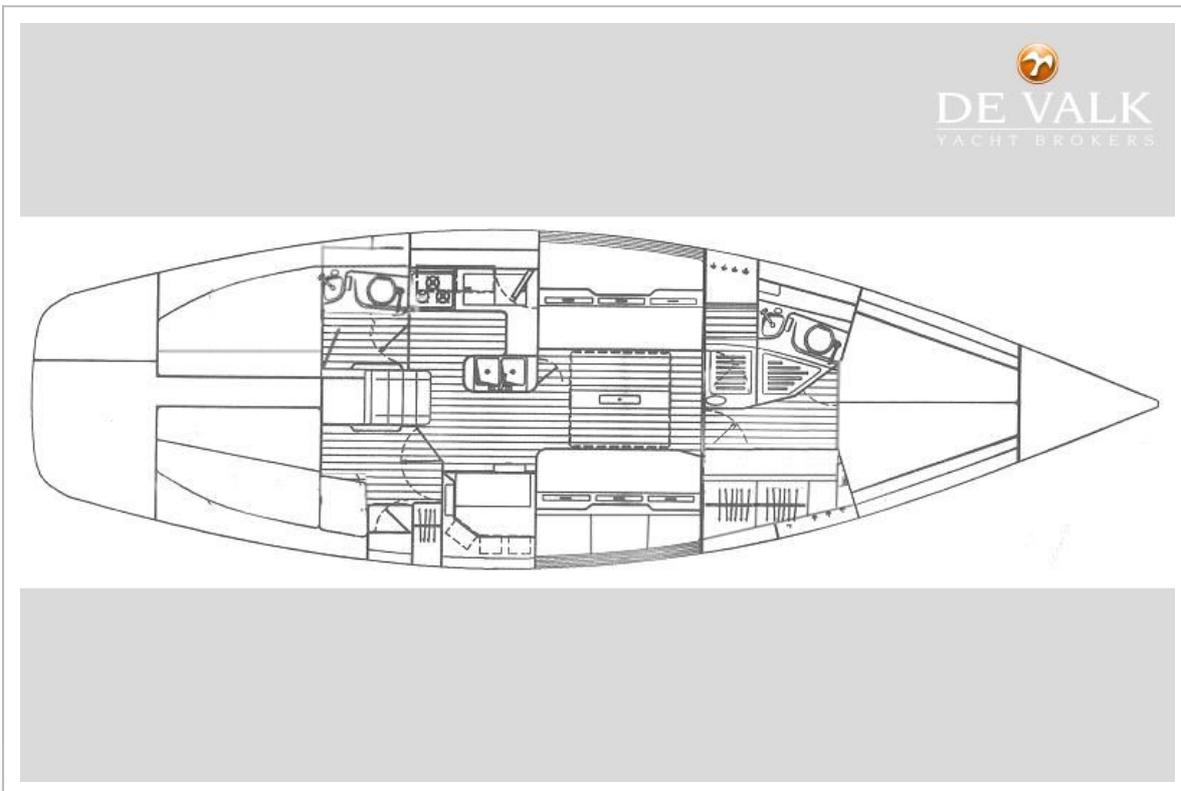
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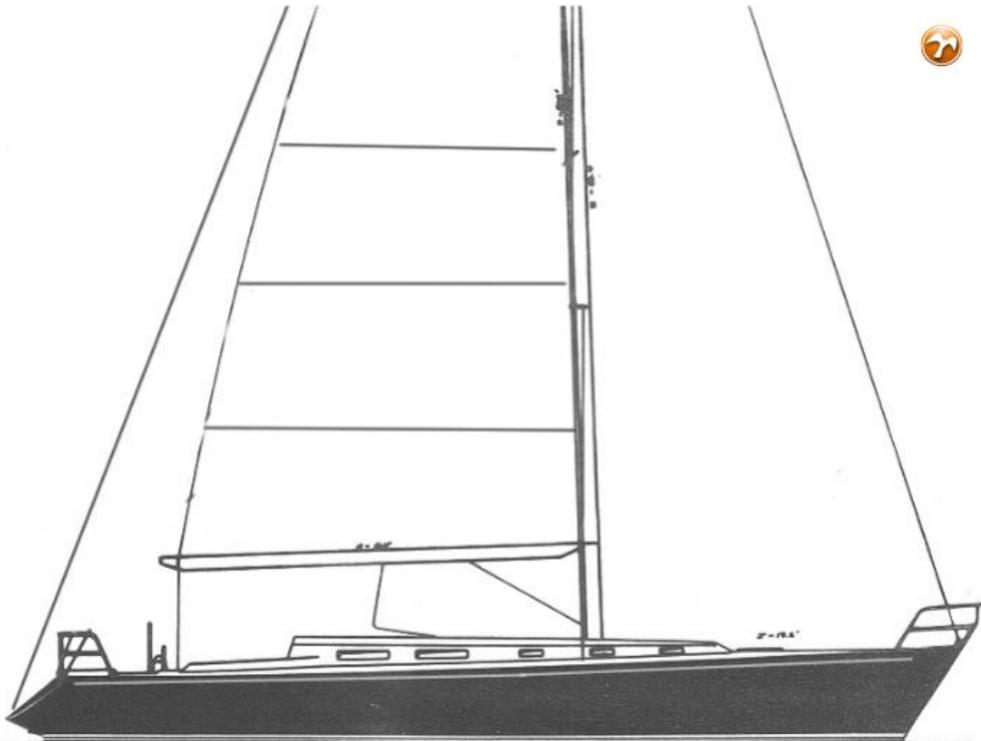
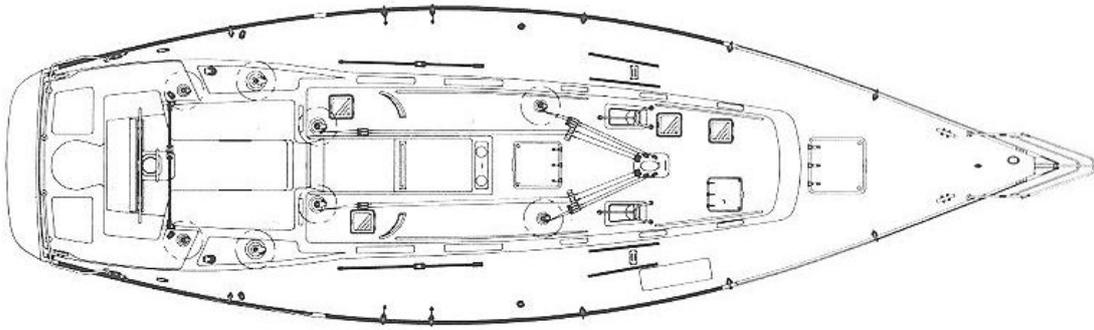
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