

## TARA JEANNE - MORRIS YACHTS



**Builder:** [MORRIS YACHTS](#)

**LOA:** 43' 0" (13.39 m)

**Year Built:** 2000

**Beam:** 13' 0" (4.12 m)

**Model:** Wolf Class 44

**Min Draft:** 11' 6" (3.50 m)

**Price:** \$495,000 USD Subject to change.

**Max Draft:** 11' 6" (3.50 m)

[See full listing on our website](#)

**Location:** Bristol, United States

**Cruising Speed:** 28 Knots (32.22 MPH)

**Max Speed:** 33 Knots (37.98 MPH)

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## OVERVIEW

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TARA JEANNE (name reserved) is an extraordinary semi-custom 'DownEast' express cruiser, now offered for sale at her current boat location. Propelled by twin CAT 660s, she represents a singular opportunity for those intent on buying a yacht that blends refined elegance with spirited performance. As the newest and only Wolf Class 44 crafted by Morris Yachts, she commands notice in any marina; her sleek profile and capacity to cruise at nearly 30 knots will captivate the most discerning owner. Do not miss the chance to own this exceptional yacht for sale, a true masterpiece of luxury boating.

# SPECIFICATIONS

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## Basic Information

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**Category:**  
Motor yachts

**Year Built:**  
2000

**Sub category:**  
Cruisers

**Country:**  
United States

**Model Year:**  
2000

## Dimensions

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**LOA:**  
43' 0" (13.39 m)

**Beam:**  
13' 0" (4.12 m)

**Min Draft:**  
11' 6" (3.50 m)

**Max Draft:**  
11' 6" (3.50 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
28 Knots (32.22 MPH)

**Water Capacity:**  
140 Gallons

**Max Speed:**  
33 Knots (37.98 MPH)

**Fuel Capacity:**  
475 Gallons

## Accommodations

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**Total Heads:**

1

## Hull and Deck Information

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**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Designer:**

Chuck Paine

**Deck Material:**

Fiberglass

**Interior Designer:**

Morris Yachts

**Hull Configuration:**

Monohull

## Engine Information

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**Engines:**

2

**Engine Type:**

Inboard

**Manufacturer:**

CAT

**Fuel Type:**

Diesel

# GALLERY











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# DETAILED DESCRIPTION

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## Introduction

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Tara Jeanne is an exceptional semi-custom DownEast express cruiser that will capture your heart with its stunning lines and exhilarating performance, routinely cruising at speeds approaching thirty knots. As the most recent and only Wolf Class 44 built by Morris Yachts, she commands attention at every dock and on every horizon, pairing classic Downeast elegance with the modern conveniences sought by discriminating owners. Twin CAT six hundred sixty horsepower diesel engines provide brisk acceleration and sustained speed, while twin engines and a bow thruster make close-quarters maneuvering effortless. The raised bridge deck affords protected, comfortable seating for three to four couples on Stidd pedestal chairs, including a double Stidd, and generous settees that invite long conversations and sea-swept sunsets. The cockpit is large and eminently functional with a wet bar, full-beam transom seating, and built-in side boarding steps, while below decks the yacht delivers a true cruising interior: a commodious head with a separate stall shower, a lower dinette lounge, a fully equipped galley, and a private forward cabin with an island berth. Unlike her sister ships, Tara Jeanne benefits from approximately 2.25 inches of additional freeboard, enabling a considerably larger engine package and a raised bridge deck that affords exceptional sightlines for the helmsperson and expansive sea views for guests. The upgraded engines confer power, speed, and handling that must be experienced: the vessel can cruise on a single engine at twenty-two knots, while both engines produce effortless cruising at twenty-seven to twenty-eight knots and top speeds exceeding thirty-three knots. That additional torque, combined with a substantial full trim weight of nearly 36,000 pounds, gives Tara Jeanne the confident composure of a twelve-cylinder touring car and the sea-kindly ride of a heavy-duty truck in

adverse conditions. Meticulously maintained by her original owners and cared for at Bristol Marine for over twenty years, Tara Jeanne is being offered for sale for the first time; her pedigree, history, and timeless lines make her a rare and captivating yacht destined to turn heads in every harbor.

## Design elements and construction details

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The Morris Wolf Class 44 is a Paine Yacht Design masterpiece that redefines the contemporary Maine express cruiser with sweeping, distinctive lines and a hull engineered for a smooth, confident ride. Rooted in Downeast tradition, her long, graceful profile and pronounced upturned bow recall the classic Bunker and Ellis woodies of Mount Desert Island, yet the hull form is thoroughly modern: a warped "V" with a very fine forward entry to slice through waves, flattening to a seven point five degree deadrise at the transom, complemented by hard chines to minimize rolling and a partial skeg for excellent tracking and protection of running gear. This hull geometry yields superior efficiency and better fuel economy at lower speeds than a true deep-V while still delivering a composed and capable ride at twenty-seven knots in adverse conditions. Hull skins above the waterline are hand-laid in Vinylester resin using E-glass, while the bottom skins incorporate both E-glass and Kevlar for added impact resistance; the hull is cored with one-inch Corecell non-water absorbing foam in varying densities, with the core removed where necessary around penetrations and structurally reinforced areas such as propeller struts, shaft logs, rudder posts, and along the hull centerline. The deck employs both balsa and foam cores laminated with E-glass and polyester resin, except for the bridge deck which features carbon fiber skins for added stiffness and weight savings. Individual molds were used for bridge deck seats, cockpit furniture, and cockpit sides, all bonded with epoxy, and the hull-to-deck joint is permanently bonded with 3M 5200 and through-bolted every eight inches on center, with the toe rail bedded and fastened through

that joint using self-tapping screws at the same eight-inch spacing. This high-tech, robust construction philosophy ensures durability, protection of vital systems, and the performance expected of a world-class Downeast express cruiser.

## Colors and deck details

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The yacht presents a striking Morris Blue Awlgrip topside finish enhanced by an inset gold cove stripe, a single white boot stripe, and a green antifouling bottom, while the decks are finished in Awlgrip Off White with a contrasting Moondust Awlgrip sprayed nonskid surface that lends subtle texture and refined contrast. All exterior surfaces were repainted in 2023, restoring a fresh, pristine appearance that complements the classic white exterior cushions trimmed in dark blue piping. Practical and stylish deck equipment includes a custom stainless steel bow pulpit and spray rails, a custom stainless steel stem head with anchor roller and a stainless anchor, and a Lewmar Ocean 2 electric anchor windlass with deck footswitches and a remote at the helm for effortless anchoring. The Suncor stainless anchor rated at forty-five pounds is secured on a three eighths inch high-test chain with a five eighths inch New England Ropes rode, while bow chocks are inset into the toe rail and an anchor washdown spigot is fitted on the foredeck for easy maintenance.

Bright-varnished solid teak is featured throughout the exterior appointments including toe rails, eyebrows, handrails, dorade boxes, windshield trim, cockpit cap rails, the transom and bridge deck settee seat backs and trim, lending warmth and classic character. The exterior also includes eight bronze-chromed opening port lights with screens, four dorade vents with stainless cowls painted white inside with Awlgrip and sliding interior vent closures, four fenders with covers, six Herreshoff-style stainless cleats, and an assortment of dock lines, all of which combine functionality with timeless style.

## Bridge deck

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The bridge deck is a thoughtful fusion of classic Downeast aesthetics and modern functionality, hydraulically liftable to provide easy access to the engine room. Its custom varnished teak three-panel windshield, with a center opening panel and pantograph-style wipers controlled by Exalto intelligent controls, is both beautiful and purposeful. A sailboat-style companionway features a teak sliding hatch and bi-fold doors, lending an elegant transition from cockpit to interior. The helm is located to starboard and is furnished with a twin Stidd pedestal chair, while to port there is a Stidd companion pedestal chair and a navigator's desk; both Stidd chairs have been luxuriously reupholstered in Ultraleather 2025 for enduring comfort and style. Aft to port a generous L-settee with storage beneath and a custom convertible teak table invites relaxed socializing, while a straight settee to starboard also offers storage and is finished with solid teak backrests for added refinement. The convertible bimini soft top in traditional Toast Sunbrella over a stainless frame offers shelter and is cleverly designed so that the forward portion attaching to the windshield can be removed for enhanced ventilation, and for full enclosure side curtains and three-piece aft drop curtains are available to create a protected lounge on the bridge deck.

## Cockpit

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The cockpit is designed with equal measures of elegance and practical purpose, centering on a built-in athwartship transom settee with a massive solid teak backrest and generous storage below. Forward to port a custom wet bar houses a large insulated ice box, a stainless steel sink, and cabinet storage ideal for entertaining afloat, while broad L-shaped teak steps provide comfortable seating and easy access to the raised bridge deck and side decks. Raised gunwales capped in varnished teak run the length of the cockpit to

protect against spray, and the self-bailing sole together with a hot and cold shower add convenience after a swim. Lockers are integrated under the coamings and beneath the transom settee, courtesy lights under the coamings create evening ambiance, and the teak bridge deck and side deck boarding steps marry beauty with utility. A saltwater washdown system simplifies cleanup, and a fiberglass swim platform with teak decking and a telescoping swim ladder stored beneath provides safe water access. For anglers, five rod holders are incorporated into the cockpit, including a centerline aft position, and a varnished Bette Fleming teak staff for the ensign on the transom lends a touch of tradition. Sole hatches afford direct access to running gear and additional storage, and a mast equipped with a radar dome, GPS/VHF antennas, steaming/anchor light, and a digital TV antenna ensures equipment readiness for extended days on the water.

## Accommodations

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Forward accommodation is a true private stateroom with a centerline island berth, expansive hanging lockers, and a cabinet with a built-in TV, all thoughtfully arranged for comfort and privacy. The stateroom is bright and well-ventilated through two opening ports, a large overhead hatch, and dorade vents with sliding covers, complemented by the AC/reverse-cycle heating system that keeps the interior comfortable in any season. Shelving along each side of the berth and additional storage under the berth enhance long-cruise practicality. The main salon welcomes guests with a C-shaped settee and dinette to starboard centered about a beautifully finished cherry table, with Navy Blue cushions that complement the Herreshoff-inspired interior of white bulkheads and solid cherry trim and panels framing multiple opening ports. The galley to port and forward is comprehensively equipped with a stainless steel sink, ample drawer storage, refrigeration, and a built-in microwave oven, while aft to port the large and practical head features a proper stall shower

and a vanity with sink. True Maine craftsmanship is evident in the solid wide-planed cherry cabin sole with a high-gloss finish, off-white overheads accented in cherry, and dome lights throughout to create an inviting ambiance. Tara Jeanne is fully air-conditioned by two Marine Air Passport II twelve thousand BTU units providing reverse-cycle heat vented to the forward cabin, main salon, and bridge deck. Salon appointments include a Chelsea clock and barometer, Ocean Frigast reading lamps, stereo control with salon speakers, multiple 110v outlets, a built-in TV with hideaway locker doors, an Alpine VHS player, and a digital TV antenna on the mast. The galley is thoughtfully detailed with a Sharp microwave oven, a large under-counter storage locker, outboard cabinets and drawers, under-sink storage, two 110v outlets, an opening port, a dorade vent, a pull-out faucet with sprayer, and a trash bin mounted on the cabinet door under the sink. The head is equipped with a Vacuflush freshwater toilet, an opening port, a dorade vent, GFCI-protected outlets, and a proper stall shower with a teak grate for safety and comfort.

## Mechanical and engines

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The engine room is engineered for accessibility and quiet operation, accessible via a day hatch in the bridge deck sole and fully revealed when the entire bridge deck is hydraulically lifted by an electric/hydraulic arm, with the underside insulated by a double layer of thick lead foam to minimize noise and vibration. Power is provided by twin turbocharged CAT 3196E diesel engines, each producing six hundred sixty horsepower for a combined output of one thousand three hundred twenty horsepower, driving direct shaft lines complete with props and rudders for efficient propulsion and straightforward maintenance. Engine control is via Morse manual throttle and shift levers, with a CAT engine synchronizer operable from either port or starboard, analogue and digital gauges at the helm for precise monitoring, and a slow mode for fine maneuvering. Twin Disc transmissions with a trolling valve and dedicated

throttle control, two point five inch Aquamet-22 stainless steel shafts, Groco bronze sea strainers for both engines and the generator, a Sidepower bow thruster with wireless remote, Lectrotab trim tabs, four-blade props, dual Racor seventy-five slash nine hundred MAX fuel/water separators with vacuum gauges, a VDO fuel gauge, LasDrop dripless shaft seals, and Marine Air reverse-cycle air conditioning complete the list of high-spec mechanical systems. The yacht's domestic systems include a Seaward eleven-gallon stainless hot water heater, a Flojet house water pump and accumulator tank, and a plastic holding tank with a macerator pump; fresh water capacity is one hundred forty-six gallons monitored by a Wema gauge. Fuel capacity is substantial at four hundred seventy-five gallons distributed across three tanks — one hundred sixty-five gallons port, one hundred sixty-five gallons starboard, and one hundred forty-five gallons mid — with a SCAD tank monitor providing tank-level readouts for confident passage planning.

## Electrical

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The yacht's electrical architecture is built for reliable, flexible power both alongside and underway with integrated 110v AC and 12/24v DC systems and a breaker panel conveniently placed on the aft bulkhead to starboard of the companionway. Shore power is provided via a fifty-amp service, and onboard generation comes from a Westerbeke eight kilowatt generator fitted with a Centek exhaust and waterdrop muffler for quiet, efficient operation. A Heart Interface Freedom Marine two thousand watt inverter and a one hundred amp battery charger with remote at the electrical panel supply versatile shore-independent power and battery management, while each main engine is equipped with a one hundred five amp alternator to maintain charging underway. The house battery bank is constituted by two Prevalier 8D gel cell batteries delivering roughly four hundred amp capacity, and engine starts are provided by two Optima AGM batteries each rated at eight hundred CCA, with

a parallel switch for added flexibility. For electrical safety and system reliability, a copper bonding and grounding strip is laminated along the full length of the hull, providing comprehensive bonding and effective protection against electrical faults.

## Helm electronics and navigation

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The helm is comprehensively equipped with modern navigation and communication systems to ensure confident, enjoyable passages. Core navigation is handled by a Garmin GPS Map for precise positioning and route planning, augmented by a Furuno Radar installed to port at the navigation desk for situational awareness in all conditions. Autopilot duties are managed by a Simrad Robertson AP20 for reliable course-keeping, while vessel systems are monitored on a B&G Network QUAD display providing speed, temperature, and depth data. Communication is via an Icom VHF IC-M59, and Lectrotab trim tabs are integrated for optimal trim control. The helm experience is finished with a Stazo teak steering wheel and hydraulic steering for smooth, responsive control, Exalto variable-speed wiper controls for clear visibility in weather, a VDO fuel tank gauge with a three-way selector, and a five-inch Richie compass with a stainless hood for dependable bearing reference. Entertainment and convenience are addressed by a Fusion stereo with Bluetooth and speakers in the salon and bridge deck plus a ten-disc CD changer, and safety and utility items include a horn, a Fireboy remote override switch, a twelve-volt outlet, a remote exterior light switch breaker panel, and a folding twelve-volt fan for added comfort.

## Safety

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Safety systems aboard Tara Jeanne are comprehensive and thoughtfully integrated to provide peace of mind underway. Three Rule electric bilge pumps

manage water ingress efficiently, complemented by a Rule high-water bilge alarm in the engine room for early detection of flooding, and an electric horn is fitted for clear signaling. Fire protection is centered on a Fireboy automatic fire extinguisher system installed in the engine room, and handrails in the salon and along the cabin trunk offer secure handholds for safe movement aboard. The stainless steel bow pulpit provides deck-edge security, while a propane shutoff solenoid and sniffer add an essential layer of gas-detection and emergency isolation. For electrical safety and lightning protection, a full-length copper bonding strip is integrated into the hull structure, providing effective grounding and contributing to the overall security of systems and guests aboard.

# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

## Contact details

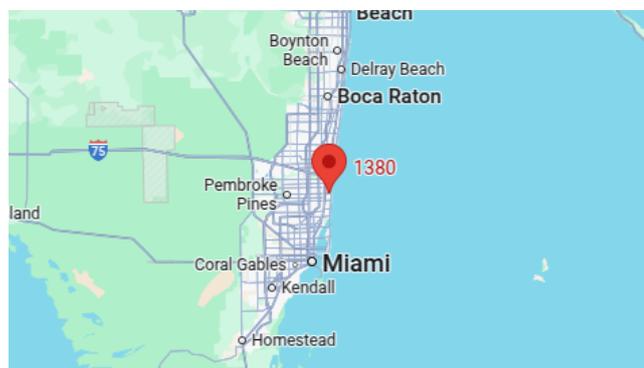
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