

ADVOCATE - CATALINA YACHTS



Builder: [Catalina Yachts](#)

Beam: 13' 0" (4.14 m)

Year Built: 2011

Min Draft: 16' 5" (5 m)

Model: 445

Max Draft: 16' 5" (5 m)

Price: \$269,000 USD Subject to change.

[See full listing on our website](#)

Location: Charleston, United States

LOA: 44' 0" (13.54 m)

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OVERVIEW

The Catalina 445 is an elegant, highly adaptable sailing yacht that marries comfort with practical cruising capability. Below decks she offers three cabins and two heads, a generous salon, a proper navigation station and a thoughtfully outfitted galley, all arranged for relaxed living aboard. Above, the broad cockpit features twin helm wheels, a folding table and seamless access to the sugar scoop stern, while all running rigging is led aft to electric winches for easy short handed handling. A furling headsail and an in mast furling North Sails mainsail (2024) simplify sail management, and with an ICW friendly air draft plus an available shoal draft option she is perfectly suited to East Coast and coastal cruising as a refined performance cruiser and comfortable liveaboard monohull sloop.

This lightly run, exceptionally clean 2011 Catalina 445 is a rare, turnkey offering, currently berthed at Safe Harbor Charleston City Marina after a recent haulout. The bottom, keel and rudder were stripped and received a new epoxy barrier and bottom paint in May 2025 following media blasting, and the hull has been washed and waxed (2025), presenting a bright, well maintained exterior.

Highlights include engine hours: 723 and generator hours: 204; electric primary winches and an electric halyard winch; two new mattresses (2025); and SmartPlug shore power inlets and cords (2024). With bluewater poise and offshore readiness, this Catalina blends luxury and capability for family cruising, passagemaking and ICW adventures.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2011

Sub category:
Cruising Sailboats for Sale

Country:
United States

Model Year:
2011

Dimensions

LOA:
44' 0" (13.54 m)

Beam:
13' 0" (4.14 m)

Min Draft:
16' 5" (5 m)

Max Draft:
16' 5" (5 m)

Speed, Capacities and Weight

Water Capacity:
179 Gallons

Fuel Capacity:
66 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Gerry Douglas

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

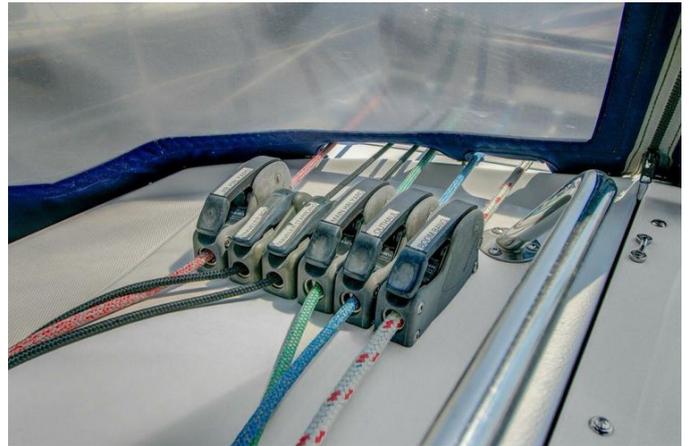
GALLERY









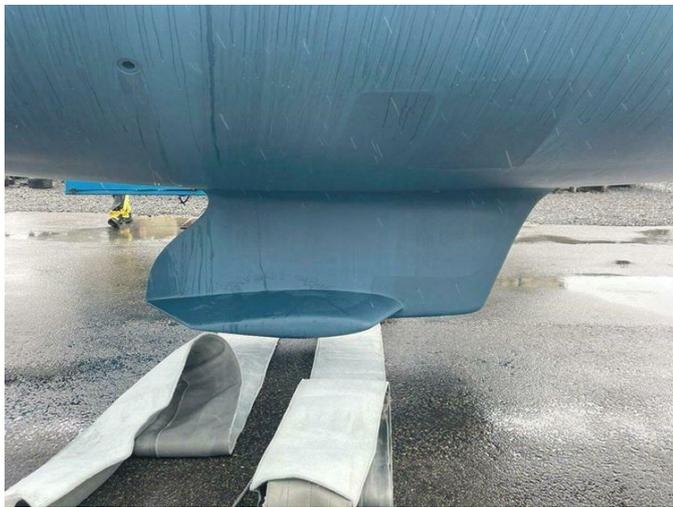












DETAILED DESCRIPTION

Description

The Catalina 445 is the consummate all-around cruising sailboat, marrying rewarding performance with a remarkably comfortable liveaboard platform that invites long passages and effortless coastal exploration. Her deck plan is refined and practical, with a large cockpit anchored by twin helms and a varnished folding table that makes sundowners a ritual, while a sugar scoop transom with integrated swim ladder and shower turns every anchorage into an invitation. Short-handed sailing is intuitive: all control lines are led aft to electric winches and both mainsail and headsail are on furlers, and the in-mast furling mainsail from North Sails installed in 2024 reinforces easy sail handling. With an air draft suited to the Intracoastal Waterway and the option of a shoal draft wing keel for skinny water anchorages, she is tailor-made for East Coast cruising and for owners who prize freedom of destination as much as comfort aboard. Lightly used and exceptionally clean, this 2011 Catalina 445 is offered as a rare turnkey opportunity lying in a slip at Safe Harbor Charleston City Marina, freshly prepared for new adventures after a haul-out: in May 2025 her bottom, keel, and rudder were media-blasted, epoxy barrier-coated, and faired and painted; the hull was washed and waxed for a deep, lasting shine and washed and waxed again in 2025, leaving the gelcoat bright and protected. Key highlights speak to readiness and pedigree: just 723 engine hours and 204 generator hours; electric primary winches and an electric halyard winch for effortless sail trim; SmartPlug shore power connections with matching cords added in 2024; and two new mattresses fitted in 2025 to renew onboard comfort. Presented in exceptionally clean condition and maintained with attention to systems and cosmetics, she is poised to depart on her next cruise with confidence.

Overview

Step aboard and you find a warmly finished teak interior that balances generous volume with seagoing practicality, designed for extended time aboard without compromise. The owner's cabin forward features a comfortable centerline berth and a private en suite head with a separate shower stall, while the salon opens to a U shaped settee and table to port with additional seating to starboard, all anchored by a proper navigation station on the starboard side. A versatile port aft cabin converts effortlessly from additional sleeping quarters to utility or storage space, and the starboard aft cabin offers private guest accommodation with a double berth and direct access to the aft head. Climate comfort is assured by two Marvair reverse cycle air conditioning units, and thoughtful interior appointments elevate daily life: the dining table converts to a berth; a TV mount is installed on the forward salon bulkhead with a TV fitted in the forward cabin; two Bose speakers enrich the salon sound; new mattresses in the owner's cabin and the forward cabin add fresh comfort; shades cover most opening hatches with blinds on most ports; and both heads are fitted with electric raw water flush toilets. The interior joinery and upholstery present in good condition, and four fixed salon windows were replaced in 2025 to correct minor sun exposure, leaving the living spaces bright, tight, and inviting.

The galley is thoughtfully laid out for extended provisioning, featuring a Corian countertop, a double stainless steel sink, a microwave, and an exhaust hood with integrated lighting, while cooking is handled by a three burner stove with oven. Provisioning stows neatly in drawers and cabinets, and cold storage is comprehensive with a top loading freezer, a front opening refrigerator with a small freezer compartment, and a Frigoboat Frigomatic Paris 35 F refrigeration system, complemented by a full complement of cutlery, mugs, plates, bowls, pots, and pans to make the boat ready to cruise immediately.

Externally the hull was washed and waxed in May 2025 and benefits from the

optional factory rub rail and a watertight strike zone collision bulkhead forward. Deck layout is purposeful: double anchor rollers with a mounting point for a bowsprit feed a large divided anchor locker for chain and rode, where a Delta anchor with chain and rode of unspecified length is paired with a Quick Rider 1000 electric windlass with foot switches. Security and handling are enhanced by 27 inch double lifelines with port and starboard boarding gates, six deck cleats, an aluminum toe rail, and two storage lockers set into the transom. Safety kit includes a LifeSling, while fenders (2025) and dock lines are aboard. Below the waterline, maintenance was addressed in May 2025 when the bottom was media blasted, epoxy coated, and painted; the rudder bearing and packing were replaced the same year; and the shoal draft lead wing keel is secured with 316 stainless steel fasteners. Low speed control and docking finesse are superb thanks to a Lewmar bow thruster with a new control at the starboard helm updated in 2024, and one through hull was replaced in 2025 to maintain hull integrity.

The cockpit is a true gathering space centered on a varnished table with a foot brace, storage compartment, and handhold, protected by a dodger and Bimini; the dodger isinglass was renewed with 60 gauge Strataglass in 2019 and the Bimini isinglass was replaced in 2025. Comfort and protection are extended by a table cover, wheel and winch covers, closed cell foam cockpit cushions, removable bi fold companionway doors, stern rail seats with cushions and cup holders, and a walk through stern with a transom boarding platform and a telescoping ladder. Convenient access from the cockpit to the port aft cabin or storage area adds functional utility for cruising life.

Electronics and navigation are cruise ready and thoughtfully distributed. A compass complements a Raymarine E120w multifunction display mounted on a swivel base in the cockpit, with mast mounted Raymarine radar to extend your watch. Autopilot and instrumentation include a Raymarine ST70 autopilot at the starboard helm (2024) paired with a Raymarine ST60 depth/speed instrument there (2024), while the port helm carries a Raymarine ST60 wind

instrument and a Raymarine ST60 tridata, all providing intuitive control at the wheels. Communications are handled by an Icom VHF IC M422 at the nav station with an Icom Commandmic II at the helm, and the Lewmar bow thruster control is positioned at the starboard helm for fingertip docking. Entertainment flows indoors and out via a Jensen MSR3007 radio and CD player at the nav station with a wired remote at the port helm, two Bose speakers beneath the stern pulpit seats in the cockpit, two Bose speakers in the salon, a TV in the forward cabin, and a TV bracket already mounted on the forward salon bulkhead.

Sailhandling is genuinely effortless thanks to the Selden in mast furling system and Selden anodized aluminum double spreader mast, combined with a mainsheet traveler and cockpit led controls. The in mast furling North Sails mainsail was new in 2024, while the genoa received a new UV cover and new head, tack, and clew webs in 2025; genoa tracks run inboard with blocks for optimal sheeting. Power handling is provided by two electric primary cockpit winches whose switches were renewed in 2019, an electric cabin top winch and a manual cabin top winch, with all halyards led aft through stoppers, and most running rigging was replaced in 2024 to leave the sail plan crisp and current.

Mechanically the yacht is equally compelling. Propulsion comes from a 54 hp Yanmar four cylinder diesel engine, model 4JH5E, with the fuel filter and raw water strainer smartly grouped in a dedicated cabinet for easy service; spares include filters, belts, and impellers. Single lever engine control is mounted at the starboard helm, the engine panel carries full instruments, and drive is through a three blade bronze propeller. Dockside finesse is aided by the bow thruster with its starboard helm control, and ship's power at anchor is assured by a Fischer Panda generator showing 204 hours with controls at the nav station. Steering confidence and feel come via dual helm pedestals fitted with 32 inch Edson Destroyer wheels; rudder bearings were replaced in 2025, an emergency tiller is aboard, and an engine compartment blower

improves ventilation. Ground tackle is raised by the Quick Rider 1000 electric windlass with foot switches.

The plumbing arrangement is robustly configured for extended cruising: a pressure water distribution system with a filter at the pump and tank selection valves for three water tanks feeds an 11 gallon water heater with engine heat exchanger and a 110 volt electric element; a freshwater pump was renewed in 2020 and a digital tank monitor tracks three water tanks and two holding tanks. Sanitation is handled by two electric macerating heads, each plumbed to holding tanks with both deck and overboard discharge options. Bilge management includes an electric pump with float switch and a manual bilge pump with a high water alarm. The forward head offers a vanity counter, a medicine chest, and a separate shower stall, while the aft head provides a vanity, sink, medicine chest, and shower. On deck a hot and cold cockpit shower awaits after a swim, and a dedicated locker stores cylinders for compressed gas with space for two tanks; a raw water pump serves the air conditioning units.

Electrical systems are comprehensive and cruiser focused. At the nav station you will find both a 12 volt DC distribution panel and a 120 volt AC distribution panel, backed by two 30 amp SmartPlug shore power connections with matching shore cords fitted in 2024 and the Fischer Panda generator with nav station control. House energy is supplied by three Mastervolt AGM Group 8D batteries rated at 225 Ah each installed in 2019, managed through a MultiPlus Compact inverter/charger 12/2000/80 and battery switches at the nav. Heavy consumers are protected by dedicated breakers for the electric winches and windlass. Illumination includes LED running lights fore and aft, an LED anchor light at the masthead, and 12 volt interior lighting throughout. Shore power protection is thorough with a galvanic isolator, ground fault protection, and AC duplex receptacles distributed throughout the yacht, making her systems both safe and cruise ready.

CONTACTS

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.

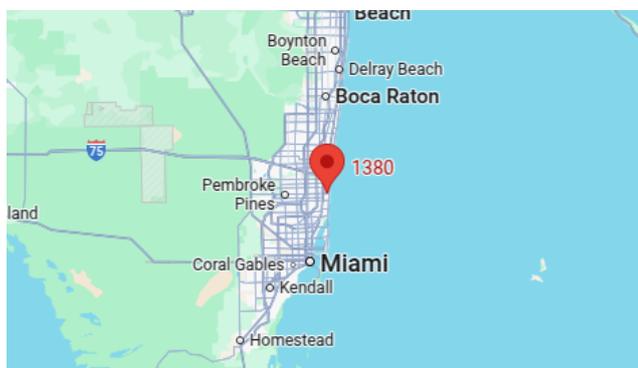
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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