

CATHERINE — CAMBRIA



Builder: CAMBRIA

LOA: 44' 9" (13.64m)

Year Built: 1985

Beam: 13' 6" (4.11m)

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Catherine — CAMBRIA** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **Catherine — CAMBRIA** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Cambria sailing yachts were designed by David Walters as the American-built counterpart to the Baltic and Swan sailing yachts that were highly popular in the 1980's. The design standard was for a fast, comfortable, performance-cruiser built to the same quality standard as the iconic American brands Hinckley, Alden, and Little Harbor and to exceed Lloyds' and ABS standards (American Bureau of Shipping.) During the design process, the Hazen stern speed prediction formula was used to confirm performance and stability objectives before building began. Molds were built for the hull and deck at construction facility in Portsmouth, Rhode Island. The hull & deck molded of hand laid bi-directional and triaxial FRP fiberglass for superior strength, with an Airex core that insures maximum sound & thermal insulation, and a strong bond to the inner and outer glass laminates.

The yachts were finished with varnished teak cockpit coaming, dorade boxes and grabrails and laid teak on the bridge deck, cockpit & side decks (new on CATHERINE in 2001 & in great condition); the superstructure has nonskid surface.

The first Cambria was launched in late 1983 & debuted at the 1984 Annapolis International Sailboat Show where hull 1 - 4 were sold. In 1987 Cambria Yachts were featured in "The World's Best Sailboats" (Volume 1) by boatbuilding author Ferenc Maté.

Timeless design, attention to detail and high-quality build, generous beam, shoal draft with centerboard (draft is 5'3" with the board up & 10'9" with the board down), skeg hung rudder, electric in mast furling, 44' on deck and 46' overall (from the bow to the tip of the reverse stern) with a 37' waterline, easy to sail from the aft deep steering cockpit with convenient engine & navigational equipment controls for good sailing performance, the diesel engine offers a cruising speed of 7 knots (max 8.5 knots), generator and air conditioning – these are some of the reasons that the Cambria's still today highly desirable performance cruising sailboats.

There are 2 companionways one to the salon & another to the aft stateroom. The interior is finished in varnished teak interior and sole is teak with holly inlay throughout. Two large staterooms – forward v-berth & double aft, plus 2 heads and stall shower. There is an overhead deck hatch and chain locker access on the forward bulkhead. Aft to port is the head / shower compartment. Step aft to the salon with port and starboard settees and a centerline drop leaf dinette table. The galley is located aft to port in the companionway leading to the aft cabin. The aft cabin has a double bunk to starboard and a navigation station & settee / single berth to port. Access to the deck is either from steps in the salon or from the aft cabin.

Galley is in the companionway from the salon to the aft cabin and has a Dickerson 4- burner stove and engine driven refrigerator & freezer, pressurized hot & cold water. Sea Frost 120V AC.

Maintained consistently in mint condition by her 3 owners CATHERINE was launched in 1986 as hull # 6 of the Cambria 44.

Basic Information

Category: Cruising Sailboat

Sub Category: Sloop

Model Year: 1985

Year Built: 1985

Country: United States

Registration #: 900104

Dimensions

LOA: 44' 9" (13.64m)

Beam: 13' 6" (4.11m)

Speed, Capacities and Weight

Displacement: 29400 Pounds

Water Capacity: 175 Gallons

Holding Tank: 20 Gallons

Fuel Capacity: 80 Gallons

Accommodations

Total Cabins: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Westerbeke

Model: W58

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Layout

V-berth forward. On the forward bulkhead is an overhead deck hatch and chain locker. The head / shower compartment is aft to port. Step aft to the salon with port and starboard settees and centerline drop leaf dinette table. The galley is aft to port in the companionway leading to the aft cabin. The aft cabin has a double bunk to starboard and a navigation station to port. Access to the deck is either from steps in the salon or from the aft cabin. The steering cockpit is aft with engine controls and navigational equipment.

Hull Construction

Hull / Keel Design: Externally ballasted shoal draft with centerboard and a skeg hung rudder

Hull Material: Molded fiber reinforced plastic (FRP) with Airex core

Stringers / Bulkheads: FRP longitudinal and transverse floor grid incorporating the keel bolts / transverse plywood bulkheads with FRP tabbing

Hull / Deck Joint: Overlapping flange with chemical and mechanical fasteners

Decks: Laid teak over FRP subdeck with Divinycell core

Deck Fittings: Aluminum toe rails, teak handrails and trim, stainless-steel stanchions, pulpits and dorade guards

Superstructure: Molded non-skid FRP with core material; laid teak on the bridge deck

Machinery

Single Westerbeke W58 diesel engine

Closed fresh water cooling with heat exchanger

Hurth marine gear transmission, 2:1 with wet exhaust through FRP muffler

Westerbeke 8 kW generator with wet exhaust

Wheel and pedestal steering with wire and quadrant on the rudder post

3-Blade bronze 17" propellers; shafts 1-1/4" stainless-steel

Cast bronze struts

FRP rudders

Automatic and manual 12V DC bilge pumps

Manual emergency bilge pump in cockpit and navigation station

High level alarm

Shower sump

12V DC blowers

(2) Marine Air reverse cycle AC units

Bronze seacocks

Aqua Drive shaft coupling system

The engine compartment is below the forward deck. Access by removable cabinetry behind accommodation ladder as well as from the galley and aft cabin.

Electrical System

12V DC; 120V AC systems

Circuit breakers in galley

(5) 12V DC 4D AGM batteries

Prosine 100-amp battery charger and engine alternator

Prosine 2000-watt inverter

Tanks

Fuel tank - 80 Gallons, aluminum under port lazarette

(3) Water tanks - 175 Gallons, stainless-steel. One located under V-berth and one each under port and starboard settees

Allcraft 9 gallons hot water heater under cockpit

(2) LPG steel tanks, 20 gallons under helm seat

Shut off valve is manually operated on the tank and electrically operated solenoid valve

Galley

Dickerson 4-burner stove

Seafröst 120V AC and engine driven refrigerator and freezer

Pressurized hot and cold water

The galley is located in the companionway from the salon to the aft cabin

Electronics / Navigation / Other Gear

Raymarine E80 radar / GPS/ Chart plotter at helm and navigation station

Raymarine ST6002 autopilot with remote

Raymarine ST60+ depth finder

Raymarine ST60+ speed / distance log

Raymarine ST60+ wind instruments

Raymarine ST60 graphic display

ICOM IC-M504 VHF with Command mic

ICOM IC-M710 SSB

Ritchie compass

New Fusion stereo with 4-zone speakers

Sharp TV

Canvas / enclosures for companionway dodgers for both companionways and a cockpit Bimini

Ground Tackle

Plow anchor with chain rode

Ideal 12V windlass

Foot button control on foredeck

Safety Gear

(3) Type B-1 portable fire extinguishers in aft cabin, forward cabin, and head

(2) Halon fire extinguishers in generator and engine compartment

Type II PFD

Orion flares

Navigational / anchor lights

(2) ACR 406 MHz EPIRBS

Sails / Rigging / Spars Equipment

Keel stepped double spreader sloop

Aluminum masts & booms

NAVTEC rod standing rigging

Running rigging is braided Dacron and other synthetic line

Stainless-steel chain plates

HARDWARE / FITTINGS:

Harken roller furling headstay

Harken roller furling staysail

Harken mainsheet traveler

NAVTEC hydraulic boom vang

NAVETC hydraulic backstay adjuster

Hood stowaway main

WINCHES:

(2) Barient #35 self-tailing

(2) Barient #24 self-tailing

(4) Barient \$24 self-tailing at mast

OTHER EQUIPMENT:

Running backstays

Spinnaker pole

Storm sail track on mast

Turning blocks

Fairleads and line stoppers

Upgrades

All 11 winches serviced, 2020

New rudder bearings, 2020

All hatch glass replaced, 2020

Replaced single fuel tank with three, 2020

New varnish, touch-up paint on hull, including waterline stripe, 2020

Spare prop, rode and chain, 2020

New Bimini, dodgers and eisenglass all around, 2020

New forward chocks, 2020

New washdown pump, 2020

VacuFlush and overboard servicing, 2020

New curtains throughout, 2020

New Stowable synthetic staysail, 2018

New staysail and furler, 2018

New carbon fiber whisker pole and rigging, 2018

New inverter, 2017 / 18

All Mastervolt batteries replaced, 2017

New main and Genoa, 2017

New standing and running rigging, 2015-2016

Maxi prop, 2015

(2) Fiberglass propane tanks

New auxiliary anchor, rode and chain

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS

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CONTACTS

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