

GULFSTAR 44 CRUISING SAILBOAT

Mark II



STANDARD EQUIPMENT & GENERAL SPECIFICATIONS
OPTIONAL EQUIPMENT



INDEX

Hull and deck—fiberglass laminate descriptions	1
Hull and deck hardware	1
Deck	2
Rigging	2
Engine and drive train	2
Engine room and equipment	2
Electrical systems	3
Plumbing	3
Interior	3
Optional equipment	5

GULFSTAR 44 CRUISING SAILBOAT

Mark II

STANDARD EQUIPMENT & GENERAL SPECIFICATIONS

HULL AND DECK— FIBERGLASS LAMINATE DESCRIPTIONS

Hull—hand laid 18 oz. cross-plyed unidirectional fiberglass cloth sandwich with end grain balsa core. The unidirectional fabric results in high fiber, low resin layups which produces maximum hull strength with minimum weight. The balsa core provides excellent sound insulation, greater temperature insulation which eliminates condensation and mildew, and increases structural strength and stiffness.

Keel—additional laminates are added in the keel to strengthen the section which contains the one piece cast lead ballast which is then encapsulated with fiberglass to form a "secondary" bottom above the lead ballast. An overlapping of the hull side laminates on the centerline from stem to stern gives added strength in that area.

Deck and deck house—hand laid unidirectional fiberglass cloth sandwich with end grain balsa core reinforcement. Plywood is substituted for balsa in those high stress areas of the deck where hardware is installed.

Hull and deck joint—"hatbox" type joint with deck flange overlapping hull side, chemically bonded with 3M "5200" and mechanically bonded with stainless steel fasteners every six inches for the entire hull perimeter. "5200" is a high performance waterproof sealant with excellent resilience and adhesive characteristics.

The joint is then hand bonded on the inside with several layers of glass cloth and resin for the entire hull perimeter to give added strength to the vessel which reduces stress and impact damage.

The exposed edge of the deck is then covered with an anodized aluminum rub rail which is fastened every 6 inches with stainless steel fasteners for the entire hull perimeter.

Bulkheads to hull and deck bonding—all interior thwartship bulkheads are bonded on both sides to both the hull and deck with several layers of fiberglass cloth, resulting in an ex-

tremely strong and rigid hull and deck composite unit which will not "work" in heavy seas.

Fuel and water tanks—fiberglass tanks eliminate the potential of corrosion. Being placed in bilge they use maximum available capacity and lower the center of gravity of the vessel. All tanks are fiberglassed to hull which provides additional hull stiffness.

Framing and furniture bonding—all framing (sub-flooring), cabin soles and furniture are double fiberglass bonded to hull sides to reinforce hull and assist in distributing stresses. Additionally, all framing is select grade fir, resin coated to prevent penetration by moisture.

HULL AND DECK HARDWARE

Hand rails, stanchions and lifelines—1 inch x 30 inch stainless steel stanchions with cast stainless steel bases, stainless steel vinyl coated double life lines and gates port and starboard. Bases are bonded with "5200" and through bolted to metal backup plates to insure maximum strength and prevent leaks.

Bow and stern pulpits—1 inch welded stainless steel with double rails, through bolted to deck with metal backup plates.

Cleats—stainless steel castings.

Chocks—stainless steel weldments. Springline cleats and chocks port and starboard are standard.

Hatches—four aluminum frame hatches with tinted plexiglass covers; one 19½ inch x 19½ inch hatch on forward house, two 17¼ inch x 12½ inch hatches midship, and one 24 inch x 24 inch hatch on aft house.

Port lights—four aluminum opening ports with screens on forward house, four large windows in main salon and galley, four aluminum opening ports with screens on aft house, two fixed aluminum ports on rear of aft house. The salon windows are set into recessed panels molded into the house.

Stemhead fitting—welded stainless steel bonded to deck with "5200" and through bolted to metal backup plates.

Traveler—four foot anodized aluminum track with 6 wheel carriage, through bolted to metal backup plates.

Genoa track—1½ inch stainless steel 12 feet long, port and starboard, mounted on toe rail.

Lead blocks—1¼ inch, port and starboard.

Turning blocks—Schaefer 30-55 on stainless steel bases, port and starboard.

Pedestal—Edson system, cast aluminum painted with white Imron polyurethane enamel, 32 inch stainless steel destroyer type wheel, stainless steel pedestal guard, 5 inch compass with chromed binnacle, full instrumentation, ignition, alarm lights and engine controls.

Winches—two Barient #28 jib sheet winches, one Barient #21 main sheet winch.

Dorades—chrome on bronze, two on forward house with teak boxes and stainless steel dorade guards, two on aft house with teak boxes.

Fill fittings—all water and waste fittings are stainless steel.

Scuppers—scuppers are deck mounted chrome plated brass which drain to waterline.

DECK

Toe rail, taff rail, drip rails, coaming cap and handrails all solid teak, oiled.

Companionway hatch cover—teak laminated frame with tinted plexiglass cover, slides forward under removable fiberglass sea hood. Folding solid teak companionway doors.

Seat locker—under port cockpit seat.

Propane tank locker—located aft on port side, vented overboard. Can accommodate two tanks.

Lazarette—access hatch on aft deck.

Non skid—contrasting beige or white.

RIGGING

Mast—extruded aluminum with internal sail track and welded aluminum masthead fitting, painted with beige Imron; internal main and jib halyards; Barient #22 main halyard winch, Barient #21 jib halyard winch; padded PVC conduit for electric wiring. Mast is stepped through deck to keel.

Boom—extruded aluminum painted with beige Imron, internal outhaul with triple sheet stopper, Shaefer hardware and gooseneck.

Spreaders—single spreaders, extruded aluminum, painted with beige Imron. Spreader light mounted on each side.

Standing rigging— $\frac{3}{16}$ inch stainless steel 1 x 19 cable with rotary swaged stainless steel end fittings, stainless steel turnbuckles, stainless steel tangs and chainplates.

Running rigging—main and jib halyards—wire

to rope, $\frac{1}{4}$ inch x 7 x 19 wire, $\frac{1}{2}$ inch yacht braid. Jib sheets— $\frac{3}{8}$ " yacht braid.

Running lights—port and starboard lights mounted on bow pulpit, stern light mounted on stern pulpit, bow and anchor lights mounted on mast.

Chainplate knees—All chainplate knees are fiberglass fabrications attached to the hull side. The shroud load is distributed over a large area of the hull and reduces the area of high stress concentrations prevalent in the old fashioned through-the-hull bolting technique.

ENGINE AND DRIVE TRAIN

Engine—Perkins 4.154, 62 h.p. fresh water cooled diesel with Hurth 2.57:1 reduction gear, FRAM fuel filter, 55 amp alternator. With Hurth gear, propeller spin while under sail can be prevented if desired by placing gear shift in forward gear.

Engine hour meter

Shaft—1¼ inch one piece stainless steel.

Shaft log—1¼ inch bronze.

Engine coupling—solid steel with set screw.

Strut—"V" type, stainless steel weldment.

Propeller—20 inch x 17 inch bronze three blade.

Steering system—Edson pull-pull system which is stronger, more efficient, and easier to maintain than a sheave and cable system.

The pull-pull conduit is made with an inner core of polyethylene which is covered by many strands of steel wire. These wires are then wrapped with a flat wire and the whole assembly is then sealed by a plastic cover. The steel wrapping gives the conduit the necessary extra strength. The conduit comes from the aircraft industry and has been successfully tested to 600,000 cycles without failure. Lubricant which is used in maintaining the pull-pull system is an inert base oil combined with Teflon and is an important addition as it reduces friction by about 30 percent.

Rudder and skeg—both are fiberglass with stainless steel reinforcement. Skeg is bonded with "5200" and through bolted to metal backup plates for sufficient strength and watertight integrity. 2 inch stainless steel rudder post is secured to quadrant located under aft berth. The rudder post stuffing box is reinforced with six wide fiberglass buttresses which distribute the vertical stress over a large area of the hull.

ENGINE ROOM AND EQUIPMENT

Access door—in walkthrough, easy access to

engine, optional generator, pumps, water heater and Halon fire control system. Viewing port in door for quick inspection.

Engine bed—all fiberglass, bonded to hull, with steel reinforcing in mounting areas.

Fire control—Halon 1301 automatic system with auxiliary manual control located just outside engine room door in walk through. Halon 1301 is a colorless, odorless, electrically non-conductive vapor that puts out fire by chemically interrupting the chain reaction of combustion. It is very low in toxicity, does no damage to property and leaves no residue to clean up.

Blowers—12 volt exhaust from bilge.

Lighting—12 volt vapor proof light.

Battery charger—one 50 amp.

Bilge pumps—one Par 12 volt automatic, 8 gallons per minute capacity; one Whale Titan manual, 18 gallons per minute capacity, located under navigator's seat.

Hot water tank—marine type, 6 gallon capacity, 12 gallon capacity optional.

Water pressure pump—12 volt, 3.5 gallon per minute capacity, 15 p.s.i.

Exhaust system—water lock exhaust muffler.

Insulation—all four sides, overhead and access door thoroughly sound and temperature insulated with 1 inch silver foil-faced duct board.

ELECTRICAL SYSTEMS

Total system—electrical power is supplied in 115 volt from either shore power or optional generator, and 12 volt from ship's service batteries. All systems are labeled for easy identification, and all switches have circuit breakers or fuses. All wire is premium grade and contains additional nylon sleeving over standard insulation to further resist abrasion and moisture.

Shore power—115 volt (30 amp) inlet with power cord.

Batteries—two 230 amp hour, 6 volt deep cycle batteries for ship's service and one 85 amp hour, 12 volt engine starting battery. Batteries are located in an acid proof box with cover just aft of the companionway ladder, easily accessible for maintenance.

Main electric panel—contains meters for monitoring battery voltage, DC load current, AC line voltage, AC line current, circuit breakers for all AC and DC circuits, battery charging circuit breakers, audio/visual bilge alarm, and battery disconnect switches for house and starting batteries. Shore power main breaker protects from reverse polarity.

Alternator—one 55 amp.

Receptacles—115 volt duplex located in each cabin, salon, navigator's desk and galley.

Ground fault circuit interrupter receptacle located in heads.

Lighting—12 volt DC throughout, foot level courtesy lights in cabins, galley and walk through.

PLUMBING

Heads—two Raritan manual pumps with two 10 gallon holding tanks with standard "Y" valves for dockside pump-out or overboard discharge at sea.

Showers—one stall shower in aft head, one "wet head" shower in forward head, each with sump and pump.

Water pressure pump—12 volt, 3.5 gallon per minute.

Hot water tank—marine type, 6 gallon capacity.

Fresh water tap—in engine room, for filling engine and generator expansion tanks.

Through hull fittings—all bronze sea cocks below the waterline, bronze gate valves above the waterline. All metal through hull fittings, rudder, strut, chainplates and fuel plate electrically bonded.

INTERIOR

Salon—port and starboard settees with furniture upholstery, port settee slides out to convert to full double berth. Teak double drop leaf dinette table with solid teak base, mounted around mast. Port settee provides dinette seating. Teak and holly sole, four large fixed windows, two overhead hatches, 12 volt overhead and bulkhead lighting, 115 volt duplex receptacles, shelves outboard of settees. All bulkhead, furniture and cabinet corners are rounded eliminating sharp edges and providing greater protection.

Galley—stove—three burner stainless steel, propane with oven, gimballed, stainless steel stove guard with bulkhead mounted remote switch which turns propane off and on at the tank in the aft deck propane locker. Space for optional microwave oven.

Ice box—top loading 11½ cubic feet with three inch polyurethane foam insulation, foil covered for moisture barrier.

Sink—double stainless steel deep sink with hot and cold pressurized water. Large storage locker under.

Cabinets—white mica front with teak trim, European style hidden hinges, utensil drawers.

Lighting—12 volt overhead and above counters.

Navigator's desk—teak desk with hinged top and

storage under, shelves for instruments, 12 volt lighting, 115 volt duplex receptacle, upholstered seat with manual bilge pump under.

Walk through—electric panel, three large lockers, engine room access door with viewing port, Halon fire protection system manual pull handle mounted on bulkhead, generator access panel, 12 volt lighting.

Aft stateroom—four opening ports with screens, two fixed ports, all teak cabinetry, counters with lockers and top access storage under, large hanging locker with louvered door, centerline queen size bed with drawers and steering quadrant access under, 12 volt dome and bulkhead lighting, courtesy foot lights, 115 volt duplex receptacles, large mirror, removable cabinet on forward bulkhead for access to transmission, stuffing box access under sole.

Head—stall shower with seat, large mirrors, lockers, one opening port with screen.

Forward stateroom—"V" berth with optional filler, 6 inch foam cushions with furniture upholstery, all teak cabinetry, hanging locker with louvered door, lockers with shelves, full

length mirror, four opening ports with screens, 12 volt lighting, courtesy foot light, 115 volt duplex receptacles, hatch to foredeck, access to chain locker.

Head—private head with "wet head" shower, locker and mirror.

Laminated teak door frames, hatch frames, locker and drawer trim, and sea rails—an extremely strong and attractive system of construction. Many layers of 1/8 inch thick strips of teak are glued on forms to the desired shape and then milled as solid lumber. The full circumference door frames, when installed in a bulkhead cutout, provide a tremendously strong reinforcement which prevents the frame from "working" in a seaway. Hence doors never bind as can happen with conventional box frame door jamb construction.



*Prices and specifications are based on the latest information available at time of publication. The right is reserved to make changes at any time, without notice, in specifications, prices, materials, colors, equipment and models or to discontinue models. Prices effective January 1, 1984.

**When a boat is completed at the factory it is ready to be launched, but must be tested for water use integrity. All mechanical systems are inspected and adjusted for its end use environment. For example, engines will require aligning, thru hulls and sea cocks are checked for operation and leaks. Mast and rigging are installed and tuned. Plumbing for heads, sinks and wastes are inspected and adjusted, electrical systems are checked for proper grounding to the water, the propulsion system is checked for efficiency and proper working order. The boat is then subjected to several hours of sea trials to ensure, as much as possible, the end use integrity of the vessel.

In addition to checking the standard boat for integrity, buyer's options such as sails, electronics and added gear must be tested to ensure its compatibility with all other systems.

Commissioning may take from several days to three weeks, depending upon the size and complexity of the vessel and its equipment. The commissioning charge does not include diesel fuel or ship supplies.

OPTIONAL EQUIPMENT

Base Price \$129,500.

Generator—4KW	\$7,900.	\$ _____
Teak rubrail—oiled, with stainless steel striker	1,700.	_____
Varnished exterior teak—trerail, cockpit coaming, dorade boxes and handrails	2,500.	_____
Transom swim ladder—stainless steel, folds up against stern pulpit when not in use	600.	_____
Offset stern gate	150.	_____
Cockpit cushions—vinyl covered closed cell polyurethane foam	670.	_____
Pedestal brake	175.	_____
Pedestal table—teak, folds against pedestal guard	140.	_____
Anchor platform—with extended bow rail—stainless steel frame with teak center	1,500.	_____
Anchor windlass—Ideal 12 volt with hawse pipe	2,500.	_____
Fresh water filter—plumbed to galley sink and ice maker	145.	_____
Hood "Seafurl"—roller furling genoa system	1,935.	_____
Second internal genoa halyard—with winch	710.	_____
Aft stainless steel pad eyes—for spinnaker sheet blocks	150.	_____
Insulated backstay	325.	_____
Barient #23—self-tailing mainsheet winch in lieu of standard	325.	_____
Barient #28—self-tailing winches (two) in lieu of standard	425.	_____
Barient #32—self-tailing primary winches (two) in lieu of standard	1,750.	_____
Extra house batteries—(two) 230 amp, 6 volt, deep cycle	320.	_____
Marine reverse cycle air conditioning—16,000 BTU 1 1/2 ton	4,900.	_____
AM/FM stereo cassette—with six speakers	1,050.	_____
Hot water tank—12 gallon capacity	145.	_____
Hot water heat exchange—uses engine heat to heat water, automatically keeps hot water tank heated	310.	_____
Fresh water washdown—on aft deck (hose bib)	160.	_____
Electric flush toilet—(Karin) each	250.	_____
Dockside water—fitting with pressure reducing valve	275.	_____
Varnished teak sole—in lieu of oil	775.	_____
Teak shower grate—forward head	355.	_____
Teak shower grate—aft head	295.	_____
Double teak cabinets in salon—outboard of settees, with cane front doors and book shelves between (port and/or starboard) each	1,140.	_____
"V" berth filler	120.	_____
Extra propane tank—10 pound cylinder	100.	_____
Fresh water hand or foot pump—in galley	140.	_____
Salt water hand or foot pump—in galley	240.	_____
Microwave oven—installed above stove	1,125.	_____
Refrigeration—12 volt, air cooled, installed in ice box; includes extra 85 amp hour, 12 volt deep cycle battery	990.	_____
Refrigeration/freezer—12 or 120 volt, water cooled, holding plate system	3,800.	_____
Base price, F.O.B. factory, St. Petersburg, Florida*		\$129,500.
Total price of options indicated above		_____
Freight charge from factory to commissioning yard		310.
Commissioning charge**		960.
Sub total		_____
5% Florida sales tax		_____
Total price		\$ _____

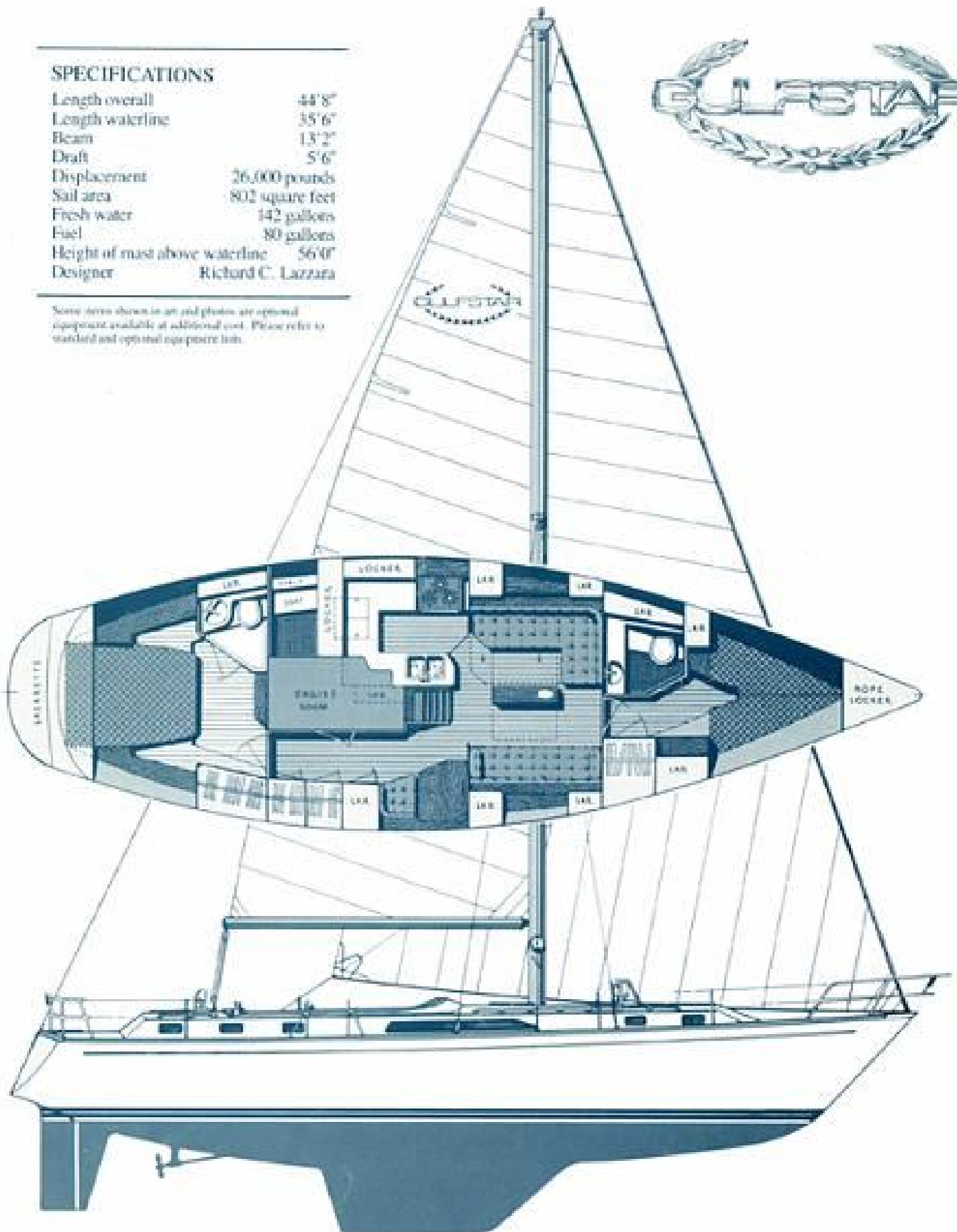
*Determine = VHF
= Amplifier*

*With Speed
Hull Speed
VHF*

SPECIFICATIONS

Length overall	44'8"
Length waterline	35'6"
Beam	13'2"
Draft	5'6"
Displacement	26,000 pounds
Sail area	803 square feet
Fresh water	142 gallons
Fuel	80 gallons
Height of mast above waterline	56'0"
Designer	Richard C. Lazzara

Some items shown in art and photos are optional equipment available at additional cost. Please refer to standard and optional equipment lists.



Gulfstar Yacht Sales, Gulfstar Mall, 101 16th Avenue South, St. Petersburg, Florida 33701
Telephone (800) 237-1107/(813) 821-3550