



Cachoeira 44 (13,50 m) - 1993



Layout :

- Length : 13,50 m (44' 3")
- Overall length : 13,50 m (44'3")
- Maximum beam : 4,23 m (13'8")
- Displacement : 13 T
- Draft : 0,95 - 2,80 m (3'1" - 9'1")
- Headroom : 1,80 to 2 m (5'9" to 6'5")
- Ballast: 4 T
- Engine: Perkins 78 HP

Price : 19,33 M XPF / 162 000 euros

Healthy, regularly maintained, integral centerboard travel cutter ready to continue the journey.

Interior fittings :

4 Sleeps - 2 double cabins

- Panoramic saloon (pilot saloon)
- Long galley in passageway
- Forward saloon and huge living area
- Aft double cabin
- Separate shower cabin, toilet and head
- 1 Wheelhouse on port side. Allows a watch inside
- Very large forward locker
- Central engine in watertight aluminum box with side access for maintenance
- Excellent insulation
- Watertight door at station
- Deep and narrow cockpit with instant draining surrounded by a long balcony
- Wheel steering station on high
- Easy access to steering lines, windvane gear and emergency tiller
- Aft platform with locker for aft mooring, davit
- Outboard chairs
- Two aft asymmetric daggerboards
- Maneuvers back to the cockpit
- Passenger benches

Building and history

Full centerboard travel cutter with thick AG4 aluminum chines built by JF André (Architect builder) for himself. Very sturdy, this boat has been designed for a sailing program in difficult regions, 12 mm bottom plate, 8 mm planking and 5 mm deck on a classic couples/thick structure. Very open boat with a very large interior volume.

Boat bought from JF André (architect-builder) in 1997 in Tahiti.

Circumnavigation: Pacific, Indonesia, Indian, Red Sea, Mediterranean, South Atlantic, Patagonia, Antarctica, Pacific... Polynesia.

After 24 years of sailing, 24 years of life sailing the oceans, the elderly owners decided to part with her.

Four examples of this boat are currently sailing; this one has sailed around the world, the second one has been chosen by the Swiss adventurer Mike HORN to do the North East and North West passages.

Cachoeira n°1, the only one of the series with bilges, is a healthy unit, regularly maintained, ready to continue the journey.

Engine

Perkins 4236 78 HP 3 L/h 6.000 h (given for 25.000 h)

Regular maintenance

2 Fuel tanks 2 * 250 L

Valves and head gasket redone by a specialist in Ushuaïa before going up the Patagonian channels

Cutter rigging

Original rig, overhauled in 2010, oversized, perfect condition

Mainsail (2020)

Main sail cover (2021)

Genoa (2016)

Heavy weather staysail

Storm jib

Asymmetric spinnaker

Oversized 56 ST Winches

Ground tackle

Windlass 1200 W + rinsing

Comfort

1 Fresh water tank 600 L

1 Large head with double sink

Fridge

Foot pumps

Gas stove Force 10 3 fires + oven + grill

Water heater (dockside 220 V)

2 Heaters: 1 Dickinson Newport oil stove, 1 forced air 3 outlets

Interior double insulation, double glazing

1 Deck shower

Television, radio

Electrics

4 House batteries 105 Ah AGM, total 420 Ah (2021)

1 Engine battery 170 Ah (2021)

Wind vane D400 (2016)

2 Solar panels 2 * 240 W, total 480 W (2019)

1 Alternator 75 Ah + 1 spare

New 2 kW generator

2 Inverters

LED lighting

Electronics and navigation instruments

Autohelm 4000 autopilot

Robertson AP2500 hydraulic autopilot

VHF Navicom RT 550 AIS (receiver)

Furuno 1550 Marine SSB (all bands for amateur radio)

Pactor (weather mail)

Bulkhead compass

2 Fixed GPS + 1 handheld

Computer with electronic charts

Numerous paper charts (around the world)

Radar JRC 1000
Depth sounder

Dinghy

Rigid dinghy 2,80m + outboard engine 5 HP
1 Zodiac 3,60 m + outboard engine Yamaha 15 HP

Miscellaneous

Interior in very good condition
Everything that was used to build Cachoeira is in the boat
Tools : drill, 2 sanders, discer
A lot of necessary hardware (screws, plugs, spare parts, aluminum sheets, hoses)
All common tools

Safety equipment

Liferaft to review
PLB Beacon
3 Fire extinguishers
Flares
2 Electric bilge pumps
1 Manual pump

Main strengths

Cachoeira is an excellent travel boat designed to face extreme conditions.
3 Years of sailing in the deep south (below 50 degrees) have allowed the owners to confirm her comfort and safety while sailing.

Work to be done

Cockpit cover to be redone

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale. The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.