



Design	Koopmans
LOA	13.20 m
LWL	11.00 m
Beam	3.96 m
Draught	2.00 m
Tonnage	13 MT
Ballast	5.6 MT
Hull number	16
CE Certification	Category Class A, Ocean

Built by Breehorn B.V., Woudsend, the Netherlands. Commissioned: May 2004

INTRODUCTION

AREAREA was commissioned in May 2004. In trips to the Shetland Islands, Skandinavia and then on to Spain, Portugal and the Azores, AREAREA proved to be a well-found, fast, safe and comfortable long distance sailer.

AREAREA is extensively equipped with no cost spared and is in pristine condition throughout. The current owner is contemplating upgrading to a larger boat. Delivery times for a new 44 are around two years.

ACCOMMODATIONS & LAYOUT:

The entire interior of the yacht is finished in high quality joinery work in solid teak and teak veneer plywood, finished in rubbed effect varnish to top-yacht quality standards. The overhead is white and the cabin sole is teak and holly. The main bulkhead is white making for an even lighter interior. Standing headroom is a generous 2.00 to 2.10 m. Under sail there are handholds just where you need them and you will always be able to brace yourself comfortably and safely in a seaway.

The interior is designed with a clear distinction between a 'wet' and a 'dry' area. Coming down the steps, immediately to hand are the heads, the chart table and storage space for your wet gear so the main living area always stays dry. The spacious cabin exudes warmth and invites you to live comfortably on board for many months at the time.

The main saloon has a U-shaped dinette to port with locker storage above as well as a fiddled bookshelf. To starboard is another bunk also with locker storage and a fiddled bookshelf. Both port and starboard seats can be easily converted into comfortable sea-berths.

Light and air to this amidships section is provided by four deck hatches, two opening hull ports, three cabin trunk ports, and the companionway.

Aft of this, and up a small step, is the navigation station with chart storage underneath. A very complete set of electronics navigation and system monitoring equipment are mounted above and outboard of the chart table.

Open to the saloon, the large J-shaped galley to port is convenient to both the companionway and the dining area. A very well thought out area with huge fiddled storage, over eight linear feet of white laminate countertop, deep double stainless steel sinks and excellent light and ventilation.



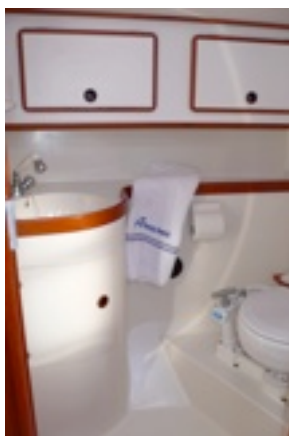
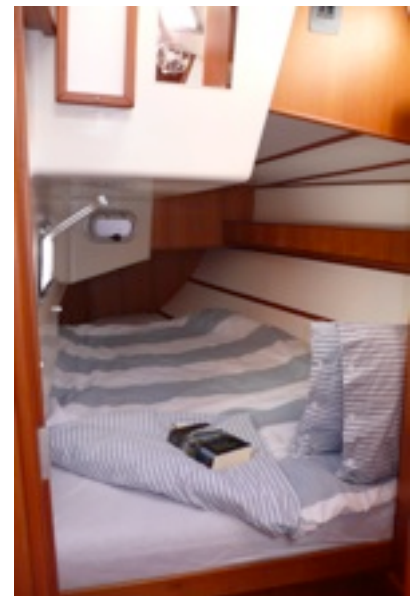
Forward is the master stateroom with a large double berth with commodious storage for sails and bicycles below. Hanging locker and locker storage is both to port and starboard as are two seats.

Light and air are provided by one large deck hatch and two hull ports.



Adjacent is a roomy dedicated shower cabin with a teak grated two-piece teak sole equipped with thermostatically controlled shower taps. An opening deck hatch provides ventilation.

Aft of the galley on the port side is one guest cabin with a double bunk and locker. Light and air are provided by one cabin trunk port, one deck hatch, and two opening ports to the cockpit well. There is ample drawer storage underneath the berth.



Opposite, to starboard of the centerline companionway, is the head compartment, finished in white laminate with varnished teak trim. A Jabsco head is aft, a hand washbasin with mixer and shower tap is let into the vanity outboard. Light and air are provided by one opening deck hatch.

Aft of this compartment is the starboard guest cabin, which is similarly equipped as the port one but with a wide shelf for ample storage. The ventilation arrangements are as the port cabin.

There are three large hatches for servicing the engine, the heating system, the water



boiler, the autopilot and other services.

DETAILED EQUIPMENT INVENTORY

GALLEY

The galley is located in the port after quarter of the saloon and equipment includes: Pressure hot and cold water backed up with a foot-pump. Double stainless steel sinks. FORCE 10 three burner stainless steel butane stove w/oven and grill. 12 volt ISOTHERM 3700 fridge/freezer. Two filter systems (JABSCO Aquafilta and Nature Pure). Remote gas cut-off. Ample storage lockers.



ELECTRONICS AND NAVIGATION EQUIPMENT:

Fully integrated Raymarine instrumentation with dual stations in the cockpit and the chart-table.

ST60 in the cockpit: windspeed and direction, speed log, depthsounder and Tridata. Another ST60 Tridata and color radar and chartplotter Raymarine Radar RL70RC at the chart-table. Raymarine GPS RN300 at the chart-table with the antenna flush mounted on top of the doghouse. Repeater station Raymarine RL70RC connected by high speed bus (HSB) under the doghouse. This allows using the radar as well as chart-plotting both inside and outside: an advantage in inclement weather.

ICS NAVTEX Nav6 Plus

Raymarine Autohelm ST7000+ and type 2L Linear drive autopilot with Smartpilot S3G AST and corepack T400G

ICOM VHF Marine M601 master station at the chart-table and a 2d microphone controller in the companion way. Outside speaker in the cockpit with off/on switch.

Dual channel Comar AIS receiver for connection with laptop using a Brookhouse Multiplexer (MUX) with Wifi. The MUX in addition transmits instrument data (wind, speed, depth etcetera.) to chart applications on both a laptop and an iPad.

To be sold separately if required:

- an ICOM HF Marine M802 radio for long distance communications and email with Pactor modem and ICOM antenna tuner AT-140.

Pioneer DEH-P77MP radio and CD/MP3 player with loudspeakers in the main cabin and in the cockpit

Note: a Pacific Windpilot windvane is available for separate purchase also

ELECTRICAL SYSTEM:

12 volts DC; 220 volts AC shore power system. Uniquely all wires fully tinned against corrosion.

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The 12 volt DC ship's system draws on 8 semi traction batteries. These batteries are arranged to provide a domestic service bank of six batteries (540 Ah, new 2009) and an engine starting and windlass bank of two batteries (180 Ah, new 2008). These banks can be easily paralleled. Each bank is charged by a separate alternator for maximum reliability and redundancy. A ProPulse reverse pulse desulphation unit maintains battery health when charging.

Underway the engine start batteries are charged by the Yanmar alternator (80 A) while the domestic batteries are charged by a heavy duty AMPEC alternator of 120A using an intelligent alternator controller Balmar Maxcharge MC-612.

When connected to shorepower a Victron Phoenix Multiplus C12/1600/70 inverter charges the domestic batteries with "smart" regulation (bulk, acceptance, float, automatic equalisation stages). Underway 1600W is available for 220 V appliances such as the important coffee machine. The installation is controlled by a remote panel. A galvanic isolator West Marine model 3705233 of 50 A maintains separation between the shore-based earth and the vessel avoiding galvanic corrosion during periods in harbor.

Two large solar panels provide additional charge to both battery banks, monitored and controlled by a Fox 350/E Sunware Professional controller mounted at the chart-table. This controller automatically selects the battery bank with the lowest charge.

Battery status is monitored through a Heart Interface LINK 2000 two battery-bank status monitor indicating charge, voltage, amps used and time remaining. The entire electrical system has proven to be a strong point: a reliable system providing ample energy for all services and reliable starting ensures peace of mind.

12 meter of earthed cable for shorepower. Note that the boat is pre-wired for a wind generator

WEBASTO AIRTOP 5000D diesel fired, thermostatically controlled forced air heating system with outlets in all cabins and shower.

WATER SYSTEM

Water tannage: 500 ltrs in an integral stainless steel tank in the bilge as well as 140 ltrs in a reserve stainless steel tank under the port sofa. The two water tanks as well as the 500 ltr diesel tank are measured by a Tanktender installation. The measurement is extremely precise and comes onto its own while on longer trips.

Waste holding tanks: A 100l capacity black water tank is located aft of the head and shower. Content measurement in heads.

Grey water is collected in a deep dedicated bilge. A reliable WaterWitch automatic switch controls the bilge pump. Two manual bilge pumps are located in the cockpit and in the main cabin.

All tanks have inspection/clean out hatches. Note: the dieseltank was inspected and thoroughly cleaned in March 2014.

Hot water: 40 litres S/S ISOTEMP water boiler with 220 volt immersion heater provides ample hot water for showers and washing up. Water pressure is maintained with a Jabsco SensorMax VSD 4.5 gpm pump. Variable running matching demand ensures low noise.

A hot and cold-water shower is located in the cockpit.

A JABSCO sea-water deckwash pump is located under the anchor well.



All seacocks are double clipped.

DECK & HULL:

Hull configuration: contemporary performance oriented hull form with a raked bow, well rounded forefoot, medium aspect cruising keel, a massive fully balanced rudder and transom stern. The whole ensures always a comfortable movement in a seaway without any slamming.

Hull colour: dark blue (Ral YT3238)

Hull construction: GRP with mil-spec quality NORPOL 200/800 isophaltic polyester resin with TWARON reinforcement. This resin has superior water resistance, excellent mechanical properties and high fatigue resistance (as utilised by the Norwegian Navy). Superior bonding has allowed the use of TWARON to further strengthen the hull.

Underwater ship is coated in Coppercoat resin. Eliminates annual antifouling and provides another Osmosis barrier. A minimal annual rubdown with 600 sandpaper suffices.

The keel is filled with 5600 kg lead and is attached to the hull with an integrated stainless steel frame and 14 S/S bolts.

DECK CONFIGURATION:

Slightly crowned flush deck from amidships forward. Wide decks either side of trunk cabin which fairs aft into the aft cockpit coamings. An attractive and robust hard doghouse with four windows forward (of which two are opening) and one either side, protects the companionway and the forward 1/3 of the large T-shaped cockpit from inclement weather. A below deck foredeck locker contains the windlass, mooring lines, fenders, spare anchor and the hose from the deckwash etc. The helmsman seat contains two lockers for additional deck gear. Two cave lockers for small items are in the cockpit.

DECK CONSTRUCTION:

Fully hand laminated one piece deck and cockpit made in a female mold from woven fiberglass roving and strand mat with a white gelcoat finish. There is synthetic coring in strategic areas for enhanced strength and rigidity as well as improved thermal and acoustical insulating properties.

The hardtop dodger (doghouse) was separately molded and is mechanically fastened to the coach roof and cockpit coaming.

The weather decks are in 12 mm mechanically and chemically fastened seasoned teak as are the cockpit seats and sole.

The hull and deck are joined chemically and mechanically with SIKAFLEX synthetic rubber compound, and high strength aluminum bolts through a Giot perforated aluminum toe-rail.

In short, the workmanship, craftsmanship, joinery work, and, above all, forethought that went into the construction of this yacht is simply superb.

TACKLE:

Bow roller fitting that securely holds a Bruce 30 kg main anchor with 50m of 10mm galvanised chain

Simpson Lawrence Horizon 1500 windlass with horizontal axis chain gypsy and rope drum, controlled by a handheld "up" and "down" remote control. 50 meter 10mm high test anchor chain

Anodized stainless steel stanchions with double stainless steel guardrails with gates port and starboard. Heavy duty davits.

Jefa steering system and rudder . A very robust rod and gear system with rack and pinion drive to the quadrant for low friction, zero play, high reliability and excellent "feel".

Large stainless steel five spoke wheel with elkhide cover, on Jefa pedestal with Plastimo Horizon 135 steering compass.

Sealed gas locker with overboard drain with room for one 5kg gas bottle, outboard engine fuel tank. A universal gas pressure regulator allows connection to different butane and propane containers. Varnished teak cockpit table.

RIGGING:

Mast height from waterline including antennas 20 meter.

Double headed cutter rigged sloop, with silver anodized one piece mast, with two sets of spreaders, stepped on deck above a massive compression assembly incorporated within the main bulkhead between the saloon and the shower compartment. The matching boom incorporates a slab/jiffy reefing system with outhaul and three reefing lines and a Dutchman furling system making lowering and folding the mainsail automatic. Firdell Blipper radar reflector.

The headstay is equipped with FURLEX 400S furling unit (with double luff groove with furling lines lead to port side of the cockpit through Schaefer "Clear Step" furling lead blocks on the stanchions.

The cutter stay is equipped with a FURLEX 300S unit so that the cutter sail can be deployed without having to go forward.

Standing rigging is 1x 19 stainless steel Dyform wire with swaged terminals and stainless steel turnbuckles. The backstay incorporates two heavy duty insulators for the SSB antenna.

Halyards are lead internally in the mast with Lewmar rope clutches to free up halyard winches when required. Radar scanner is mounted on the forward face of the mast beneath the baby stay for protection when going about. Granny bar around mast.

Deck tracks for headsail sheets and staysail sheets are equipped with 4 Lewmar Ocean 2 performance lead block cars and stops.

One Proctor spinnaker pole with Harken piston outboard fittings and Harken bayonet inboard fittings, are carried on the starboard side of the foredeck in custom brackets. The mast track has bayonet cups on adjustable cars. Twin spinnaker halyards and one pole topping lift.

The Lewmar mainsheet traveller is mounted to a Lewmar track with adjustable stops on the hardtop dodger. The main sheet with 4:1 purchase is lead forward via the gooseneck and back to the starboard side of the cockpit.

The mainsail is fully battened to Fredrikson Batcars with recirculating Delrin ball bearings for almost friction free hoisting. The mainsail halyard can be lead back for using the electric ANDERSEN main winches for hoisting.

Winches are all two speed self-tailing stainless steel ANDERSEN and include: 2 x electric 58 ST Primaries – cockpit. 2 x 40 ST Secondaries - cockpit 2 x 26 ST Furling – Mast 2 x 40 ST Halyard - mast 1 x 28 ST Reefing

SAILS:

All sails in Offshore quality. Fully battened main 46.5 m² 9.52 oz/m² polypreg Dacron with Cunningham hole. Ply to third reef. With shellfoot. As mentioned before, a Dutchman system makes for easy reefing and stowing of the mainsail.

Genoa 52 m² 8.46 oz/m² Dacron with foam luff and white sacrificial strip on genoa. Trim-meters on genoa & mainsail, telltales on genoa and mainsail.

Staysail 20 m² 9.46 oz/m² Dacron

Cruising chute - radial cut in yellow and light blue with snuffer. 128 square meters (1352 sq.ft.) of 65gr/sq.m.) (2oz/sq yd) Nylon



MECHANICAL EQUIPMENT & ENGINE DETAILS:

Engine: Yanmar 4 cylinder 56 hp 4JH3E provides ample power. Naturally aspirated, fresh water cooled. With Speedseal for easy waterpump impeller changes.

Engine instruments include a tachometer, hour meter, oil pressure gauge, and a voltmeter. There are audible alarms for low oil pressure and high water temperature.

This engine has 1300 hours of service and is in perfect condition. Average consumption just over 3.5 ltr per hour. Double Racor diesel/water separator/ filter ensures clean and dry fuel.

Diesel fuel tankage: 500 litres. VETUS splash stop.

Bowthruster VETUS 95 kgf diameter 185 mm with the latest high efficiency propellor. Foot-switches for easy control at the pedestal.

Propellor Maxprop 19" with Stripper rope cutter



MISCELLANEOUS

Masthead Argo Navis LX LED tri-color light and anchor light with automatic switch-off low power consumption. Bow and stern pulpit running lights. Steaming and foredeck flood lights.

Dimmable lights under doghouse.

Dimmable spotlights in main cabin as well as a red LED night light at the cabin entrance. All internal lighting is by LED's.



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2 Portable 2 Kg dry chemical fire extinguisher in cockpit locker and under main table.

Swimming ladder with teak steps.

Not included in the sale but on request sold separately:

ICOM HF transceiver IC-M802 & antenna tuner AT140

Life raft RFD Beaufort Lifeguard Forties B+ RORC 4 person canister (in test)

Windvane pilot Windpilot Pacific (new 2010)

THE SHIPYARD

Breehorn BV in Woudsend, The Netherlands has been building high-quality ocean-going sailing yachts for more than 40 years. The yard is family owned and builds some bespoke 4-6 boats per year to owner's specification. The business strategy is to focus on building high quality vessels that maintain their value and give years of pride of ownership. This is my second Breehorn 44 and I would not hesitate recommending the yard and its dedicated professional personnel.

