

2002 Dean 440 AIR POWER



Basic Vessel Summary

Manufacturer:	DEAN CATAMARANS
Model:	Dean 440
Model Year:	2002
Type of Yacht:	Sail
Price:	\$195,000
Condition:	Used
Status:	Sold
Location	essington Pennsylvania (PA)
Manuf. Length:	48' 0" (14.63 m)
Maximum Draft:	3' 6" (1.07 m)
Minimum Draft:	3' 6" (1.07 m)
Beam:	23' 7" (7.19 m)
No. of Cabins:	4
No. of Heads:	3
Electric Circuit:	110 volt
Fuel Capacity:	145 g
Water Capacity:	177 g
Weight - Displacement:	12.5 ton (25000 lb)
Hull Material:	Fiberglass Reinforced Plastic- FRP
Hull Configuration:	Catamaran
Does the boat have a generator?	Yes
Generator Model	Onan 8kw
Does a dinghy come with the boat?	No

Full Specification

Layout & Accommodations

- Four cabins, two double berths each with en suite forward heads and a double plus single berth starboard aft hull and a double cabin in the port hull.
- Central head with full shower in port hull aft of the desk space.
- The galley is in the starboard hull.
- All interior repainted in 2020.

Galley

- Two refrigerators, one freezer
- LP three-burner gas range with oven and microwave oven
- Two sinks with fresh and saltwater taps (new 2021)
- Dometic 80-liter 12 Volt Fridge in salon
- Nova Cool 80-liter refrigerator and freezer with additional 5V cooling fans (new 2020)
- Magma stainless steel grill

Deck & Equipment

- Parachute anchor with 300' rode
- Whisker pole
- 5 winches (4 large, 1 small)
- 8 person Viking life raft (needs recertification)
- Maxwell 1500 electric windless with remote foot controls (new motor 2021)
- Profile 13' double aluminum hull inflatable dingy with Tohatsu 30hp outboard engine and Fortress fluke anchor
- Mantus 105lb M2 anchor with Mantus swivel (new 2021)
- Mantus bridal with Mantus chain hook (new 2021)
- Mantus mooring snap shackle (new 2021)
- Spare Fortress main anchor
- Fortress Stern Anchor
- Safety equipment – offshore Cat 1
- Port scoop fresh-water wash-down hose (new 2021)
- New boot stripes and waterline repainted (2020)

Electronics & Navigation

- The helm position has a large Garmin 4208 chart plotter which provides integrated radar, forward-looking sonar/fish-finder with XM satellite weather
- Large compass

- Instrumentation for boat speed, water speed, water temp, wind and depth and a forward-facing sonar/fish finder
- A separate radio mic is located at the helm.
- The inside nav station has a Garmin chart plotter providing the same functionality as the external system
- VHF radio and a KVH sat phone.
- Raymarine Smart pilot Autopilot with spare
- Raymarine ST90 wind speed Depth
- Garmin 4010 at Nav Station
- Garmin 4208 at Helm
- CD and Bluetooth Stereo with salon and cockpit speakers
- Icom VHF IC-M502 at Nav Station with command mic at helm
- Icom VHF/HF marine radio with two spares
- Icom handheld waterproof VHF
- Led marker lights (new 2021)
- Led interior lights
- EPIRB (new 2021)

Engine & Mechanical

- 2 x Yanmar 4JH4 (turbo) 50HP diesel engines
- 2 x SD50 saildrives with rebuilt and modified clutches (2021)
- Spare modified SD50 clutch
- 2 x Gory folding props (new 2020)
- Engine Year: 2015
- Engine Hours: 2,600 hrs (each)
- 2 x engine room FireBoy auto fire extinguishers
- Onan Diesel Generator 8,000 kva
- Vessel toolbox with various mechanical spares
- Saildrive clutches rebuilt and modified 2020
- Heavy-duty large sunshade that runs jib to helm
- 1 aft stay holds SSB antenna

Sails & Rigging

Sails & Rigging:

- Two permanent screechers
- 110% jib
- Asymmetrical spinnaker and
- Profurl behind mast roller furling mainsail with vertical batons
- Storm Jib

- New standing Rigging 2015
 - 63.5' mast with 10 stays, 4 forward, 2 on each side, two stern
 - Heavy-duty large sunshade that runs jib to helm
- 1 aft stay holds SSB antenna

Additional Information

Owners Comments:

In 2009 Kari Bela underwent a major refit at Sailcraft Marine, Oriental, North Carolina. The hull was extended both fore and aft. The traditional Dean Bow was fairly rounded and surfing down big ocean swells once you reached the speed of 16/17 knots there would be a "push back" effect. The bows were "sharpened" to get around this. A fixed teak bowsprit was added with two permanent furling systems for the screechers.

Kari Bela was designed for blue water cruising which by implication means you are going down wind and the two screechers and whisker pole gave her the ability to goose wing very effectively. The railings were modified on the bows and additional netting added to give easier access to the furlers. At the same time the jib and mainsails were replaced and I moved to a behind the mast furling system using vertical batons. This gave us the ability to be flexible in our reefing and is ideal for short-handed blue water cruising as the reefing can be carried out from the cockpit and doesn't require the boat turning into the wind and is a lot easier. The masthead was shortened from 68ft to 63.5ft to enable us to utilize the inter-coastal waterway.

During that refit the sugar scoops were extended as dive platforms and railings added. The Dean traditionally lacked buoyance aft and she tended to drag her bottom a little bit. The modifications were designed to overcome that tendency and to improve access to and from the water.

To be able to log 200miles a day either under sail or engine. The engines have been upgraded to 50 horse (turbo) Yanmar and added large gori folding props. The forward hatches were modified and four 100 liter aluminum tanks were added with a fuel transfer pump to the main tank taking total fuel capacity to 1,000 liters.

Sailcraft built a new system for supporting the dinghy off the aft deck rather than rely on a simple hoist based system,. We installed two dinghy supports which swivel outwards to allow the dinghy to be lowered between them and installed clip on netting between the supports and on the sides. The dinghy supports are linked and supported by the aft rigging shrouds. This provides an additional "sunbathing" platform and an ideal platform for getting kit on and off the boat.

All sails roller-furling and reefing can be done from the safety of the cockpit.

Image Gallery



















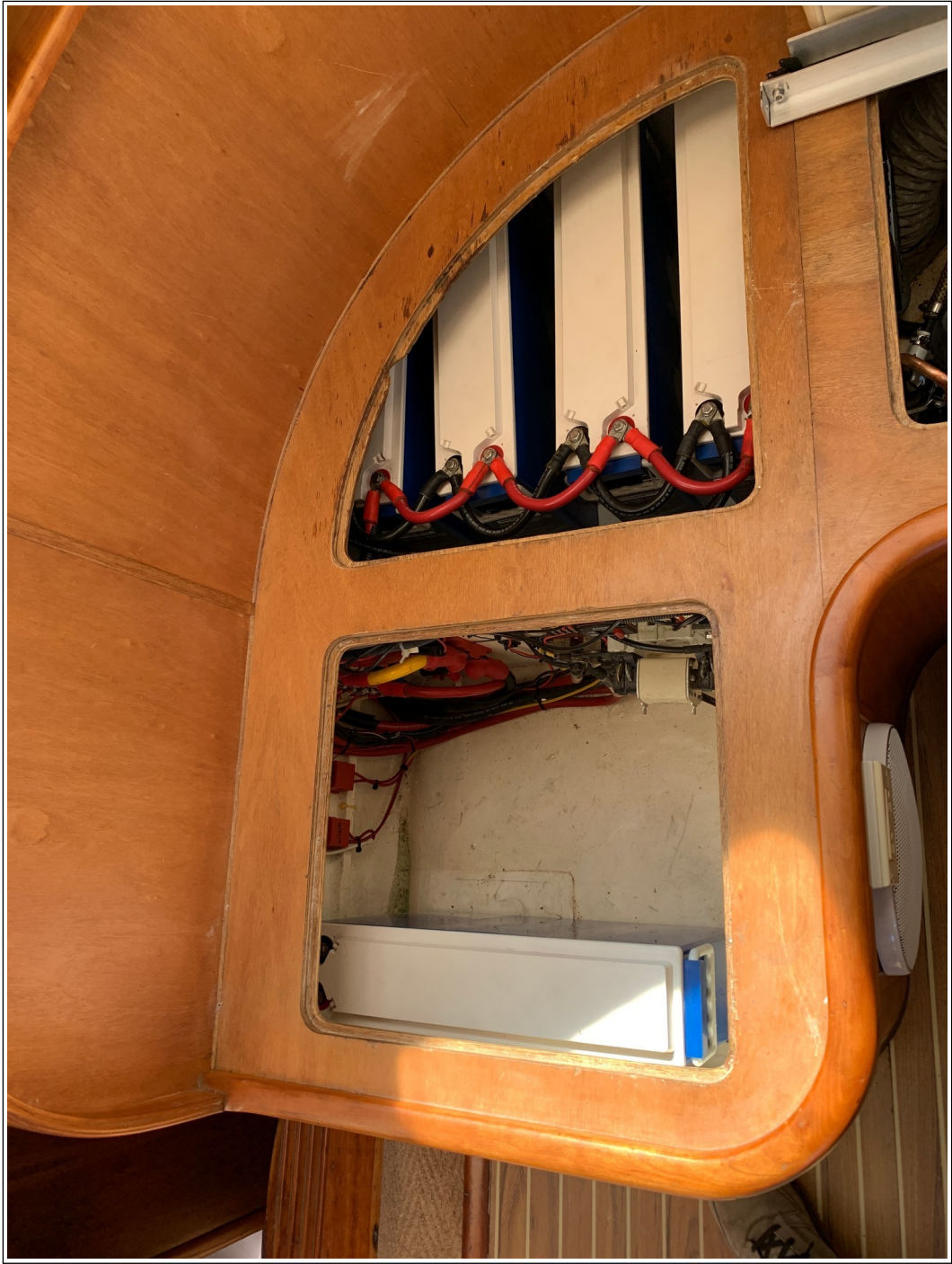




































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Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing.

Dinghy Disclaimer

All dinghies are considered separate vessels and should have separate titles and documents. There is no guarantee as to the title of the dinghy on this vessel so Buyer accepts that while he may receive the dinghy included in the transaction, he may not receive the proper title to it.