

44 ft 1980 Gulfstar 44 Center Cockpit, Entre Nous

CA\$165,000

Prince Edward, Ontario, Canada



Boat Details

Make:	Gulfstar	Hull Material:	Fiberglass
Model:	44 Center Cockpit	Beam:	13 ft 2 in
Year:	1980	Boat Location:	Prince Edward, Ontario, Canada
Length:	44 ft	Name:	Entre Nous
Price:	CA\$165,000	Guest Cabins:	2
Condition:	Used	Guest Heads:	2
Class:	Cruiser	Max Draft:	6 ft

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Description

Cruising Excellence: 1980 Gulfstar 44 Center Cockpit - For Sale – Picton, Ontario

Breezeway **Yachts** is proud to present this exceptional 1980 Gulfstar 44 Center Cockpit, currently lying in the beautiful waters of Picton, Ontario. As a premier cruising yacht, this vessel represents a rare opportunity to own a heavily upgraded, blue-water capable cruiser from the golden era of fiberglass boat building. Meticulously maintained and structurally enhanced, this Gulfstar 44 is perfectly suited for extended Great Lakes cruising, a trip down the Intercoastal Waterway (ICW), or offshore passage-making.

For discerning sailors seeking the ultimate blend of liveaboard comfort, robust construction, and reliable sailing performance, this center cockpit cruiser stands out in today's market. Presented by Breezeway Yachts, a boutique yacht brokerage based in Toronto, Ontario, this vessel is turnkey and ready for its next owner to chart new horizons.

The Legacy of Gulfstar Yachts: A Contemporary Classic

Founded in 1970 by legendary boat builder and fiberglass pioneer Vince Lazzara, Gulfstar Yachts played a monumental role in shaping the American cruising landscape from its shipyard in St. Petersburg, Florida. Lazzara, who had previously co-founded Columbia Yachts, utilized his immense expertise to design vessels that prioritized interior volume, comfort, and stability, quickly making Gulfstar a household name among liveaboard cruisers and long-distance sailors.

By the late 1970s and early 1980s, Gulfstar entered what yacht brokers and marine surveyors widely refer to as its "Golden Era." Moving away from the charter-focused designs of its early years, the builder transitioned to producing high-quality, high-performance cruising sailboats characterized by solid, heavily laid fiberglass hulls, exquisite handcrafted teak interiors, and superior offshore capabilities.

Today, classic Gulfstar sailboats remain highly sought-after by blue-water cruisers. The builder's commitment to structural integrity, combined with smart interior engineering, ensures that these vessels hold their value exceptionally well. For sailors searching for a classic cruising yacht with the pedigree to handle heavy weather, a Golden Era Gulfstar is a premier choice.

The Gulfstar 44 Center Cockpit: The Ultimate Liveaboard Cruiser

The Gulfstar 44 Center Cockpit is widely regarded as one of the most successful and versatile aft-cabin cruisers of its generation. Designed with an emphasis on safe short-handed sailing and luxurious accommodations, the 44 Center Cockpit features a beamy, stable hull form that provides a dry, comfortable ride in a seaway. The center cockpit configuration elevates the helm for excellent visibility while creating a deep, secure cockpit that keeps the crew well-protected from the elements.

This particular 1980 model has benefited from an extraordinary history of professional, high-end structural upgrades that set it apart from any other Gulfstar 44 on the market. In 2002, the modified fin keel was professionally enhanced by Bristol Marine, adding 1,500 lbs of encapsulated ballast to the existing keel, drawing 6 feet. This structural optimization dramatically improves stiffness and righting moment, making her an exceptionally stable, sea-kindly offshore performer. Step below deck, and the massive interior volume becomes immediately apparent. The clever walk-through layout connects a bright, expansive main salon to a magnificent master aft cabin, which was masterfully redesigned in 2010 to feature a luxurious queen berth. With two private heads, a dedicated walk-in engine room, and a secure, wrap-around galley designed for cooking while underway, this yacht offers the living space of a 50-foot vessel while remaining easily manageable for a cruising couple.

Investment Highlights & Recent Upgrades

- **Premium Propulsion & Mechanics:** Powered by a reliable Yanmar 4JH2H-HTE 75hp Turbo Diesel (approx. 1,940 hours) with a Borg Warner Velvet Drive transmission and a 3-blade bronze 22" MaxProp feathering propeller.
- **Professional Hull Optimization:** Below the waterline, the hull was professionally peeled, glassed with Viny Lester resin, soda blasted, and protected with a West System Epoxy Coating. The hull was professionally painted with Awlgrip in 2002, and the waterline was raised by 3 inches to accommodate extended cruising gear.

- True Walk-In Engine Room: An exceptionally rare feature for a 44-foot boat—sound insulated, expertly organized, and featuring a remote oil change and fuel polishing system.
- Rigging & Sail Handling: Equipped with Hood Stowaway in-mast furling with a cockpit-controlled electric drive motor, Furlex headsail furling, a 150% Genoa, a furling jib, and a cruising asymmetrical spinnaker with a sock.
- Premium Canvas & Comfort: Brand new Dodger and Bimini (New 2024 by Island Canvas) plus a massive full-width deck sunshade spanning from the mast to the backstay.
- Upgraded Master Stateroom: Aft cabin redesigned in 2010 to accommodate a spacious Queen-sized berth with ample hanging locker storage and private head access.
- Off-Grid Electrical Capabilities: Equipped with a 110W solar panel running through a Victron 75/15 MPPT smart controller, a high-output smart alternator, and a 420Ah house battery bank.

Why Choose Breezeway Yachts?

At Breezeway Yachts, we aren't just selling boats; we're matching sailors with their next great memory. As a boutique yacht brokerage based in Toronto, Ontario, we pride ourselves on a personalized, high-touch approach.

With a dedicated team of yacht brokers across Ontario and a reach that extends throughout North America, we provide expert guidance for both buyers and sellers. Whether you are navigating the shores of Lake Ontario or looking for a vessel across the border, our local expertise and international network ensure a seamless transaction.

Breezeway Yachts, Boutique Yacht Brokerage in Toronto, Ontario, Serving Ontario and North America.

ENGINE and PROPULSION

- Yanmar 4JH2H-HTE 4 Cylinder 75hp Turbo Diesel
- Borg Warner Velvet Drive Transmission
- Cruising speed 8kts at 2,300rpm
- Approx 1940 engine hours
- 3 Blade Bronze 22" MaxProp Feathering Prop on 1 1/4" SS Shaft
- Dripless Shaft Seal accessible from Aft Cabin
- High Output Smart Alternator

ENGINE ROOM

- Walk-In Sound Insulated Engine Room aft to Starboard
- Engine Room completely Insulated and expertly organized
- Remote Oil Change and Fuel Polishing System
- Engine Room contains
 - Hot Water Tank
 - All Water Pumps
 - PURE Water Filtration
 - Charging System
 - Refrigeration Hardware
 - Electronics for Mast Furling
 - Thru Hull Fittings
 - Service Area for Electrical Panel

SAILS and RIGGING

- Masthead Sloop with Single inline Spreaders and Fore and Aft Lowers
- Keel Stepped Mast
- In Mast Furling Mainsail
- Hood Stowaway Main Furling with In Mast Drive Motor and Cockpit Control
- Manual Geared Mainsail Furling backup
- Furling 150% Genoa [approx 8 years old]
- Furling Jib
- Cruising Asym with Sock and Pole
- Furlex Headsail Furling System
- Sta-Loc Swageless Shroud Terminals with Navtec style Turnbuckles
- Whisker Pole
- 2 Barent 32 CST Primary Winches
- Harken 40 Quattro AST Mainsheet Winch
- 2 Barent 22C Mast Winches
- Harken 40 AST Winch on Coaming for Outhaul
- Genoa Tracks on Toerails
- Mainsheet Traveller mounted aft of Cockpit
- Solid Vang
- Main and Headsail Sheets and Furling Line Led to Cockpit
- Available: eWincher2 to convert any winch to Power

ELECTRONICS and NAVIGATION

- Raymarine E80 10 inch Chartplotter/Radar in Cockpit Pod
- Raymarine Radar
- Raymarine ST7000 Autopilot with Hydraulic Drive and ST6001+ Control Head
- Raymarine ST60 TriData
- Raymarine ST60 Wind
- ICOM IC-M502 VHF Radio with Helm MIC

HULL

- Hull Professionally Peeled below the waterline in the 1990's and glassed with Vinylester Resin
- Hull below the waterline Soda Blasted in 2001
- West System Epoxy Coating applied in 2001
- CSC Micron Anti-Fouling
- Hull Professionally Painted with Awlgrip in 2002
- Waterline raised in 2002 by 3 inches for Extended Gear Cruising Allowance
- Lead Ballast in an Encapsulated Keel

- Modified Fin Keel to 6 ft draft with added 1500 lbs ballast glassed to existing Encapsulated Keel
- Keel work by Bristol Marine in 2002
- Sked-hung solid Fibreglass Rudder
- All Thru Hulls replaced in the 1990's with Bronze Gate Valves

DECK and COCKPIT

- Deck Professionally re-finished in 2000 to Uniform Colour
- New Non-Skid in 2000
- 4 Custom Vents to replace Dorade Boxes
- Dodger and Bimini [New 2024 Island Canvas]
- Massive Deck Sun Shade - Mast to Backstay, full width with draped sides
- Adjustable Dinghy Davits
- Garhauer Outboard Hoist and Bracket
- Custom Transom Boarding Ladder
- Custom Stainless Bow Pulpit and Double Anchor Roller/Platform by Klacko
- Double Stainless Bow and Stern Rails
- Deck Washdown at Bow
- Double Lifelines with Gates Port and Starboard
- Teak Toe Rails and Rub Rails
- Center Cockpit
- Teak Handholds on Deck
- Electric Windlass with Chain Gypsy and Rope Capstan
- Hawse Pipe to below deck Chain Locker
- Large Aft Deck Lazarette
- Custom Radar and Wind Generator Tower
- 9 Atkins and Hoyle Opening Ports
- 4 Hatches

INTERIOR

SALON

- L-Shaped Settee to Port
- Starboard Settee
- Settees modified for extra deep seating with sleeping options
- Synthetic White Leather Fabric
- Folding Salon Table seats 8
- Large Chart Table/Nav Station to Starboard with VHF and Tank Monitors
- Open space under Port settee could accommodate food storage, watermaker, or freezer

AFT CABIN

- Aft Cabin redesigned in 2010 to create Queen Berth
- Bench with Reading Light to Port
- Hydraulic Autopilot, Steering Quadrant and Battery Bank under Berth
- Large Double Closet
- Several Lockers for Ample Storage
- 3 Opening Ports, 2 Fixed Ports
- Large Hatch for great light and ventilation

AFT HEAD

- Access from Aft Cabin
- Marine Toilet
- Stand/Sit Shower with Port
- Y Valve [Inoperable for Great Lakes]

FORWARD CABIN

- Vee Berth
- Ample Storage below
- Large Double Hanging locker
- Numerous Cabinets
- Hatch and 2 Opening Ports
- Access to Chain Locker

FORWARD HEAD

- Access from Cabin or Salon
- Marine Toilet
- Y-Value [inoperable for Great Lakes]
- Common Macerator for Offshore use
- Opening Port
- Solar Vent

GALLEY

- Step-Down Wrap Around Galley to Port-excellent configuration for cooking while underway
- Double Stainless Sink
- Double Insulated Top Loading Frig-O-Boat Keel-Cooled Fridge and Freezer
- Three Burner Propane Stove with Oven and Broiler
- Microwave
- Laminate Countertops with Fiddles
- Ample Storage in Secure Cabinets above and below
- Opening Port

SYSTEMS and EXTRAS

- Main Integral Water Tank [100 gal] under Salon Sole

- Fuel and Holding Tanks under Salon Sole
- Second Water Tank [45 gal] under Starboard Settee
- 2 - 6v 420ah House Batteries with space for 2 additional
- 12v Starting Battery
- 75amp Charger with 1.5k Inverter potential
- 110 watt Solar Panel with Victron 75/15 MPPT Controller
- Full 120v and 12v Electrical Panels
- Shore Power with Cord
- Roughed in A/C [ductwork to fore, aft and salon spaces] with water supply thru hull
- Hot and Cold Pressure Water
- Wheel Steering with Cable to Quadrant
- Backup Steering via Hydraulic Autopilot
- 1500watt Windlass
- CQR 60lb Stainless Steel Anchor with Swivel and All Chain
- 2 Bilge Pumps
- No Water or Waste Storage forward of mast keeps bow light for heavy seas
- 6 Pad Winter Storage Cradle with 7 Jack Stands
- Winter Cover with Frame

Information & Features

Dimensions

LOA:	48 ft	Max Bridge Clearance:	57 ft
LWL:	35 ft 6 in	Max Draft:	6 ft
Beam:	13 ft 2 in		

Weights

Ballast:	10,000 lb
Displacement:	30,000 lb

Tanks

Fuel:	80 gal
Fresh Water:	160 gal
Holding:	45 gal

Accommodations

Guest Cabins:	2
Guest Heads:	2

Disclaimer

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