CHRISTIAN JENSEN 44 FT CRUISER RACER 1946 - SOLD



Specification

KRABAT

CHRISTIAN JENSEN 44 FT CRUISER RACER 1946

Designer	Christian Jensen	Length waterline	29 ft 6 in / 9 m	Engine	Yanmar 3JH4E 45 HP Diesel 1999
Builder	Anker & Jensen	Beam	9 ft 10 in / 3 m	Location	United Kingdom
Date	1946	Draft	8 ft 2 in / 2.5 m	Price	Sold
Length overall	44 ft 11 in / 13.68 m	Displacement	13 Tonnes		
Length deck	44 ft 11 in / 13.68 m	Construction	Oregon pine on oak backbone and frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

A breathtakingly beautiful yacht from a wonderful builder, KRABAT is virtually original thanks to the best possible materials, short seasons and only a few very careful ownerships; that prior to the most recent over 30 years. KRABAT is a direct result of her first owner's passion for the designs of Johan Anker and Christian Jensen. It is no surprise therefore that this yacht has such purity of lines, exhibiting her International Rule racing provenance yet with the cruising capabilities that these Scandinavian designers seemed to achieve so effortlessly. Why don't all cruiser racers look like this ?

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MECHANICAL, ELECTRICAL AND TANKAGE

- Yanmar 3JH4E 3 cylinder Diesel 45 HP 1999 serviced 2013
- Kanzaki reverse and reduction gearbox
- Volvo single lever engine control
- Fixed 3 blade bronze propeller
- Water lubricated cutlass bearing
- 100 A alternator
- Mastervolt gel batteries, 2 x 140 A domestic (under saloon)
- Mastervolt gel battery 70 A engine start (aft under cockpit sole)
- Mastervolt battery monitor.
- New Webasto diesel fired heater and saloon heating from engine calorifier
- 25 A shorepower
- Original style 12 V electric domestic lighting
- Low level navigation lighting
- Circuits re-wired for new switch distribution panel
- 12 volt system with 220 V shore power connection via inverter
- Electric pumped fresh water to outlets
- 160 litre / 35 gallon stainless steel fuel tank
- 2 x tinned copper fresh water tanks below cabin sole total capacity 250 l / 55 gallons
- Holding tank stainless steel 20 litre / 4 gallon

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DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Stainless steel tube stanchions in bronze deck sockets securing 2 level guardrails
- Stainless steel tube pulpit and pushpit - varnished bench seat across push pit
- Deep well protected cockpit
- Table stowable against cockpit aft bulkhead
- Steering compass
- Beautiful low lying trunk cabin
- Sliding main hatch and butterfly sky light
- 2 x Bronze dorades
- 2 x Andersen stainless ST primary jib sheet winches
- 2 x Andersen stainless ST secondary main sheet winches
- Varnished wood and chrome deck cleats P&S
- Scissor action boom crutch
- 4 fold purchase Tufnol main sheet tackle
- 4 fold purchase tackle to staysail boom and horse
- Stainless steel horse for self tacking headsail
- Bronze deck cleats and fairleads both sides fore and aft
- 20 kg Bruce anchor and 180 ft / 55 m x 10 mm galvanised anchor chain
- Lofrans bronze electric vertical capstan anchor windlass
- Warps (new traditional style lines 2014) and fenders
- Tent from mast to cockpit aft; new 2012
- Stainless steel tube framed spray hood; canvas and hatch covers Sanders new 2012
- Covers for main and staysail booms and full deck awning Sanders new 2012
- Boathook
- Ensign staff

Specification

RIG SPARS AND SAILS

Cutter rigged with cutter inner forestay for a self tacking boomed staysail

- Pine main mast, double pine cross trees
- (Internal plastic conduits enable cable runs within the mast)
- Spruce main boom
- Lightweight pine staysail boom; stainless fittings
- Anodised aluminium light spinnaker pole
- Stainless steel standing rigging new 2012
- Stainless steel internal chain plates
- Bronze manual halyard winches on the mast
- Chromed Highfield levers and Spectra backstay lines
- New running rigging 2012; Dyneema main halyard and running back stay
- Main sail Sanders Sails 2012
- Yankee Sanders Sails 2012
- Staysail Sanders Sails 2012

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

From the large double door accessible lazarette aft, the deep cockpit with high coamings and seating both sides (and Danfoss Isotherm fridge) to the cabin forward with sliding roof hatch and double door give access to the companionway steps down to the main cabin. This is resplendent and very atmospheric in its original varnished hardwood furniture – mainly mahogany.

There is more shelving for'ard below the deckhead and a butterfly hatch skylight over and 2 attractive deck head lights. There is stowage space under the cabin sole

Offset to port is the access forward with low locker space and attractive shelving outboard for crockery etc. The head with hand pumped Simpson

Immediately to port and starboard are the quarter berths, both with integral coamings / leeboards at their heads and drawers for stowage under.

Forward of each berth in this aft section are lockers / chests of drawers, usable as chart table the area curtained off from the main saloon forward. Attractive deck head light and 2 x reading lights

Entering the saloon reveals high button backed sofas (re-upholstered with wool coverings 2014) each side with shelves above and outboard. There is stowage beneath one side and the fuel tank on the other. Forward to port is a low set locker / chest. The sofa to starboard is L shaped round the head of the demountable mahogany drop leaf table between and has a locker above and outboard. An original oil lamp hangs from the centre line over the table Lawrence WC and basin and shelf outboard is to stbd.

Forward again leads to the galley, equipped with seating and bar to port, a stainless steel sink with pumped hot and cold freshwater forward, electric fridge, Primus 237 2 hob gas cooker with drop down work surface over, to starboard with stowage beside and below. The galley is well lit and ventilated by skylight deck hatch and deck head lighting.

This space in particular reveals the quality of this yacht's build, finish and state of preservation in the exposed framework and planking all beautifully varnished. For'ard the sink is the open chain locker. Natural ventilation is by mushroom baffle vent forward starboard and two dorade cowl vents forward of the hatch.

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HISTORY

Commissioned by Halvdan Hansen, a highly respected Norwegian yachtsman and originally named TAMARA XI, she was built in secrecy during WWII to be launched in 1946, from Anker & Jensen's Yard. Always intended to be an offshore cruiser racer, she performed well up to expectation by winning the first Faerderrace. She was later sold to a Mr Røed, and again to a Mr Heiberg. KRABAT's previous owners, Mr. and Mrs Jørgensen had sailed her for more than 30 years until a couple of years ago when she was brought to the English South Coast for her present owner.

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CONSTRUCTION

- Oregon pine planking on sawn oak frames and steam bent ash ribs
- Oak keel and sternpost
- Lead keel ballast and displacement approx 50 / 50
- Stainless steel keel bolts replaced original
- Oregon varnished pine swept deck replaced 1999 and laid directly over the deck beams
- Original deck coach roof and cockpit retained
- Coach house with mahogany side coamings and cambered pine top
- Rudder and fittings replaced in 2014
- Tiller steering
- Simple straightforward original construction enables access to nearly all parts of the vessel
- Pine deck head beams
- Interior joinery in mahogany, birds eye maple and cabin sole of Douglas fir

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Simrad CP30 chart plotter displays in cockpit
- Tacktick wind speed & direction – 2 x multi displays
- Simrad Robertson AP21 autopilot
- Simrad RD68 VHF with a DSC GMDSS facility new 2008
- Silva steering compass in sliding hatch
- Basic log
- Brass clock and barometer in saloon

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SAFETY

- 2 x Horseshoe life buoys
- Flares
- Fire extinguisher
- 1 x Manual bilge pump
- 2 x Auto electric bilge pumps
- Life raft – needs service

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MAINTENANCE

Beautifully maintained; painted and varnished 2014

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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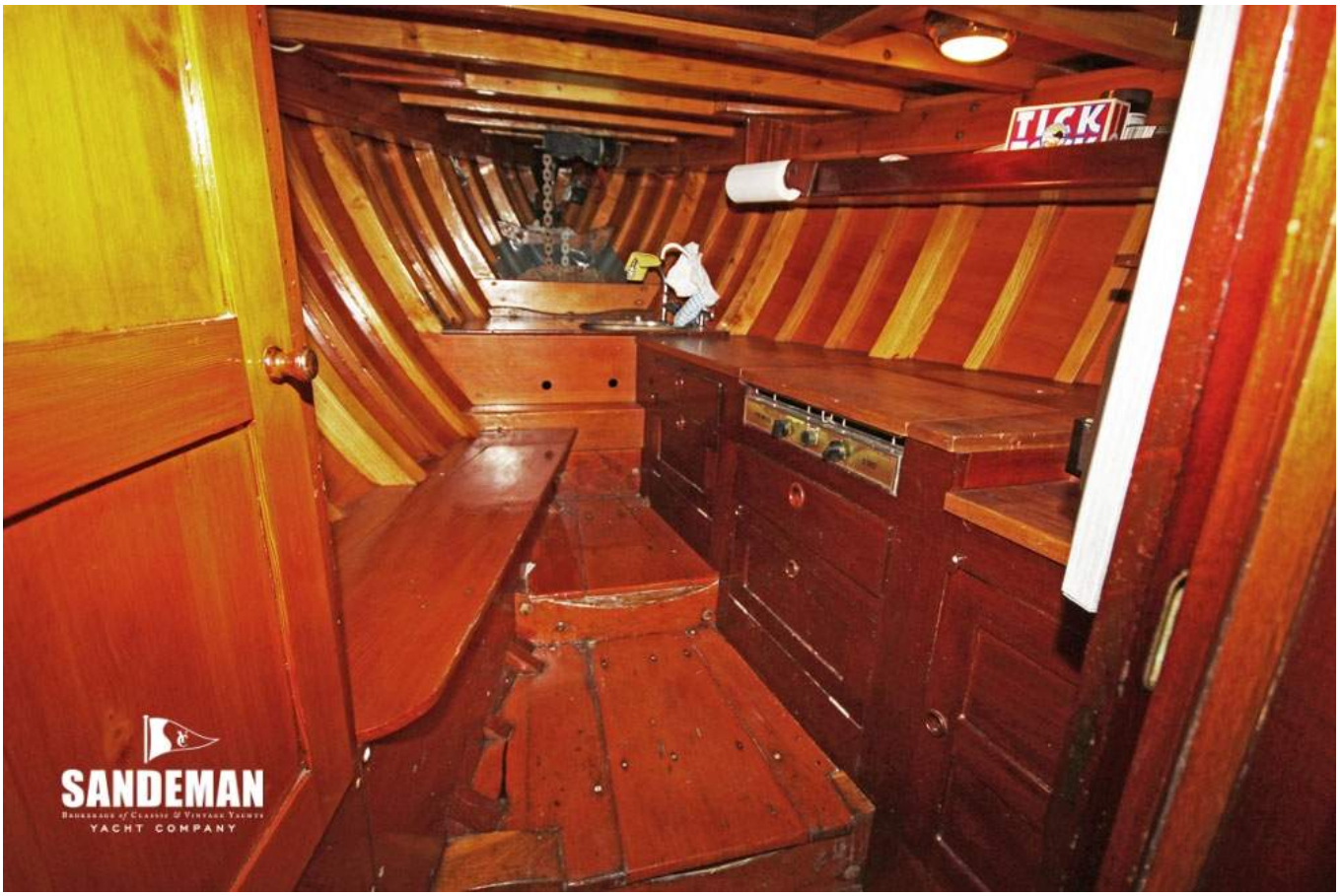
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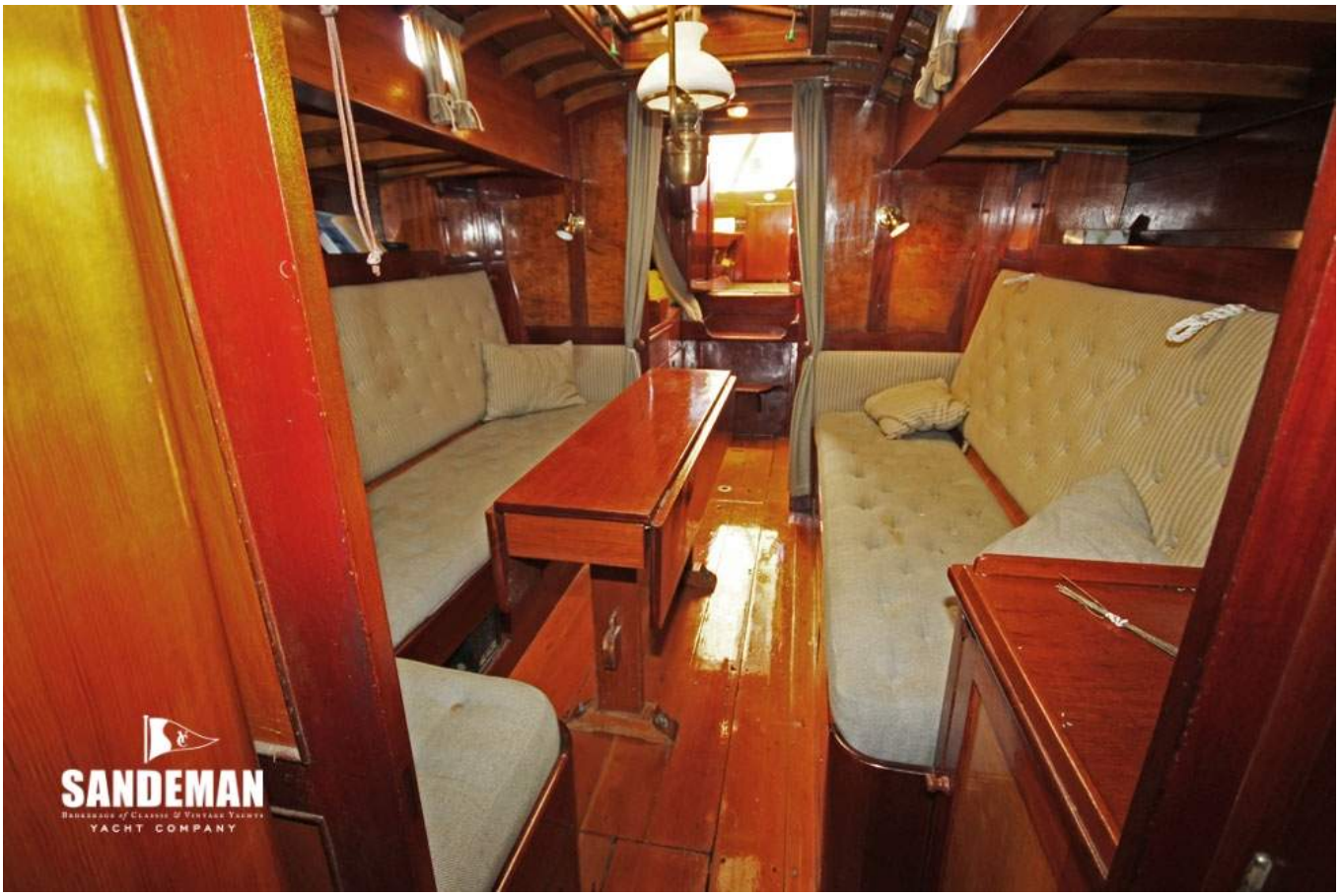
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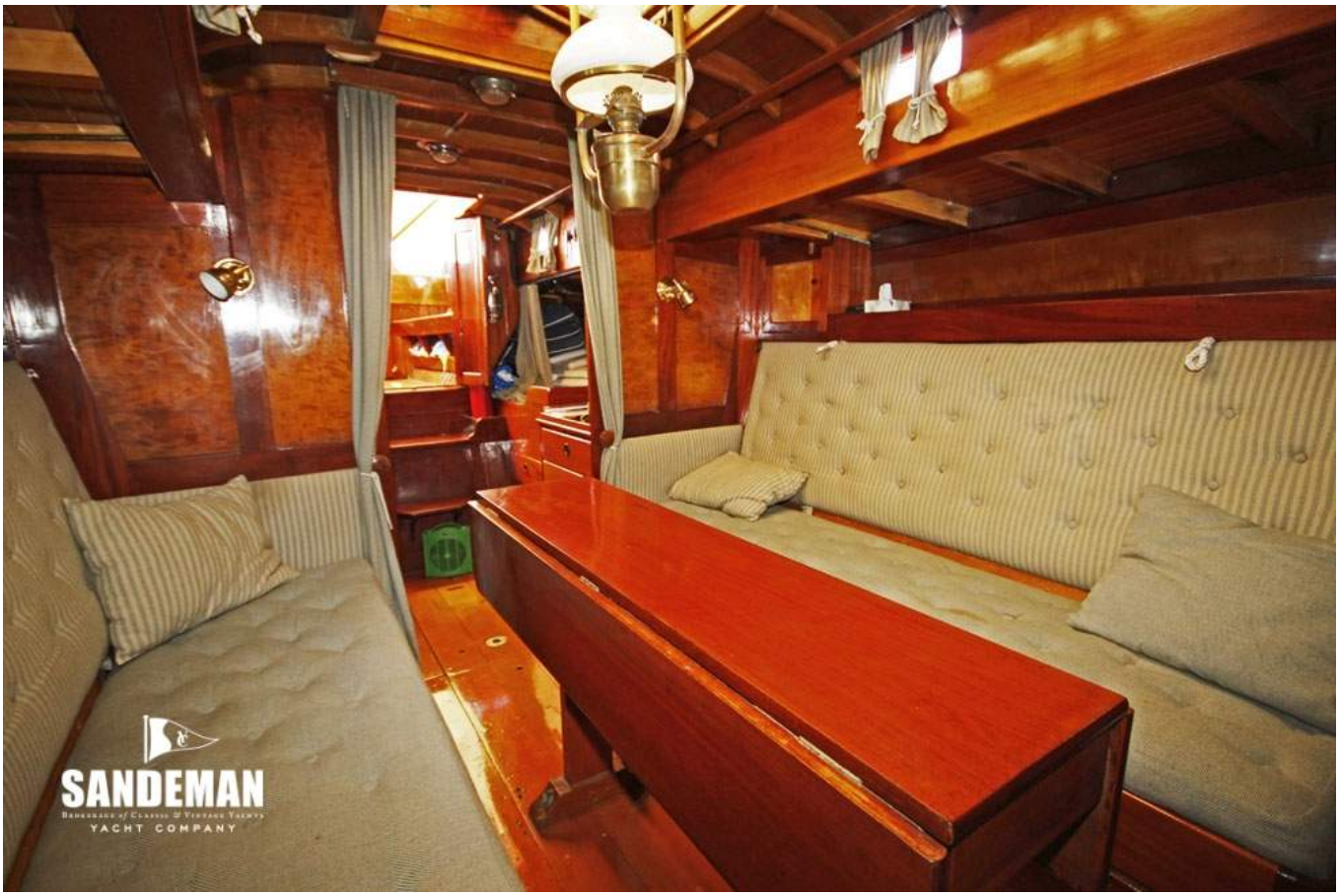
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