

SOLARIS 44



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1 General

The Solaris 44 is a true Cruiser Racer.

All mentioned dimensions and data are given by the designers and have to be considered as executive dimensions.

The following specification describes materials and the main production stages necessary to build a 13,35 m Solaris sailing yacht. This specification gives a general view.

Additional equipment can affect trim and displacement.

The boatyard reserves the right to make changes during construction, also replacing materials no more available on the market.

The boatyard and the sales network guarantee an excellent consultation for choosing additional equipment with their specialist knowledge.

1.1 General characteristics

| | |
|--------------------|--------------------|
| LOA | 13,35 m |
| LWL | 12.71 m |
| Beam | 4,18 m |
| Draft | 2.60m - 2.40m opt. |
| Displacement light | 9.900 kg |
| Ballast | 3.600 kg |

1.2 Sail area

| | |
|-----------|--------------|
| Sail area | 119 sqm opt. |
| Genoa | 53 sqm |
| Mainsail | 66 sqm |
| I Genoa | 18.40 m |
| P | 18.00 m |
| E | 6.10 m |
| J Genoa | 5.25 m |

1.3 Engine

| | |
|------------------------|----------------------------------|
| Volvo Penta D1 - 30 hp | optional D1 - 60 hp - D1 - 75 hp |
| Transmission | S-Drive |

1.4 Tanks

| | |
|-------|-------|
| Water | 380 l |
| Fuel | 220 l |

1.5 Certification

| | |
|---------|---------------------|
| CE RINA | Open Sea Category A |
|---------|---------------------|

1.6 Drawings

- Javier Soto Acebal (naval designer): water lines, hull lines, structural plans, appendix and sail plan.
- Solaris Design Team (Boatyard): Hull and deck construction, interiors, stability and weight calculation, water, hydraulic, electric and electronic system.

1.7 Materials and workmanship

All materials and manufactured articles furnished by the Builder shall be suitable for marine installation and are of the best quality for their respective purpose. It shall be the responsibility of the Builder to check its purchase orders and also check all materials delivered, to insure confirmation with the details of the specification and with all normal working requirements.

1.8 Inspection

The Architects and the Owners or their representatives shall have access, previous agreement, to the vessel and everything pertaining to the vessel during the normal working hours.

1.9 Insurance

The builder will insure the yacht and all accessories supplied by the owner. The owner must insure the yacht at her delivery, ex works boatyard.

1.10 Accessibility for maintenance and cleaning

All installations and compartments are built to be easily accessed, cleaned and maintained. The builder will keep the yacht reasonably clean at all times. Particular care will be taken to ensure that all dust, shavings etc. are removed and the surfaces are accurately cleaned before painting. Upon delivery, the bilges and all sections of the yacht will be clean.

1.11 Weight and stability calculation

The Builder will make and check the weight calculation. The total displacement will be calculated in the following condition: fully loaded $\frac{1}{2}$ tanks. Transversal stability to be made in accordance with the CE rules (MOC - Minimum operating condition) to obtain the A class "Open Sea".

1.12 Trim

The Builder reserves the right to add internal ballast to balance the yacht in the event of differences.

1.13 Mast and rigging

The Builder will check, with the Architect (Javier Soto Acebal) and mast manufacturer, the proper dimensions for the mast and rigging.

Standard is a fractional sloop rig, with light alloy aluminium mast and boom, designed for a full batten mainsail.

1.14 Documentation

The yard will issue drawings and plans regarding plumbing, electrical and ventilation systems, engine and whatever necessary to control and maintain all the on-board systems. The instructions of all the equipment will be delivered on board. A detailed owner's manual with pictures will be provided as standard in Italian or English language.

1.15 Systems descriptions

All systems are clearly labeled in English or Italian language. All cables are coded.

1.16 Warranty

The Builder shall accept responsibility for any defective workmanship and/or materials up to two years after delivery, given that this is not the result of gross negligence or incorrect use of the yacht.

Should the Builder carry out warranty works on board, the Owner shall accept to pay travel and accommodation costs in case the Yacht is moored out of the European Community.

The Builder shall not be held responsible for equipment supplied by the Owner.

For additional equipment, the manufacturers warranty is held liable.

The warranty terms applied are those indicated in the sales contract signed at the time of the purchase.

2 Construction

The materials used and construction methods are designed to construct a light, yet strong and stable hull, without affecting the strength and stiffness. Hull and deck, as well as all other parts of the yacht, are designed to take high loads, providing maximum product durability.

Hull and deck are constructed in a negative mould.

All visible hull and deck surfaces are varnished with white gelcoat.

Materials and construction are controlled by Italian Shipping Registry RINA. RINA is also approving the yacht's construction before issuing the CE certificate.

2.1 Hull and deck

- Hull and deck in sandwich construction (type PVC Airex Core) in E-fiberglass.
- This kind of structure gives a light hull which is, however, far more resistant to dynamic stress and is far more rigid than a plain resinbonded laminate construction.
- Airex type core, an expanded closed-cell vinyl polychloride.
- Vacuum system for the sandwich gluing.
- Where needed reinforcements are done in unidirectional and bidirectional lamination and stratification core substituted by plywood or more density inserts.
- The strength of resinbonded laminates conform to the designer's specifications and are regularly controlled by their competent technical departments.
- The transversal (floor) and longitudinal reinforcements of the hull are made in E glass and carbon fibres and then resinbonded to the hull.
- The main and the forward bulkheads are made in Airex composite.
- The stern cannot be opened. Stainless steel bathing ladder at the stern.

2.2 Ballast

- The bulb keel is designed and built for high speeds with internal empty pockets and guarantees performance and stability.
- The keel ballast is made of lead /antimony.
- The keel fin is made in cast iron and is attached to the hull through stainless steel bolts. There is a recess in the hull for the stainless steel backing plate for the keel.
- The keel is treated and protected by epoxy products.

2.3 Chain plates

- The deck area around the mast and the chainplates will be reinforced. Where needed, the sandwich core will be made in marine plywood instead of Airex core.
- The main and bow chain plates are realized in stainless steel and bolted to reinforced composite structures on the hull. The aft chain plates are in composite.

2.4 Stays

- The dimensions of all shrouds and stays are defined by naval architects according to their working load.
- 1x19 stainless steel wire is chosen as standard.
- Optional, rod rigging is available.

2.5 Structural bulkheads

- The main and the forward bulkheads are composite material, type Airex. All the other bulkheads are made in oak plywood, well resinbonded to the hull and the deck.

2.6 Mast base

- The inox steel mast base is bedded on a GRP support which is connected to the longitudinal, and connected to the hull with bolts.

2.7 Access to the bilge

- The tidy bilge is easily accessible.

2.8 Engine bed

- The engine bed is made of single skin GRP, well resinbonded to the hull and to longitudinal and transversal reinforcements.

2.9 Drain holes

- The bilge drainage system is designed to get all water to the lowest point of the bilge in order to discharge outboards.

2.10 Rudders

- In order to guarantee better control at each angle of heel the twin rudders and dual steering pedestals are standard.
- Stainless steel shaft.
- Jefa steering system.
- 1000 mm steering wheels with single spokes.



3 Interior

3.1 General arrangements

The standard price is based on the following description. Optionally, some changes can be made for the wood essence.

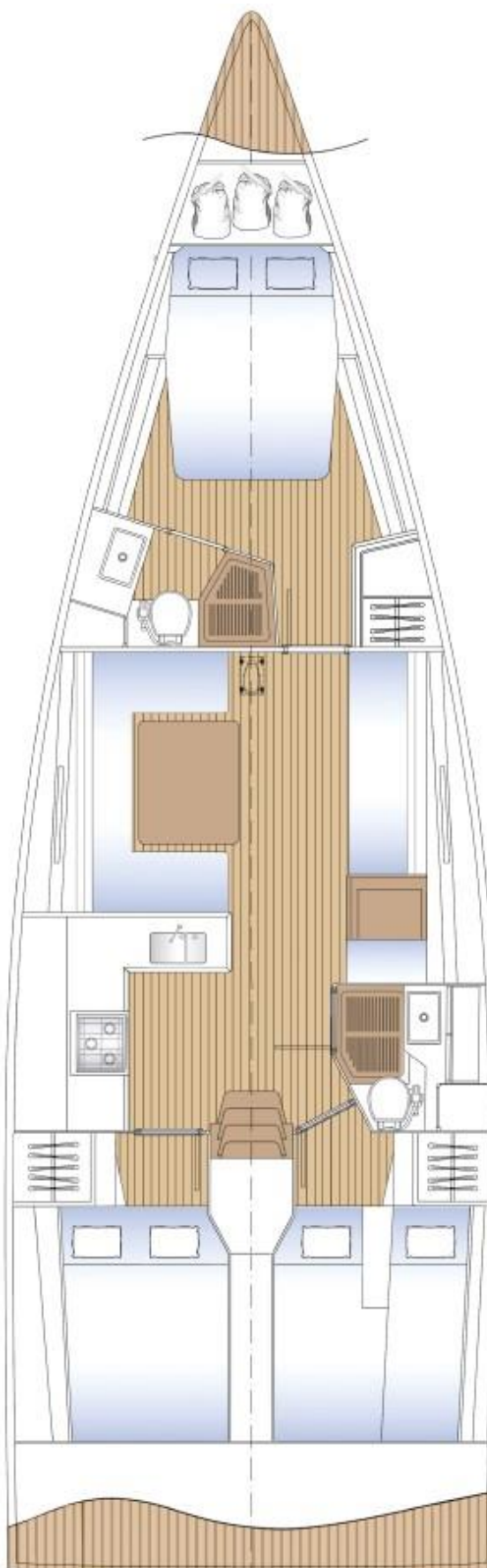
- The boatyard is monitoring the optimum weight distribution.
- Stowage is maximised by using all spare space.
- The internal and non-visible surfaces are in marine plywood.
- The main bulkheads are in composite and the non-structural partitions are in a high-grade marine plywood. All bulkheads are well resin bonded and laminated to hull and deck.
- Galley and bathrooms topsides are made of wood. Optional corian.
- High quality fabric is used for all cushions.
- All furniture is made in high quality oak, varnished with matt open pore finish.
- All woodwork is carried out with the best nautical tradition.
- Rounded edges for all hatches, bulkheads, seating, lockers, etc.
- The main switchboard is placed at the chart table.
- The high production quality, the clear, simple lines of the interior corresponding to the Solaris design, making a Solaris a unique yacht.

3.2 Layout

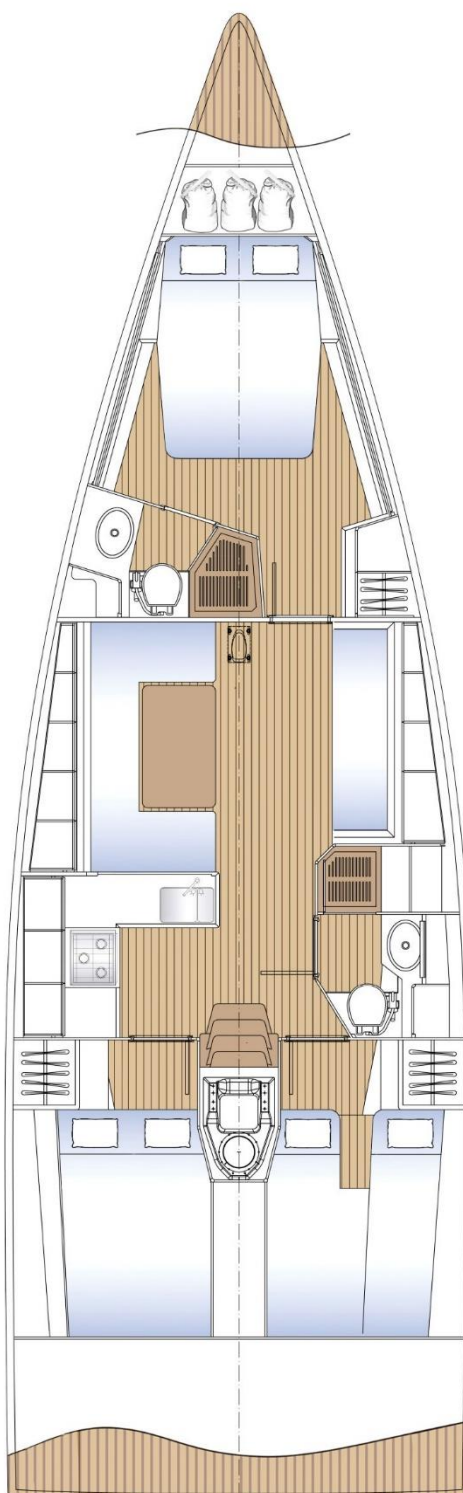
- The Solaris 44-2018 standard has a layout with three cabins, one bathroom (optional second bathroom with separated shower in owner cabin and separate shower in the aft bathroom, instead of chart table), a saloon with galley, a sofa, a dining table and a chart table. The chart table is practical and placed on the starboard side. Oak interiors and upper cupboards in oak with fiddle in solid wood.
- Every area to have space exploited at the best and wherever possible, there will be stowage areas as in best Solaris tradition.



3.3 Interior Layout



Interior layout; it may include optional configurations



There could be optionals in the Interior Layout

3.4 Flooring

- Built to be completely removable for bilge inspections.
- 20 mm oak wood floorboards, with transversal grain.

3.5 Ceiling

- Plywood ceiling panels, covered with white vinyl upholstery treated against mould.
- To be fixed with Velcro.

3.6 Cabin doors and drawers

- All doors are fitted with a door lock.
- Drawers made in plywood. Front in solid wood and fitted with press button locks.

3.7 Berths and sofas

- Berths and sofas to have drawers or lockers wherever possible.

3.8 Companionway

- Wooden companionway ladder.
- To have steps with antiskid.

3.9 Handrails

- Polished stainless steel handrails in various parts of the yacht.

3.10 Access to engine compartment

- Engine room with one entrance.
- The entrance is positioned to have an easy access to all technical equipment at sea.

3.11 Soundproofing

- Soundproofing is a strong characteristic of a Solaris yacht.
- The soundproofing of the engine room is made of high quality sound insulation material and specially furnished plywood, with integrated lead plates or similar and white painted perforated aluminum plate.

3.12 Galley

- Stainless steel 3-burners oven on gimbals.
- All surfaces in wood. Optional corian.
- One stainless steel double basin sink.
- Galley with lockers and drawers to store dishes, glasses, pots and galley accessories.



3.13 Toilet

- Bathroom locker is easily accessible for maintenance.
- Wooden topsides.
- Composite sinks, headlocker with mirror front.
- Flooring in polyethylene grating.
- Shower and basin are discharging outboard.
- Manual toilet type Jabsco Regular.

3.14 Black out screens

- Hatches, portholes and windows with blinds.

3.15 Forecabin

- Wide double berth with storage place underneath mattress.
- Spacious wardrobe.
- Side shelves.

3.16 Saloon

- A wide U shape sofa for 6 people with drawer for stowage.
- Table top in solid wood and marine plywood.
- Wide sofa with chart table in front of the table.
- Chart table with folding top and storage space for the maps.
- Locker for instruments.
- Electric panelboard with door for inspection.

3.17 Stern cabins

- One double berth per cabin.
- Wardrobes.
- Stowage spaces in the main central bulkhead.



4 Engine

4.1 Engine

- Volvo Penta D1-30 hp (Volvo 60hp or 75hp optional)
- S-Drive.
- Engine is mounted on shock absorbers.
- Instruments control panel to be mounted at the helm station, starboard.
- Engine hours counter, rpm-meter, fuel gauge, accelerator are mounted in cockpit at helm stations.

4.2 Fuel tanks

- 15/10 stainless steel tank.
- Total fuel capacity approx. 220 l.
- Copper tubing for fuel lines.
- Fuel filter and 1 water separator easily accessible.
- Tank fitted with an analog level indicator.

4.3 Fire-fighting system

- The whole yacht including the engine room, the electric and technical systems comply strictly to RINA certification.
- Manual fire extinguisher for the engine room placed in the aft cabin.

4.4 Soundproofing

- The soundproofing of the engine room is made of high quality sound insulation material, white varnished.

4.5 Propeller

- Fixed blade propeller.

5 Water systems

5.1 Sea cocks

- All flush seacocks are quick operational, easily accessible.

5.2 Fresh water tanks

- Rigid polyethylene fresh water tanks. Access for inspection and cleaning.
- Total water capacity of 380 l.

5.3 Piping

- Approved special non-odour rigid PVC tubing for hot and cold drinkable water.
- The drainage hoses of bilge pumps, sinks, and showers are made of non-odour, solid rubber pipes.
- Stainless steel hose clamps and rubber muffs.

5.4 Black water holding tanks

- The toilets wastewaters are collected in a black holding tank (one for each bathroom) which discharges outboard by gravity.

5.5 Deck cockpits

- The water on deck is drained by reinforced pipes and quick-closing ball valves.

5.6 Pumps

- All pumps are easily accessible for maintenance.
- 1 manual bilge pump in cockpit with suction in the main bilge.
- 1 electric bilge pump with suction in the main bilge.
- 1 shower drain pump in the aft bathroom.
- 1 fresh water pressure pump, hot and cold.
- All bilge pumps are discharging outboard above the waterline.

5.7 Boiler

- 220 V AC Boiler for hot water, capacity 20 lt.
- Water is also heated by heat exchanger of the engine.

5.8 Cockpit shower

- Warm/cold fresh water shower at the stern section of the cockpit.

6 Cooling Systems

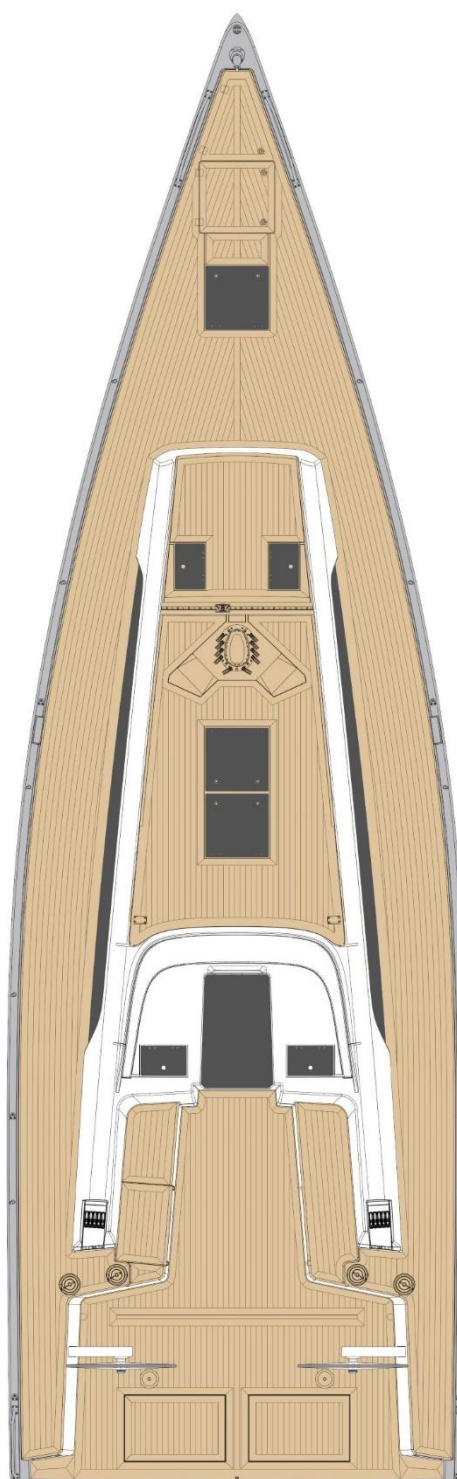
6.1 Cooling systems

- One 12 V 100 l refrigerator as standard.
- Optional a second 12 V electric stainless steel fridge with front opening can be installed.

7 Deck equipment

- The standard deck equipment is designed for a sloop rig.
- High quality brands deck equipment, in stainless steel or in anodized aluminum.

7.1 Deckplan



The standard layout plan offers a large sail locker in the bow with access through a flush hatch. In the stern, there are two flush hatches with storage, one for the gas bottles and the other for the life

raft. The cockpit offers the new generation 4 winch handling with all control lines under deck. The main sheet has a single point fitting (optional available a recessed traveller with block 6:1)

There could be optionals in the deckplan

7.2 Fairleads

- 2 stainless steel fairleads forward and anti-chafing protection in stainless steel aft.

7.3 Mooring cleats

- Stainless steel mooring cleats: 2 forward and 2 aft.

7.4 Hatches

| | |
|---------------------------------|----------------------------|
| 1 hatch for anchor locker | flush |
| 1 hatch for sail locker | flush |
| 3 hatches for owners cabin | Lewmar flush |
| 1 sliding hatch at the entrance | 15mm Plexiglass |
| 2 hatches for saloon | Lewmar flush on coachroof |
| 2 hatches for aft cabins | Lewmar flush on coachroof |
| 1 bench lid | for cockpit peak, portside |
| 2 hatches aft | flush for after piek |

7.5 Windows

- 4 fixed hull windows for the saloon made in tempered shatterproof glass.

7.6 Portholes

- 2 opening portholes on coachroof for galley and aft bathroom.

7.7 Tracks, slides and leading blocks

- Tracks, slides and leading blocks of the best quality.
- Deck equipment chosen by naval architect.
- All halyards are lead into the cockpit below the deck structure.

7.8 Winches

- 4 winches for all halyards and sheets on bow of the helmstations.
- Standard supply of 2 aluminium handles with locking system.
- All winches are anodised light alloy, in black.

7.9 Anchorwinch

- Electric anchor winch 1000W, below deck with capstan drum.

7.10 Steamhead

- Anchor fairlead is welded in one piece stainless steel.
- Nylon chain rollers for Delta anchor.

7.11 Pulpit, pushpit and stanchions

- Stanchions in stainless steel, diameter 25x2 mm.
- Stainless steel wire lifelines diameter 5 mm. with turnbuckles.
- Height of pulpit, pushpit and stanchions 610 mm.
- Pushpit to be built in three pieces; two on the side and one central.

- The pulpit is made in two parts, leaving the central area of bow open to step off the boat easily.

7.12 Toe rail

- Toe rail to be integrated in the hull with gelcoat varnish finishings. To have reinforcements for stanchions, pulpit and pushpit attachments.

7.13 Deck

- The cockpit seats are covered with laid teak vacuumbonded onto the deck with epoxy resins.
- Forward deck surfaces, cockpit floor and side decks are painted with antiskid paint. Optionally they can be fitted with teak.
- Stainless steel grabrails placed on the sides of the coachroof.
- Removable bathing ladder at the stern.

7.14 Peaks

- 1 fore peak to stow anchor chain, with discharge above the water line.
- 1 wide aft with double opening; one for the access and the other for the stowage of the liferaft.
- 1 peak under left cockpit seat.

8 Steering system

- The Solaris 44-2018 is equipped with twin mechanical helmstation. Stainless steel steering wheels are covered microfibre "lorica".
- 2 compasses.
- The steering system and equipment is by Jefa.
- Steering gear is protected, still easy accessibly for inspection.
- The rudders movement system acts on two independent chains and cables.



9 Rig/Sails

9.1 Rig

- Aluminum mast.
- Keel-stepped mast.
- Furler manual jib furler. (optional Furler TD)
- High quality tracks, slides and leading blocks.
- Standard is a fractional sloop rig.

9.2 Mast

- Sparcraft keel-stepped mast with 2 pair of swept-back spreaders as standard.
- Tapered on masthead.
- Sheaves for 1 mainsail, 1 genoa and 1 spinnakers, 1 boom topping lift.
- Spreaders with attachment on mast and through bars. Spreaders heads with 1x19 predisposition for the fasten on the shrouds.
- Equipped for lazy jacks.
- Boom attachment on mast, toggle and boom attachment of aluminium and stainless steel.
- All electric wires are covered in pvc.
- Fittings for navigation lights and lighting.

9.3 Boom

- Manual outhaul system.
- Spring vang.
- 1 mainsheet attachment.
- Equipped for 2 reefing lines.
- Lazy jack attachments.

9.4 Rigging

- 1x19 wire rigging and stays.
- Stainless steel wire rigging and stays.

9.5 Furling system

- Manual jib furler complete with sheet and jammer.

9.6 Backstay Adjuster

- Manual mechanical backstay adjuster of proper dimensions.

9.7 Running rigging

| | |
|------------------------|---|
| Main halyard | 1 |
| Jib halyard | 1 |
| Reefing line | 2 |
| Mainsheet | 1 |
| Self-tacking jib sheet | 1 |
| Topping lift | 1 |
| Outhaul | 1 |

- High quality pre-pressed material fitted with shackles and snap-shackles where necessary.

10 Electrical system

All installations are proofed in maritime use.

10.1 12 V system

- The main electric system will be 12 V.
- Charging of batteries by main engine alternator.
- 1 engine driven alternator capacity 115 Ah 12 V.

10.1.1 Batteries

- Lighting system, bilge pump, pressure pumps, anchor windlass, refrigerator, discharge pumps, autopilot, navigation lights and electronics are powered by 12V batteries with a total capacity of 230 A/h.
- Starter batteries, 12 V of 75 A/h, charged by main engine

10.2 220 V / 50 Hz system

- The 220 V 50 Hz group supplies the ac users such as: boiler, battery charger (optional), sockets.
- The 220 V 50 Hz group is supplied by shore power through a stern mounted socket.
- 220 V ac socket in galley and saloon.

10.3 Electric panelboard

Electric switchboard is split into 2 parts.

- 1 switchboard for AC, protection and distribution control with automatic thermomagnetic switches and functioning lights. Automatic main power switch.
- 1 switchboard for DC, protection and distribution control with automatic thermomagnetic switches and check lights for all consumers.
- DC electric system protected from overload and short circuit by general thermomagnetic switches mounted near the batteries, one for every battery group and each consumer.
- The electric panel is mounted near the chart table.

10.4 Lighting

- Interior lighting with recessed ceiling lights, two reading lights in fore cabin and one in every aft cabin.
- One night-light installed at companion way, lightswitch close to the hatch.
- White/red chart light.
- Forward deck light on mast.

10.5 Navigation lights

- Navigation light switches on the interior panelboard.
- Led green navigation light.
- Led red navigation light.
- Led stern light.
- Led anchor light 360° on masthead.
- Led steaming light.

10.6 Miscellaneous

- Approved marine use electric cables.
- All electric installations are properly fused.

11 Navigation/Electronics

- Not standard (please see Price list and Options)

12 Miscellaneous

- Mattresses lined in light colour fabric with zips.
- 1 flag pole with national flag.





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