

EQUIPMENT

SAILS AND RUNNING RIGGING

MAIN: Fully battened, with Batcars, 10.5 oz high modulus Dacron, UK, slab reefing.

JIB : 110 %, 10.5 high modulus Dacron, UK, foam luff, Sunbrella UV strip.

Profurl NG42 furling for Jib

STAYSAIL: 10 oz Dacron, Pinapple Sails, on hanks.

Control lines led to cockpit; (except halyards, main luff reef lines, lazy jacks,

Custom Garhauer SS Vang

Sparcraft Mast and boom, supported by double spreader oversize SS rigging.

Swaged terminals top, Norseman terminals bottom, Sta-Lok turnbuckles

Dutch Boom Brake

Oversize Garhauer blocks

All running rigging is complete, tested,, and in good shape., ready to go.

2 Anderson ST40 winches on mast

4 Anderson ST 46, and 2 Anderson ST 52 winches in cockpit

8 Garhauer stoppers, numerous custom line control blocks

MOTOR AND PROPULSION

PERKINS M90, 85 HP, natural aspirated, 1800 hrs (Dec 2023) oil pressure and compression excellent, no issues.

Full Perkins instrumentation

BORG WARNER 1018, hydraulic transmission. Rebuilt (2020), no issues;

SHAFT: 1 3/4inch 316 SS, supported by Sch 80 shaft log/ cutless bearing, and Sch 80 pipe / cutless bearing supported by HSLA steel strut

PSS shaft seal (new 2022)

2740 litres diesel tanks, integral, baffled, inspection ports

Twin Racor fuel filters,

Fuel pump and selector valves for fuel polishing and purging.

No issues at present (Dec 2023)

Morse cable controls, single lever control

GROUND TACKLE

MUIR THOR 24 V anchor winch, 3500lbs pull, with foot and handheld control

50m 3/8 HiTest chain with 50m 3/4inch nylon rode on 50kg Bruce type anchor (working)

50m 3/8 HiTest chain with 50m 3/4 inch nylon rode for 44kg Bruce

35m 3/8 HiTest chain with 50 m 3/4 inch nylon for 35kg Danforth type anchor

50 m 1/2 inch Nylon for kedging

Custom designed Jordan Series Drogue, never used.

ELECTRICAL SYSTEM

24V:

24 V house system: 4 Trojan J305 6 V , 2 distribution/breaker panels via 2 24 V battery selector switches

110 Amp 24 V Balmar alternator with smart regulator

Oversize dedicated wiring;

4 50W Siemes solar panels for 24V,

1800 watt Xantrex pure sine wave inverter 24/110

25 Amp/24V Pro Nautic charger 110/24

24V to 12V converter

65 psi freshwater pump for house supply

45 psi saltwater pump for deck/anchor wash down

3000 g/h bilge pump

Whale Gulper bilge and utility pump

3500 lbs pull Muir Thor anchor winch

All cabin and navigation lighting 24V

Adler Barbour Coldmachine 24V refrigeration

Lewmar/Whitlock Mamba 1/4 hp autopilot drive

Tricolor and Strobe at mast top

Aqua signal 40 port/stbd/stern lights

Anchor light on radar mast.

12V:

12 V for motor starting motor and certain 12V electronics

1 30W solar panel for 12 V.

1 10 amp/12V charger 110/12

1 beaker panel midships

1 battery selector switch

Low pressure diesel transfer pump, for polishing

Low pressure diesel pump for Dickenson diesel heater

110V:

110V breaker panel, 2 50' supply cables

110 V isolation transformer

Radley 2000W generator (2022) gasoline

STEERING SYSTEM

Whitlock (now Lewmar) BH 10 with Mamba pedestal, 36" Premier SS wheel, WRG 12 reduction gearbox with adaptor plate for Mamba electric autopilot drive, draglink to tiller lever on 2 1/2 inch rudder shaft. Easy access to entire system.

Windpilot Pacific windvane selfsteering; Amsteel lines to drum on wheel; steers powerfully and effectively in most conditions. Removes quickly and easily from cockpit gate in less than 5 minutes, allowing easy traffic via cockpit gate to swim step.

ELECTRONICS AND INSTRUMENTS

Nexus multi system consisting of : wind (not functioning), depth, speed, navigation, 4 displays in cockpit, 2 displays at nav station, 2 electronic compasses (1 spare)

Sestrel Major steering compass (on pedestal)

ComNav 1510 Autopilot, plus one new spare, driving Lewmar/Whitlock 24V -1 HP steering motor

JRC 1500 Radar

Vesper Marine Watchmate AIS receiver

Vesper Marine Watchmate AIS transponder

Furuno GP 31 GPS Navigator

Icom IC-M45 VHF radio

Icom IC-M82 HF Marine SSB radio

Pioneer multitrax stereo w CD drive and Alpine 50W speakers

All antennas on dedicated mast at stern

COMFORT EQUIPMENT

Force 10 SS propane range and oven, tanks in cockpit lockers

36x18x8 inch volume ice box, seperated by baffle from 36x18x6 inch freezer, serviced by Adler Barbour 24v Coldmachine, holding plate in freezer section, fiberglass box insulated by poured polyurethane foam: 8" bottom, 4-6 " sides and top. Works well with minimal run time. Large, deep double SS sinks, with faucets supplying FW, filtered water, saltwater.

Pacific Energy wood stove with glass door in main cabin (for below 0 C), SS stack.

Dickenson Newport diesel stove in forecabin, SS stack.

Wood stove for outside temperatures below freezing (dry, cozy heat)

Diesel stove for outside temps to above freezing.

16 Lewmar Atlantic opening ports, 4 in-hull Lexan fixed ports, 2 Lexan/aluminum hatches,

Aluminum sliding companionway hatch, Aluminum removable companionway door.

Bright, airy interior with excellent cross ventilation.

Considerable effort was made in applying the closed cell polyurethane foam uniformly to the depth of frames, beams and stringers, taking great care not to leave any voids. The result is a well insulated hull, warm in freezing temperatures and cool in the tropics. Except on window frames, there is no condensation forming living aboard in minus temperatures, with the wood stove fired up below 0 Celcius. More importantly, condensation is not trapped between foam and steel skin - the great enemy of steel boats. As well, in the tropics the boat is cool thanks to excellent cross-and through ventilation - even with the dark blue hull.

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Hot and cold pressure water system, supplying galley, and two heads.

Forward Jabso manual head pumps overboard; hand wash sink drains overboard.
Main head is a Nature's Composting Toilet; NO holding tanks.
Handwash sink and shower in main head.

Hot water supplied by Bosch propane water heater; dedicated propane tank in cockpit
All propane tanks fiberglass Mipro tanks with regulators.
Dedicated single flexible gas lines from tank to stove or water heater - only two connections:
one at tank outside, one at appliance.
It should be noted that the owners have chosen to not install solenoids to shut off propane tanks, instead tank valves are closed after every use. Solenoids can fail. However, they can easily be added if wanted.

Super comfortable, deep and safe cockpit for sailing, living and entertaining.
The large cockpit is protected by a dog house enclosing the forward half of it, opening to the aft section. Full sunshades shield the aft part, or for winter use a full suit of awning/side curtains make outdoor living comfortable. All are made of Sunbrella, and can be kept up while sailing.
Winches on coamings are positioned for ergonomically correct handling and easy singlehanding.

SS Davits for hoisting dinghy and outboard
11'2 Inflatable with inflatable floor and keel, (2023)
2.5 HP Suzuki 4 stroke outboard

CONSTRUCTION

Hull (skin), rudder, skeg, keel sides, deck, cabin top, cockpit, dog house sides: 3/16" HSLA steel; frames, floors, stringers, webs: 1/4" HSLA steel; keel sole: 2 1/4" (! mild steel;

Integral diesel tank sides 3/16" HSLA steel.

HSLA steel all from the same heat, Oregon Steel Mills. Weld-through pre-primed.

Hull skin welded inside and outside, both sides.

Fabrication and welding by Jenkins Marine, Victoria, BC.

*** 14,500 lbs poured-in-place lead

*** Sandblasted outside to white bright; inside brush blasted, welds inside wheel abraded where necessary.

*** All surfaces outside spray primed with inorganic zinc (CathaCoat) within 1/2 hour of blasting

*** Coating schedule:

Outside: 1 coat inorganic zinc, (CathaCoat), 3 coats high build epoxy (Amerlock400)

epoxy filler (AllFair) where required- only above WL, followed by topcoat of 2 comp. linear polyurethane (Awlgrip). Decks, cabintops and cockpit topcoated with 1 comp. aliphatic polyurethane (Wasser and Rivera systems)

Inside: 1 coat inorganic zinc primer (CathaCoat), Fire retardant closed cell high density polyurethane foam +2 1/2 inches, to WL, except for peak anchor locker, engine area,

sealed by 2 coats of latex paint. Non-foamed area 2 coats high build epoxy (Amerlock)

Condition of entire coating system inside and outside is excellent still today

(September 2023);

No concerning rust inside or outside.

THIS VESSEL HAS NEVER BEEN WELDED ON SINCE LAUNCHING

