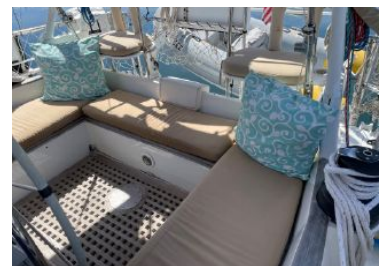


47 ft 1992 Ted Brewer 47 Pilothouse

US\$239,000

Anacortes, Washington, United States



Boat Details

Make:	Ted Brewer	Class:	Pilothouse
Model:	47 Pilothouse	Hull Material:	Aluminum
Year:	1992	Beam:	13 ft 11 in
Length:	47 ft	Boat Location:	Anacortes, Washington, United States
Price:	US\$239,000	Heads:	2
Condition:	New	Fuel Type:	Diesel

Russ Meixner | West Yachts

West Yachts LLC, Anacortes, Washington, United States

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Description

NEW LISTING!!!

BY APPOINTMENT ONLY

This Vessel is a pilothouse cutter with a flush foredeck and aft cockpit. She is provided with a dual headsail "trade-wind" rig for easy and fast downwind passages in 15 to 18 knots of wind with long swells rolling up from astern.

Description from Ted Brewer:

- 1) This yacht was designed for an owner who required a fast auxiliary cutter suited for extended cruising with a small crew. Stress was placed on a comfortable pilot house for watch keeping in adverse weather. A settee-berth in the pilot house, above the midship cabin, allows the helmsman to have company while on watch.
- 2) Three guests can be accommodated in a roomy forward cabin plus a single berth midship cabin. There is good stowage throughout including a large forepeak, twin lazarettes, and an unusual aft locker designed to accept a rigid bottom inflatable dinghy.
- 3) Construction is of aluminum with widely spaced athwartship frames and closely spaced longitudinals. The hull is of fully developed shape, not the radius bilge form often seen in metal yachts. The rudder is carried on a stout skeg with the propeller protected in an aperture instead of the spade rudder and exposed prop and shaft usually seen on yachts of this type. This gives additional directional stability, a stronger rudder, and a rudder less prone to stall when spun hard over in an emergency.
- 4) The rig is a quite conventional double spreader cutter. Running backstays can be set up to provide extra support in heavy weather and to keep the staysail stay taut. Sail area is generous but not overpowering as the long waterline hull, with its low displacement/length ratio, will be easily driven.

Information & Features

Dimensions

LOA: **56 ft**
Beam: **13 ft 11 in**

Accommodations

Heads: **2**

47' Ted Brewer Aluminum Pilothouse Cutter - 1992

SPECIFICATIONS:

- LOA - 56'
- LOD - 47' 7"
- LWL - 43' 10"
- Beam - 13' 9"
- Draft - 6' 3"
- Displacement - 36,000lbs. (18 Tons)
- Ballast - 13,000lbs. Internal Lead - Located in Forward Portion of Keel
- Deck Material:
 - 1) Cockpit: Teak
 - 2) Foredeck, Side Decks, Pilothouse Roof, Aft Deck, Swimstep: Aluminum plate, with Kiwigrip anti-skid coating.
- Headroom - Salon - 6' 4"
 - Pilothouse - 6' 1"
 - Master Stateroom - 6' 3"

HULL CONSTRUCTION SPECIFICATIONS:

- Decks - 0.16' Aluminum Plating
- Superstructure - 3/16" Aluminum Plating
- Topsides - 0.16" Aluminum Plating
- Bottom - 3/16" Aluminum Plating
- Keel - 3/16" and 1/4" Aluminum Plating, Modified Fin with Small Wing, Integral with Hull
- Stern - Curved Aluminum Flat Bar
- Frames - 3/16" Aluminum Flat Bar at 8" on Center in General
- Floor Supports - 1/4" and 3/16" Aluminum Angles
- Deck Beams - 3/16" Aluminum Angles
- Engine Bed - Aluminum Plating and Angles
- Fastenings - Aluminum TIG Welds with a Few Thru-Bolted Connections
- Bulkheads - 3/16" Aluminum Plating

TANKAGE:

- FUEL - 200 Gallons - in 4 Aluminum Tank
 - Tank #1 - 75 Gallons in Keel
 - Tank #2 - 75 Gallons in Keel
 - Tank #3 - 11 Gallon s in Engine Room
 - Tank #4 - 39 Gallons - never been used by the current owner

All 4 Fuel Tanks were Professionally Cleaned in 2006
- WATER - 150 Gallon in 2 Stainless Steel Tanks
 - 80 Gallons in Port Water Tank Under Dinette Seating
 - 70 Gallons in Starboard Tank Under Salon Settee

- WASTE - 70 Gallons in 2 Thick Polyethylene Plastic Tanks
35 Gallons in Forward Head Holding Tank
35 Gallons in Aft Head Holding Tank
- Tank Level Sensing Gauge: Hart Systems Tank Tender Ten-Tank System mounted on Pilothouse port control panel. **New Sensing Unit in 2022** with purge valve for clearing holding tank sensor tubes of debris (these tubes still require periodic replacement, and there is a store of spare tubes and tube fittings on board). All of the above-listed tanks are connected, and there is one spare position.

FUEL TRANSFER & POLISHING SYSTEM:

- General: **Installed in 2009**, system components are generally located on the Engine Room forward wall. The day tank is filled by one of the dual redundant fuel transfer pumps, filtered by dual Racor primary filters. A selector valve is also provided for each Racor primary filter. Selector valves are provided to select either the forward or the aft main fuel tanks in the keel. The Engine, Genset, and Webasto Boiler pull fuel from the day tank as required.
- Fuel Transfer: Control switches in the Pilothouse port control panel permit operation in transfer mode, and select which fuel pump is to be used. Level switches in the day tank signal the system to automatically fill the day tank when it at a low level, and sound an alarm if the day tank is not filled.
- Fuel Polishing: By switching the selector switch in the control panel from "Transfer" to "Polish", and energizing the 60-minute timer switch, fuel is circulated from the selected main tank through the primary Racor filters, to the day tank, and then back to the main tank in a continuous loop. Fuel Transfer Pump No. 1 and both Racor primary filters are to be used when polishing.
- Fuel Transfer Pump No. 1: Reverso GP-312-12 DC Gear Pump, with Bakatronics DC motor speed control module to slow the pump down to appropriate flow rate for fuel polishing.
- Fuel Transfer Pump No. 2: Johnson F3B-19 Flexible Impeller Pump, Part No. 10-24516-03.
- Inlet Vacuum Gauge: Racor, to monitor Racor primary filter loading.
- Vacuum Switch: Jabsco Model 4732-0000, installed to prevent fuel transfer pump motor burn-out if fuel tank is empty.
- Algae-X LG-X200 Fuel Conditioner mounted in the engine fuel return line on the Engine Room aft wall.
- Water Witch BC100RD Counter with cycle history is mounted in Pilothouse control panel. This device counts the number of times that the day tank is filled, providing a visual indication as to when the main fuel tank valves should be switched over (i.e. the fuel tank being used is nearly empty).
- Primary Filters: Racor 900FG Fuel Filter / Water Separator, quantity two.
- Engine Fuel Filter: Westerbeke pre-filter and Westerbeke engine mounted filter.
- Genset Fuel Filter: Racor 120A Fuel Filter / Water Separator.
- Webasto Boiler Fuel Filter: Racor 120A Fuel Filter / Water Separator.
- Main Fuel Tank Vent Filters: Racor Lifeguard LG100 Fuel/Air Separator, one for each tank, located in Pilothouse starboard aft enclosure. Vent outlets are in starboard Pilothouse wall, behind the starboard windows. [Not sure If these were ever needed, as the vent outlets are elevated substantially above the fuel fill deck caps – no fuel can ever spill out of a vent, as it overflows the fill deck cap opening when the tank is full.]

INTERIOR:

- Sleeps - Seven (7) in 3 Separate Staterooms
2 in Master Stateroom

2 in Forward V-Berth Stateroom

3 on Single Berth in Salon, Pilothouse & Crew Cabin

- Forward Stateroom, Salon, and Pilothouse Bomar hatches are fitted with Oceanair Surface Skyscreens, comprising both a bug screen and a black-out shade.
- Oceanair Surface Skyscreens for the Master Stateroom and Crew Cabin hatches are furnished, but not yet installed.
- The Pilothouse forward windshields (quantity 3) are provided with custom-fitted Oceanair Skysol 2 pleated blinds, tracked version mounted on taut wires and manually operated to slide open or closed.
- Lighting: Two types of ceiling light fixtures are installed.
 - 1) Fluorescent: Alpenglow Marine Lights, Dual Power, including 9 watt and 7 watt bulbs, and regular white or night vision red switchable light colors.
 - 2) LED Down Lights: Designed for halogen G4 bulbs, have been retrofitted with LED bulbs.
- Forward Head: Sealand Vacuflush system with the following components:

Toilet: 5000 Series, Model 149.

Vacuum Generator: J-Series with Model No. VG412VDC Vacuum Pump, located in Forward Stateroom port underbed locker. NEW joker valves in 2022.

Vacustat Status Panel Part No. 313700012 installed in Aft Head, with switch to enable/disable Vacuflush Vacuum Generator.

Odorsafe hose, Schedule 40 PVC fittings, and AWAB Type 316 double stainless steel hose clamps.

Vacuflush system discharges directly to the forward holding tank. Holding tank is pumped out by the waste pump located in the Forward Cabin port underbed locker, which discharges to a thru-hull located forward of the keel.

Waste Pump: Jabsco 50890-1000, **serviced with NEW joker valves 2022**
- Aft Head:

Lavac Marine Toilet system, Part No. TLZ0801, installed with the following components:

Lavac Popular Toilet, NEW **seat seals in 2019**.

Hand Pump T/A, Henderson Mark V.

Odorsafe hose, Schedule 40 PVC fittings, and AWAB Type 316 double stainless steel hose clamps.

Lavac Marine Toilet system, Part No. TLZ0801, installed with the following components:

Lavac Popular Toilet, new seat seals in 2019.

Hand Pump T/A, Henderson Mark V.

Odorsafe hose, Schedule 40 PVC fittings, and AWAB Type 316 double stainless steel hose clamps.

Head Faucets and Shower Mixing Valve: Grohe.
- Galley and Head Hot Water Recirculating Valves: Chicago Faucet Model 770-665PSH, push button type with integral adjustable timing spring, chrome plated (new chrome parts installed at aft cabin sink. Manual valves at galley sink and forward head sink. These valves are piped to a manifold header located in the Galley sink cabinet.
- Each Galley cold box is provided with its own refrigeration system. Equipment is located under the steps from the Salon to the Pilothouse. Each system is manufactured by Nau-T-Kol in Trinidad, West Indies, and consists of the following components:
- Nau-T-Kol Stone Cold Plus assembly with Powermatic Control System. This control system contains selector switches for low/high/auto compressor speed and condenser water pump on/off (the air-cooled condenser is

sufficient to cool the system during mild weather).

- 12 volt DC Danfoss BD50F hermetic variable speed compressor with R134a refrigerant and electronic control unit. One spare Danfoss Electronic Unit is on board.
- Refrigerant tubing to an evaporator coil in the cold box
- Air- and water-cooled condensers.
- Controls.

1) Condenser Water Pump: A single condenser water pump circulates fresh water to and from the starboard fresh water tank through the two water-cooled condensers. Shurflo Aqua King 3901-1216 Marine Diaphragm Pump, 24 volt DC, operated at 12 volts DC to make it more efficient.

2) Refrigerator Cold Box: Port side of Galley, 5.6 cubic feet capacity.

3) Freezer Cold Box: Starboard side of Galley, 4.4 cubic feet capacity.

4) Refrigerator Cold Box Thermostat: Mechanical type.

5) Freezer Cold Box Thermostat: Carel Model IR32V0E000 Universal Infrared Series electronic thermostat, with adjustable set point and adjustable differential. This allows you to precisely control the system “on” and system “off” temperatures within the cold box, to optimize freezer temperature vs. battery energy usage. An additional temperature sensor is mounted in the Refrigerator Cold Box for monitoring only of its temperature.

Heating System:

- General: A hot water boiler is the heat source for space heating, and can provide domestic water heating.
- Boiler: Webasto DBW 2010, diesel-fired, 40,000 Btuh capacity, 12 volt DC, located in Engine Room at port side.
- Heating Water Pump: Grundfos UPS-15-58FC SuperBrute centrifugal pump, 4 GPM at 16 ft. head, 120 VAC, powered from shorepower, inverter/charger, or 400 watt dedicated inverter mounted behind Pilothouse electrical panel. Located in Engine Room below the smaller hatch.
- Heating Water Distribution System: An expansion/fill tank is located behind the Pilothouse control panel, and red heater hose is routed through the boat with manual air vents located at high points.

Fan-Coil Units:

- Forward Stateroom: A large MSR Fan Heater is located in the port underbed locker, with hot air ducts routed to the Forward Stateroom and the Forward Head. [This fan also provides ventilation for the bowthruster battery charger.
- Salon: MSR-909 Toe Space Fan Heater is located under the dinette seat.
- Master Stateroom: MSR-909 Toe Space Fan Heater is located under the berth drawers.
- Thermostats: Robertshaw TX400, one for each Fan-Coil Unit.
- Summer Loop: Ball valves behind the Webasto boiler are used to select heating water flow to either the Fan-Coil Units (winter loop) or to the buffer tank (summer loop). The summer loop is used during warm weather when heating domestic hot water, and prevents heating hot water circulation throughout the boat during that time. A 5-gallon insulated copper buffer tank is located under the master berth in the Master Stateroom to provide water volume needed to keep the Webasto boiler from short-cycling.
- Domestic Water Heating: A heat exchanger is installed in the main heating water circulation loop directly after water passes through the boiler. It can thus provide heating for domestic hot water in either the winter or the summer loop modes.
- Heat Exchanger: Triangle Tube Model TTP1-14E Brazed Plate Heat Exchanger, 40,000 Btuh capacity at 4.1 boiler GPM, mounted in the Engine Room on the aft wall behind the domestic water heater.

- Domestic Water Circulation Pump: March Model 893-03 Magnetic Drive Centrifugal Pump, 2 GPM at 5 ft. head, mounted adjacent to the Heating Water Pump. This pump circulates domestic hot water through the Heat Exchanger and Water Heater described in Section 7-b, thus heating the water in the Water Heater's tank
- Controls: Aquastat and thermostatic mixing valve to provide adjustable domestic hot water temperature.

Air Conditioning System:

- General: Two systems are installed, one for the Salon and one for the Master Stateroom. They are packaged 120 VAC systems, sea water-cooled, consisting of an R-22 hermetic compressor, blower, evaporator coil, and water-cooled condenser. Each unit is provided with a March LC-3CP-MD condenser water pump, a Hunter 44100 thermostat, and Little Giant EC-400 condensate removal pump.
- Salon System: Mermaid Marine Air Model M16-HC, 16,500 Btuh. Equipment located in Crew Cabin, with cool supply air ducted to Salon.
- Master Stateroom System: Mermaid Marine Air Model M6-HC, 6,500 Btuh. Equipment located under the master berth.

Water Heater:

- Superstor Marine Model SS-6M, 6 gallon capacity. Includes electric heating element and engine cooling water heat exchanger. Thermostatically controlled. Spare thermostat and electric heating element provided.

Watermaker:

- Spectra Catalina 300 with pumps mounted in Pilothouse control panel cabinet, prefilters in Engine Room, and membrane behind dinette. MPC-3000 electronic control and monitoring panel mounted in Pilothouse control panel. 574 hours of operation. New membrane in 2015 at 541 hrs. Spare filters, pump head, and O-rings on board.

Washer & Dryer:

Splendide 2000S located in Aft Head. Lightly used. Electronic controls.

Microwave:

- Contoure Model CM7060S, **NEW 2022**

Stove:

- Force 10 Marine Gourmet Galley Range, Model No. 63451. Propane, four-burner, oven burner and broiler burner. Spare broiler element and stovetop burner nozzles on board.

Cooking Fuel:

- Propane from three tanks located in the vented Cockpit Starboard Propane Locker. Each tank is aluminum construction, 20-lb. / 4.5 gallon capacity. Each tank is provided with secure hold-downs. Regulator, gauge, and solenoid valve are starboard wall-mounted. A tee, valve, and flexible hose provide propane to the barbecue mounted on the aft rail.

Water System :

- Pressure Water System: Plastic piping and braided hoses. Cold water plastic distribution manifolds located in Galley sink cabinet, with selector valves for either port or starboard water tank. Hot water and hot water return distribution manifolds also located in Galley sink cabinet.
- Pressure Water Pump: Johnson Aquajet WPS 5.0, No. 10-13250-107, 12 volt DC. Installed in Engine Room. Spare pressure switch on board.
- Hot Water Recirculation System: A valved recirculation system minimizes fresh water wastage and provides hot water to faucet within seconds. Recirculation valves are also located in each Head.

- Accumulator Tank: Amtrol Well-X-Trol diaphragm compression tank with Schrader-type tire pump valve for adjusting system pressure.
- Fresh Water Filter: Shurflo Waterguard RV Series, located in Galley sink cabinet. Spare filters aboard.

Sink:

- Waltec Sinkware double stainless steel sink, one deep and one shallow.
- Foot Pumps: Whale Gusher Galley MK 3.

Stereo:

- Sony Marine MEX72-BT Compact Disk Player with AM/FM Radio, including remote, installed in Pilothouse at lower helm. Sirius/XM radio ready. iPod / Phone functionality including USB jack. **NEW in 2019.**
- Cockpit Remote Control: Sony Marine Remote Commander Model RM-X55M, installed in Cockpit binnacle.
- Amplifier: Alpine Model MRX-F30 4-Channel Power Amplifier, installed in Pilothouse behind control panel. Channels 1 & 2 are connected to the Pilothouse speakers. Channels 3 & 4 are controlled by rocker switches in the Pilothouse control panel to select either the Salon speakers or the Cockpit speakers.
- Subwoofer: Kenwood KSC-SW1 Powered Subwoofer, installed in the Pilothouse under the lower helm footrest. Includes remote control fix-mounted at lower helm below the Head Unit.
- AM/FM Antenna: Shakespeare Galaxy 5235-XT mounted on radar arch.
- Speakers:
 - a) Pilothouse: Poly-Planar MA840 pair.
 - b) Salon: Boston Acoustics 350 pair (these are original 1992).
 - c) Cockpit: Poly-Planar MA4055 pair.

TV and Audio / Video System:

- TV: Samsung with remote, mounted on swing arm in Salon, **NEW in 2017.**
- TV Antenna: Dantronics Dantenna UFO/2, mounted on radar arch.
- Blu-Ray Disc Player: LG with remote, mounted under TV in Salon.
- Video Connections: HDMI cables from Blu-Ray to TV, and from TV to dinette table when using laptop computer to play DVD's.
- Audio:
 - Amplifier: Profile California AP400, mounted on Salon starboard upper wall (above large shelf).
 - Subwoofer: Blaupunkt THB 200A, mounted inside Forward Cabin wardrobe closet. On/off switch in AV/Storage cabinet.
 - Speakers: Bose 161, quantity two, mounted on Salon ceiling, starboard side.
 - Digital-Analog Converter (DAC): Mhdt Laboratory Constantine (+), mounted inside AV/Storage cabinet. This unit takes digital audio inputs from TV and Blu-Ray Disc player and converts them to analog audio output signals to the amplifier and subwoofer.
 - Volume Control: JVC Arsenal KD-A525 audio head unit with remote, mounted inside AV/Storage cabinet.
 - Digital Audio Cable to Dinette Table: Used when using laptop computer to play DVD's.
 - Wi-Fi Equipment: Engenius EOC2611P Wireless Access Point & Client Bridge, Engenius ESR-1221 EXT Wireless Router, and Wi-Fi antenna.
- Windex 15 provided at top of mast for observation of wind direction from Cockpit. Lighted in conjunction with masthead tricolor navigation light.
- Weems & Plath Chartkit Plotter, stowed in slide-out chart table (Pilothouse port side).

- Weems & Plath Electronic Marine Barometer Model #4000, mounted in Pilothouse at lower helm.
- Skyscan atomic clock with outdoor temperature and moon phase, mounted in Pilothouse at lower helm.
- Clock and Barometer, Weems & Plath #140800 Antigua Set, mounted in Pilothouse.
- House Fans: 12 provided, combination of Hella Turbo and Caframo Bora Model 748CA.

MECHANICAL:

- Single 2003 Westerbeke 71C-FOUR, 71hp @ 3600rpm, Direct Drive Inboard Diesel Engine
- Engine Hours: 3,400
- Cruising RPM: 2500
- Max RPM: 3600
- Max Speed: 8.8 knots
- Range: 700 nautical miles (1.7 gallons per hour at 6 knots, 200 gallon fuel capacity)
- Propeller - Feathering MaxProp
- Transmission: Hurth ZF25M.
- Bow Thruster - Side-Power SP 155 Tci by Sleipner Motor AS, Norway (**NEW 2006**), with joystick controller fix-mounted at Cockpit upper helm binnacle. Serviced with new seals and gear oil - **January 2022**

ENGINE UPGRADES:

- Engine Control Panels: Two Westerbeke Admiral Panels at upper and lower helms, each with key switch, start/stop buttons, and oil, water, and voltage gauges.
- Throttle and transmission cables from lower helm to engine replaced in 2006 with Teleflex Marine TFEExtreme 30 Series cables, Part No. CC63314, 14-ft cable length each.
- Steering Type: Dual Edson steering stations at upper and lower helms, each steering wheel with chain / wire cable to its own rudder quadrant. Provides redundancy – if one chain / cable breaks, the boat can be steered from the other steering station. Lubrication connections provided for the cable runs.
- Fresh Water Cooling System:
- Corrosion Monitors: Two analog gauges in Pilothouse control panel, one for the hull and one for the propeller shaft. Reference zinc mounted on hull.
- Raw Water Sea Strainers:
 - Engine: Groco ARG-1000, bronze.
 - Genset: Vetus Type 330, Part No. FTR330.

Engine Room Sea Water Manifold: Vetus Type 330, Part No. FTR330. This manifold connects to the sea chest manifold and distributes sea water to the aft toilet, Galley foot pump, Forward Head foot pump, and air conditioning condenser water pumps.

- **NEW cupronickel heat exchanger installed Feb 2012**, spare onboard. Sea Water Pump relocation from factory poorly-accessible location in 2013.
- Sea Water Pump **upgrade Dec 2015**; dual bearing pumps, two provided, one installed and one spare. Johnson F5B-9, Part No. 10-24508-04.
- Alternator serpentine pulley upgrade kit installed in Dec 2015.
- Pencil zincs replaced yearly.

ELECTRICAL:

General Comments:

- Electrical Work Prior To Our Ownership: All copper wire and cables, tinned, crimped lugs on cables with heat shrink tubing. Crimped smaller wires with barrel-shape connectors. There is a complete set of original electrical wiring diagrams on board, much of which is now outdated but annotated as to current applicability.
- Electrical Work: Compliance with ABYC Standards with wiring diagrams for all systems. Tinned copper boat wire and cables used, some bare copper. All connections heat shrunk or coated with “liquid electrical tape.” All copper debris immediately cleaned up and put in the trash. Closed end lugs used for battery cables, crimped with Ancor heavy duty lug crimper. Tinned electrical connectors used for smaller wires, all crimped with ratcheting-type hand crimpers for a perfect crimp.
- House Bank 1:
 - 1) Type: LTH 100 A AGM sealed batteries, new in Dec 2021.
 - 2) Amp-Hours: 300.
 - 3) How Many: Three, wired in parallel to provide 12 volts DC.
- House Bank 2:
 - 1) Type: MasterVolt 130 A, new in 2017.
 - 2) Amp-Hours: 390.
 - 3) How Many: Three, wired in parallel to provide 12 volts DC.
- House Banks 1 and 2:
 - 1) In normal usage, these two house banks are connected in parallel for both charging and serving the loads, resulting in 690 amp-hours of total capacity.
 - 2) For periodic equalizing, one bank can be equalized while the other bank serves the loads.
- Start Bank: Type: Optima Yellow Top (2), **NEW in 2017** - Connected To: Engine and Genset.
- Bow Thruster: Type: LTH Group 31 AGM, NEW in 2019.
- Battery Monitor:
 - 1) ESAHM: “Electrical System and Amp Hour Monitor”, Ample Power #2001, Model #400. Mounted in Pilothouse port side electrical panel. We kept this because it contains alternator current sensing, indicating the amount of charging amps from the engine alternator.
 - 2) MasterVolt EasyView 5: mounted in Pilothouse at starboard side near steps up from Salon. Keeps track of house bank #2 amp-hours, and provides voltage and amperage measurements for both house bank #2 and the solar regulator.
 - 3) Victron Connect App for Bluetooth connection to Victron 500 Amp Shunt on House Battery Bank #1.
- Battery Switches:
 - 1) Charge: Blue Sea Systems OFF-1-2-BOTH, mounted in Crew Cabin port electrical cabinet. Provides control of charging sources for house banks (engine alternator, inverter/charger, auxiliary battery charger, wind, and solar).
 - 2) Load: Blue Sea Systems OFF-1-2-BOTH, mounted in Crew Cabin port electrical cabinet. Provides control of house bank loads. Power supply to the “Unswitched DC Panel” in the Pilothouse control panel bypasses this battery switch via two circuit breakers, to provide continuous power for the bilge pumps, alarms, and other essential loads (the Unswitched DC Panel does have a master circuit breaker to shut off these loads during lay-up).
 - 3) Inverter/Charger: Blue Sea Systems OFF-ON, mounted in Crew Cabin port electrical cabinet.

- 4) Engines: Blue Sea Systems OFF-ON, mounted in small cabinet under Salon-to-Pilothouse steps. Provides on/off control of Start Bank.
- 5) Windlass: Blue Sea Systems OFF-ON, mounted in small cabinet under Salon-to-Pilothouse steps.
- Battery Chargers:
 - 1) Inverter/Charger:
 - a) Magnum Energy MS2812, mounted in Crew Cabin, with ME-RC remote control mounted in Pilothouse at port electrical panel. 12 volt DC, 2800 watts inverter capacity, 120 amps battery charging capacity. Connected to all 120 VAC loads except washer/dryer, auxiliary battery charger, electric water heater, and air conditioners.
 - b) Inverter/Shore Power 2-pole 30-amp circuit breaker with lock-out slide in the Pilothouse electrical panel. The lock-out slide prevents simultaneous connection of shorepower and inverter power.
 - c) Dual exhaust fans are provided for ventilating the Inverter/Charger cabinet, Panaflow FBA12G12L1A. These are muffin-style ball bearing fans with expected life of 50,000 hrs. They are controlled by a voltage sensitive switch to only be operating when charging sources are active, providing charging voltage of 13.5 volts and above.
 - 1) Auxiliary Battery Charger: Promariner ProNautic 1240P, Part No. 63140, new in 2022, mounted in Crew Cabin. 12 volts DC, 40 amps, three independent outputs. Two outputs connected, one to house banks and one to start bank, with an on/off circuit breaker in each connection.
 - 2) Bow thruster Battery Charger: Xantrex XC-1524, mounted in Forward Stateroom port underbed locker. 24 volts DC, 15 amps. Remote control in Pilothouse control panel. A Yandina 24-volt ventilation controller operates the Forward Stateroom heater fan when charger is activated to provide cooling ventilation to the locker.
- Generator: Next Generation Power Engineering Model UCM1-3.5, NEW in 2005, with automatic voltage regulator option. Diesel one-cylinder engine, 120 VAC output, 3500 watts capacity. Fresh water cooled, sea water pump, cupro-nickel heat exchanger, and water-cooled exhaust. **NEW cylinder head in 2014.** Spare sea water pump on board.
- Generator Hours: 910. Wind Generator: Aero6gen Model LVM612. Capacity 4 amps at 12 knots, 10 amps at 20 knots, and maximum 30 amps at 45 knots. Pole mounted at port stern on a Southwest Windpower Sternmount Marine Tower Kit. Controller and dump resistors mounted in Workshop. Two amp meters, one located in the Workshop and the other in the Pilothouse.
- Solar Power:
 - 1) Solar Panels Two Kyocera KC-125TM, 125 watts each, mounted on radar arch. Each with $V_{oc}=21.7$, $I_{sc}=7.20$, $V_{mp}=17.4$, $I_{mp}=7.1$. Plus four Kyocera 135 watt solar panels mounted on side rails for a total of 810 watts.
 - 2) Solar Controller: MasterVolt 60 Amp, mounted in Crew Cabin aft bulkhead, new 2022. Monitor is MasterVolt EasyView 5 mounted in Pilothouse at starboard side near steps up from Salon.
 - 3) Solar Power Switch: Installed in aft cabin starboard side locker, used to shut off all power from solar panels.
- Alternator:
 - 1) Balmar AT-DF/SF-200-12-IG, NEW in 2017. 200 amps capacity, 12 volt DC, isolated ground. TSP-12 spike protector installed. Spare onboard

2) Serpentine belt system provides more efficient power transfer and minimizes belt dust. Manufacturer: Electromaax.

3) Balmar Belt Buddy facilitates alternator belt tension adjustment.:

- Bilge Pumps:

1) Forward: Jabsco 36600-0000 diaphragm bilge drying pump and Rule Model 10 centrifugal bilge pump, 12 volt DC.

2) Engine Room: Jabsco 36600-0000 diaphragm bilge drying pump and Rule Model 10 centrifugal bilge pump, 12 volt DC.

3) Aft: Shurflo Pro Baitmaster 4901-6212 diaphragm bilge drying pump and Rule Model 10 centrifugal bilge pump, 12 volt DC.

4) Electric Bilge Pump Control Panels: Rule No. 41 Deluxe Three-Way Lighted Panel Switch, Auto/Off/Manual, indicator light, fuse holder. These are mounted in Pilothouse at control panel.

- Manual Bilge Pumps:

a) Edson Hand Operated Diaphragm Pump for forward bow bilge, with handle located in starboard bow locker.

b) Edson Hand Operated Diaphragm Pump for cabin bilges with manifold in Master Stateroom undersink cabinet to select pumping of forward bilge, engine room bilge, or aft bilge. Pump located in Pilothouse with handle in Cockpit.

c) Whale Gusher Titan portable bilge pump, stowed in Aft Locker.

- Spare Electric Pumps: Flojet Quad II diaphragm pumps, Model 4105-512 and 4105-501, stowed in bilges.

- Electric Bilge Pump Controls: Forward and Aft bilge pumps and alarms controlled by Water Witch Dual System Bilge Control Model 257. Engine Room bilge pumps and alarms controlled by individual Rule switches.

- Shower Drain Pump: Jabsco 36251-0000 diaphragm pump, 12 volt DC, shelf-mounted in the Forward Head sink cabinet. Control on/off switch in Forward Head. Pumps out shower drain pan.

NAVIGATION / INSTRUMENTATION / COMMUNICATION:

- General Comments: **With the exception of depth sensors, all electronics and navigation equipment were installed new from 2017 to 2019.**

SSB:

- SSB: Icom IC-M802, **NEW in 2019**. Installed in Pilothouse at lower helm, with control unit easily accessible from captain's chair. Heavy 1-AWG cables are installed directly from the house bank to the SSB radio to minimize voltage drop. Noise suppression capacitors are installed as well.
- SSB Tuner: Icom AT-140, mounted on Workshop aft wall. **NEW 2019**
- Isolated Backstay: The port backstay has the isolators, and is the SSB antenna. **NEW 2019**
- SSB Radio and Tuner Grounding: Ground plane is the boat's aluminum hull. Ground wiring is connected to bus bars and through multiple capacitors in parallel to prevent corrosion. SSB functionality is great on this metal boat due to the excellent ground plane. **NEW 2019**
- PACTOR Modem: SCS PTC-4 with Bluetooth, **new in 2017**. Mounted behind lower helm station.

VHF:

- Icom IC-M502, **NEW in 2019**. Installed in Pilothouse at lower helm, with control unit easily accessible from captain's chair.

- Includes “Command Mic” Model HM-127 Remote Control Microphone mounted in Cockpit on binnacle (**NEW in 2019**). This device provides full VHF functionality.
- Switches in Pilothouse lower helm and Cockpit binnacle allow the Cockpit port stereo speaker to be used for either VHF audio or stereo audio.
- Antenna mounted on starboard side of radar arch.

Cockpit Chartplotter:

- Raymarine A9x Series Networked Display, mounted in Cockpit on binnacle. **Installed 2017.**

Lower Helm Chartplotter:

- Lower Helm Chartplotter. Raymarine E7 Series Networked Display with Wi-Fi for iPad control mounted at lower helm dash, **installed 2019.**

Lower Helm Navigation:

- Raymarine SeaTalk High Speed Network Switch, Part No. E55058. Mounted behind lower helm, with USB socket in face of lower helm. Allows laptop computer to repeat all Chartplotter functions.
- Wi-Fi connectivity to Ipad using Raymarine apps to view and control the cockpit chartplotter.

Software and Charts:

- Chartplotters use Navionics chart micro SD cards.
- Various paper charts located in chart table.

Radar:

- Raymarine Quantu, 24-inch enclosed radome; Part No. E70210. Mounted on radar arch. Integrated with cable to Chartplotter (also wi-fi capable).

GPS:

- Integrated with both chart plotters.

Depth Sounder:

- Raymarine DSM300 Digital Sounder Module including fishfinder; Part No. E63069. Mounted in Galley behind Microwave, with transducer mounted just forward of keel. Integrated with Chartplotter. Lighted on/off switch in Pilothouse at lower helm.

Autopilot:

- Raymarine ST 7000 Plus SmartPilot, Part No. A12001, Software V.03.
- ST7001 Controller Display is located on lower helm.
- S3G Course Computer and Fluxgate Compass are located in the large locker below the Master Stateroom berth
- Rudder position sensor is included, located in rudder quadrant area below Master Stateroom berth. Rudder position shown on Cockpit chart plotter display.
- Hydraulic Linear Drive: Simrad HLD2000 MK2, 12 volt DC, 20 amp maximum, 40-60 watt average. Located in rudder quadrant area below Master Stateroom berth.

Autopilot Remote:

- Raymarine SmartController, Part No. E15023, with mounting/charging positions at lower helm and Cockpit binnacle.

AIS Transceiver:

- Raymarine AIS Transceiver/Splitter, mounted on lower helm. Integrated with Chartplotters. **Installed in 2017.**

- AIS Transponder: Not provided.

Knot Meter:

- Raymarine ST60 Speed, Part No. A22009, mounted on lower helm. Transducer located forward near front of keel, Airmar Model ST800, Part No. 31-487-1-02, Rev 03. Additional Part No. ST800-P120-RETR.

Depth Sounder:

- In addition to the DSM300 described above, a separate auxiliary depth sounder is provided, Raymarine ST60 Depth, Part No. A22010. Mounted on lower helm. An on/off switch on the lower helm disables this sounder when the DSM300 fishfinder is active (both depth sounders cannot be operated at the same time). Transducer located forward near front of keel, Airmar Model P19, Part No. 31-188-4-02, Rev. 06.

Wind / Speed ? Direction:

- Raymarine ST60 Wind, Part No. A22012, mounted in Cockpit on binnacle. New windvane transducer installed at top of mast 2017, Raymarine Short Arm Vane TX Assembly, Part No. R28170, spare on board.

Repeaters:

- Raymarine ST60 Graphic, Part No. E22075. Two provided, one in Cockpit on binnacle, and one in Master Stateroom on upper port wall that is viewable while lying in bed.

Compass:

- Ritchie Navigator Model DN-B/P-200, quantity two, one at lower helm and one on Cockpit binnacle.

Windvane

- Sailomat 536 Servo-Pendulum Self Steering. Pulleys are built into the boat for routing the control lines between the windvane and the upper helm steering assembly.

WX GRIB Files:

- We used Winlink Express software with the Pactor modem and SSB radio to download GRIB files.

MAST /RIGGING / WINCHES / SAILS:

- Rig/Sail Configurations:
 - a) Dead Downwind: Twin headsails spaced 2 ft apart on the bowsprit comprise a "Trade-wind Rig" for excellence in downwind sailing. Dual mast-mounted whisker poles can be used to pole out each headsail, one on each side. The mainsail would normally be down in this configuration to avoid accidental jibes.
 - b) Reaching: Depending upon wind velocity, one or the other headsail is used as a jib. The nylon reacher works great in winds from 5 to 15 knots. Along with the mainsail, and also perhaps the staysail, this combination provides excellent sailing when reaching. Sagittaire sails fastest on a beam reach.
 - c) Upwind: We have only used the genoa and main when close hauled.
- Standing Rigging: All standing rigging was **installed in 2005** by Port Townsend Rigging, Type 316 stainless steel 1x19 wire, 3/8-inch diameter. Sta-Lok terminals. (Two original Norseman terminals were used at the lower backstays due to that configuration existing on the backstay adjusters). At that time the mast was unstepped and disassembled for re-painting; all of the heavy stainless steel plates that connect the standing rigging to the mast were inspected and repaired as necessary prior to the new rigging installation.
- Roller Furlings: New Schaefer Jib Furling System 3100 was **installed in 2009** for both the Genoa and the Reacher. Installation by Brion Toss Yacht Riggers, Port Townsend, WA. All standing rigging was statically and dynamically tuned by Brion Toss at that time.
- Running Rigging:
 - a) Main Halyard, Spinnaker Halyard, Genoa Halyard, and Reacher Halyard: Spectra halyards. Halyards are reeved internally within the mast.

- b) Running Backstays: Spectra running backs, used very little, excellent condition.
- c) Roller Furling Lines: Dacron double-braid lines.
- Sails:
 - a) Main, Genoa, and Reacher: New sails were fabricated in 2009 by Carol Hasse, Port Townsend Sails. Good condition.
 - b) Staysail, Storm Staysail, and Trysail: These original sails were inspected by Carol Hasse in 2009 and found to be in good condition. The staysail has been used very lit
- Main: **New in 2009, in great condition now.**
- Jib: See Genoa and Reacher below.
- Genoa: **New in 2009**, in great condition now.
- Staysail: Good condition. Some corrosion on hanks.
- Storm Staysail: Good condition. Some corrosion on hanks.
- Storm Trysail: Good condition. Some corrosion on hanks.
- Reacher: NEW in 2009, in great condition now.
- Sail Material:
 - 1) Main: Dacron, Challenge Marblehead 8.77 oz. Full Battens.
 - 2) 120% Roller Furling Genoa: Dacron, Challenge Marblehead 8.77 oz. Integral UV cover.
 - 3) 130% Roller Furling Reacher: Challenge Nylon 2.2 oz. Integral light weight UV cover.
 - 4) Staysails, Trysail: Dacron, weight unknown.
- Sail Area:
 - 1) Main: 475 sq. ft.
 - 2) Genoa: 603 sq. ft.
 - 3) Reacher: 780 sq. ft.
 - 4) Staysail: 167 sq. ft.
 - 5) Storm Staysail: 98 sq. ft.
 - 6) Trysail: 140 sq. ft.
- Traveler: Harken Battcars on a track mounted on the Pilothouse roof. Good condition.
- Backstay Adjuster: Twin backstays, each with a Harken B502 stay tensioner that is adjusted using a winch handle. Good condition.
- Preventer / Boom Break: Spectra preventers boom-mounted, one on each side of boom. A ½-inch Dacron double-braid line connects to one or the other boom-mounted preventer lines, is run forward to a snatch block, and then back to the Cockpit where it is secured.
- Boom Vang: Hall Spars Quik Vang Model D-30. Good condition.
- Mast:
 - 1) General: Keel stepped, aluminum construction, good condition.
 - 2) Mainsail Mast Track: Tides Marine Strong Track, new in 2018.
 - 3) Trysail Mast Track: Stainless steel.
 - 4) Lazy Jacks: Spectra with Dacron double-braid ends, custom designed by Brion Toss. Secured with mast-mounted Spinlock PX Series Powercleats.

- 5) Radar Reflector: Visiball mounted at top of mast. Sagittaire shows up bright on radars with boats/ships we have talked to over VHF, probably mostly due to her aluminum construction.
- Standing Rigging: **Good condition.**
- Whisker Poles: Two poles, mast mounted on Harken Battcars, one each for port and starboard. Good condition.
- Winches: Eight (8) total
 - 1) Main Halyard Winch: Lewmar 48 electric with push button control, located on Pilothouse roof starboard side.
 - 2) Mainsheet Winch: Lewmar 46, two-speed, located on Pilothouse roof port side.
 - 3) Auxiliary /Spinnaker Winch: Lewmar 46, two-speed, mounted to port of Mainsheet Winch.
 - 4) Genoa & Reacher Halyards Winch: Lewmar 46, two-speed, mounted on mast.
 - 5) Jibsheet Winches: Two (2) Lewmar 56, one on each side of Cockpit, and two (2) Lewmar 52, one on each side of Cockpit. Each winch is two-speed.
 - 6) Winch Service Kit: Provided, including spare pawls and springs.
- Roller Furlings: Shakespeare good condition. Flushed with fresh water at each docking.
- Jibsheet Lead Cars: T-Tracks on each side, with Harken 1998E Genoa Lead Cars.

GROUND TACKLE:

- Anchor, Primary:
 - 1) Spade 100 lb., **NEW in 2020**
 - 2) Rocna 40 (88 lbs.),
- All chain rode, 260-ft of 5/16-inch G4 high test chain. Regalvanized in April 2015.
- Snubber line consisting of 35-ft of 1/2-inch three strand line and a chain hook. The anchor is deployed over the forward starboard bow roller, and the snubber line is deployed over the forward port bow roller.
- Anchor 3: Delta 25 (55 lbs.), stowed in forepeak locker for use as a spare primary anchor.
- Anchor 4: Fortress FX-55, stowed in forepeak locker. Intended for storm anchor. Anchor 5: Fortress FX-37, stowed in forepeak locker. An anchor holder at aft port rail, just forward of the outboard motor, can hold this anchor for use as a stern anchor. 260-ft of 7/8-inch braided nylon rode along with a short length of chain is in a Rubbermaid crate in the aft locker for use as stern anchor rode.
- Anchor 6: Fortress Guardian G-5 for dinghy, stowed in dinghy's forward locker.
- Supplementary Anchor Rode: 300-ft of Megabraid 12-strand single braid rope, stowed in Bow Locker. Intended for storm anchoring, has never been used.
- Windlass: Simpson Lawrence Pacific V2000, vertical type with chain gipsy and drum. **Complete overhaul in 2022.** 12 volt DC with heavy battery cables from house bank area. Fixed-mount controller at Pilothouse lower helm, and remote controller with plug-ins at both the Cockpit binnacle and starboard bow locker. Using the remote controller, can deploy the anchor from the Cockpit binnacle and retrieve the anchor using the starboard bow locker plug-in.
- Bow Rollers: Dual at front (forward port, forward starboard), and one additional at aft starboard side of bow pulpit.

SAFETY:

- Nav Lights:
 - 1) Under Power: Bow light, stern light, steaming light.

- 2) Sailing: Masthead LED tricolor light.
- 3) Anchor Light: Masthead LED.
- Spreader Lights: Two Halogen.
- Bow Anchoring Light: Bebi Lulu Kaukua 15-LED light for use when boat is at anchor, to help pangas and other craft see her better. Warm white with light sensor that automatically turns light on at dusk and off at dawn.
- Ladder: West Marine folding boarding ladder.
- Rails: 1-1/4-inch stainless steel tube rails at the following locations:
 - 1) Bow, wrapping around bow pulpit.
 - 2) Aft port and aft starboard decks
- Windshield Wiper: One for center windshield with lighted on/off switch in Pilothouse at lower helm.
- Windshield Washer: Provided for center windshield, with Jabsco PAR-MAX2 Model 46020—2900 diaphragm pump mounted in the Galley sink cabinet, with lighted on/off switch in Pilothouse at lower helm.
- Bow Pulpit: Yes, including bobstay.
- Mast Pulpits: Dual safety bars/platform (“granny bars”).
- Deck Lights: See Spreader Lights above.
- Lifelines: 5/16-inch Amsteel (Spectra) lifelines installed by Brion Toss.
- Netting: Lifelines and rails are netted all around the exterior decks, to prevent items from going overboard.
- Gates: 3, one on each side and one aft.
- Fire Extinguishing:
 - 1) Engine Room: Kidde Fyrewatch Marine Automatic Extinguishing System Model FW125 / FM200, Part No. 466391.
 - 2) Forward Stateroom: 1-A:10-BC fire extinguisher.
 - 3) Salon: 2-A:10-BC fire extinguisher.
 - 4) Crew Cabin: 1-A:10-BC fire extinguisher.
 - 5) Galley: 5-BC fire extinguisher without gauge (may not be good).
 - 6) Pilothouse: 2-A:10-BC fire extinguisher.
 - 7) Master Stateroom: 1-A:10-BC fire extinguisher.

DINGHY & OUTBOARD:

- Highfield 10', Rigid Aluminum Bottom Inflatable, seat 4 - **NEW 2017**
- Davis Wheel-A-Weigh #1481 Launching Wheels
- Stern Light & Mount
- Single Yamaha F15MSHK, 15hp, 4-Stroke - **NEW 2006**
- Mounted on Port Stern Rail & has 3-Part Lifting Hoist Mounted on the Wind Generator Pole.
- C-Level Easy Lift Outboard Motor Straps- Heavy Duty Model for 15hp to 30hp Outboards - **NEW 2013**
- Moeller 6-Gallon Fuel Tank - **NEW 2009 Spare on Board**
- Spare Propeller
- Complete service in 2017, including synthetic oil and new filter, carburetor cleaning, new fuel filter, lower unit lubrication, impeller change, anode replacement, new spark plug, and “winterization” including fogging oil

Disclaimer

sprayed into carburetor intake and spark plug hole, and crankcase oil stabilizer added to engine oil. Used very little since 2017, serviced regularly.

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

- Dinghy Davits: Edson Fig. 512 / SZ 4028, with multi-part purchase sheaves and hoisting lines. An aluminum tube sway brace connects to starboard davit and dinghy transom for use during passages.













