

47 ft 1982 Stevens 47 Sloop / Cutter

US\$175,000

Anacortes, Washington, United States



Boat Details

Make:	Stevens	Class:	Sloop
Model:	47 Sloop / Cutter	Hull Material:	Fiberglass
Year:	1982	Beam:	14 ft 4 in
Length:	47 ft	Boat Location:	Anacortes, Washington, United States
Price:	US\$175,000	Fuel Type:	Diesel
Condition:	Used		



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Description

NEW LISTING!!!

By Appointment Only

Specs & Photos Available on West Yacht's Website

Information & Features

Dimensions

LOA: **48 ft 2 in**

Beam: **14 ft 4 in**

47' Stevens Sloop/Cutter 1982

SPECIFICATIONS:

- LOA - 48' 2"
- LOD - 47'
- LWL - 37' 9"
- Beam 14' 4"
- Draft - 6'
- Displacement - 39,649 lbs.
- Ballast - 14,500 lbs
- Bridge Clearance - 73' 1"
- Hull Construction Fiberglass
- Deck Construction - FRP with Aires Core
- Deck Traction - Fiberglass Nonskid - **NO TEAK DECKS**
- Bulkheads - 4
- Keel - Fin
- Rudder Skeg
- RIG - Sloop or Cutter
- Designer - Sparkman and Stephens
- Builder - Queen Long Marine Co. LTD, Taiwan

TANKAGE:

- FUEL - 120 Gallons in 2 Tanks Located in Bilge Forward of the Engine
- 38 Gallons in 1 Tank Located Under Cockpit Sole
- WATER - 72 Gallons in 1 Stainless Steel Tank under Port Salon Settee
- 60 Gallons in 1 Stainless Steel Tank under Stbd Salon Settee
- HOT WATER TANK - Wabosto Furnace Provides Continuous Unlimited Hot Water - NO Limit
- WASTE - 66 Gallons in 1 Forward Plastic Tank
- 60 Gallons in 1 Aft Plastic Tank
- PROPANE - 3 Aluminum Tanks with 1.3 Gallons / Tank

FUEL SYSTEM:

- There are three diesel fuel tanks, 2 ea 60 gallon tanks in the bilge forward of the engine and one 38 gallon tank located just under the cockpit sole. All diesel fuel control manifolds and filters are located on the door to the engine compartment behind the companionway ladder. All engine fuel passes through a Racor twin filter. All Webasto heater fuel passes through its own Racor filter. Fuel can be pumped from any tank to any other tank through a Racor polishing filter. I designed and built this system after considerable less than happy experience with the boat's original system. It has performed well for many years.

INTERIOR:

- **Occupant Load** - Maximum sleeping and life support accommodation is 10 people. Very comfortable cruising is 4 people.
- **Master Stateroom** - (Sleeps 2) - 1 double bed oriented fore and aft with lee cloths for both sides, custom shaped mattress with one set of fitted sheets and water resistant mattress cover. The master stateroom has 4

hanging lockers, three cabinet lockers, one set of small drawers to starboard and one set of large drawers under the bed. There is also substantial storage for spare parts under the bed.

- **Port Cabin** - (Sleeps 2) - Port side parallel to mast. 2 single bunks, 2 cabinets. The larger cabinet is used to store the Bruce Anchor. The house batteries are under the lower bunk. There is additional storage space under that bunk. This puts the heavy batteries and spare anchor adjacent to the mast.
- **V-Berth** – (Sleeps 2) - bunk with two mattress sections sleeps two. There is one hanging locker and shelves along both sides. Substantial space below the bunk for sail storage.
- **Salon** – (Sleeps 4) - There are two pipe berths (aluminum) with stretched canvas that can be mounted above the settees. The pipe berths and settees provide bunks for 4.
- **Heads** - 2 heads, one starboard of the mast and one to starboard opposite the galley. Both heads have toilets, sinks and showers. The Webasto System provides continuous hot water (no hot water tank required) to both heads, the galley and the stern deck shower. The shower drain pumps are switched from the respective showers. The pumps are located under the Nav Station seat. The forward head has a Jabsco Electric salt-water toilet that flushes to an approximately 66-gallon plastic holding tank. The aft head has a Techma fresh water electric toilet that flushes to its own plastic holding tank (approximately 60 gallon). There are no "Y" valves. Both holding tanks can be pumped from deck fittings or emptied at sea by their own electric diaphragm pumps.
- **Galley** - The galley has a large plastic laminate counter that forms the top of the engine compartment. A double stainless-steel sink is installed in the counter. It is equipped with a conventional kitchen hot and cold waterspout with single control. In addition, there are two brass spouts. The spout on the left provides potable water from the tanks and is operated by a foot pump located directly below it. The spout on the right provides sea water and is operated by a foot pump located directly below it.
- **Refrigeration** - This is a Technautic Inc. top loading refrigerator and a top loading freezer. They are separate insulated boxes. Each has two cold plates, one for each system. The bottom of each box is equipped with a drain that is connected to a pump located under the Nav Station seat. The pump is protected by a strainer located under the sole between the Nav Station seat the engine compartment and is operated by a red switch on the panel. The two refrigeration systems are completely separate. Each has its own refrigerant, compressor, cold plate and heat exchanger. If one system fails the other can continue to operate correctly. These refrigeration systems are substantially stronger than the currently popular 12V or 24V single systems. The engine operates a compressor via a V-belt and a 12V electric clutch (red switch on main panel). Heat dump is by a heat exchanger located in the forward port corner of the engine compartment. This is the "At Sea" system. The Shore Power Systems 110V sealed compressor is in the starboard stern behind the Master Cabin (Yellow switch on main panel). Heat dump is by sea water entering a thru hull under the sole of the forward starboard hanging locker in the Master Cabin. The warm water exits via a thru hull located in the extreme aft starboard corner of the hull. The heat exchanger is the large copper pipe loop around the compressor. It is a reverse flow heat exchanger with the hot pipe in the center.
- **Stove/Oven** - The Shipmate 3-burner propane stove/oven is a real Shipmate, the best stove ever made for a boat like Passepartout. The name has been worn off the nameplate by many scrubblings. If you compare the Shipmate aboard Passepartout to the units that are available from chandleries today the difference will be obvious. Shipmate went out of business many years ago. The only complex proprietary part of the stove is the oven control. It failed in 2019. I discovered an entire community of people on the internet that rebuild and resell these units. They will not sell a unit to you unless you have a broken one to trade in. The control has worked well since I replaced it. I added brackets and a hold down system so we could cook a large pot while at sea without being scalded. The hold down parts are in the utensil drawer.

- **Water Maker** - A Spectra water maker is located in the bottom locker on the forward bulkhead of the Master Stateroom. Its control panel is on the aft galley bulkhead adjacent to the sink. There are two high pressure membranes. Both were replaced before our last ocean crossing in 2014 and have been used very little since. Two supply pumps are mounted at the aft end of the engine compartment. I moved them there to keep the Master Stateroom quieter. **Two spare pumps were rebuilt by Spectra in 2016.** They are under the Master Stateroom bunk. The Water Maker is currently pickled. It is important to keep it pickled when it is not in regular use. Two filters and a strainer are located with the membranes in the Master Stateroom. Spare filters are under the Master Stateroom bunk. The frequency of changing the filters depends on the condition of the sea water. We have been able to keep one water tank as a spare with 9 people at sea for 17 days. We ran the engine for about two hours per day to charge the batteries and to run the Water Maker.
- **Pressure Water System** - The water pump and accumulator are located under the starboard hanging locker in the Master Stateroom. The tanks are located under the two settees, 72 gallons on port and 50 gallons on starboard. The tank selector valves are located under the sole inboard of the Nav Station. A strainer for the water system is located adjacent to the valves and must be cleaned periodically.
- **Interior Lights** - All lights are LED except the reading lights above the settees and bunks are halogen.
- **Interior Finish** - Beautiful all Teak Interior
- **Interior Sole** - Teak & Holly
- **Interior Headliner** - **Brand NEW 2024**

PROPANE SYSTEM:

- The stove and barbecue are the only devices that use propane. Propane is stored in a locker at the port stern and below the deck. The locker is isolated from the inside of the boat by fiberglass walls and floor. The only access is through a hatch on deck. The locker is vented overboard through the transom and is equipped with three 1.3 gallon aluminum tanks. The single tube that leaves the locker passes through a power open spring shut safety valve. The valve is controlled by a panel located in the galley. A propane sensor is mounted below the stove. If it senses propane the safety valve closes. When the range is not in use we keep the safety valve closed. The valve uses a solenoid to open or to remain open against the spring. This uses electricity and allows the valve to get quit hot so, the default position of the galley propane panel is OFF.

MECHANICAL / ELECTRICAL:

- **Propulsion** - Single Perkins Sabre M92B, 4-Cylinder, Direct-Drive, Inboard Diesel Engine Installed by North Harbor Diesel - **NEW 2009**
- **Hours** - 2,631.4
- **Engine Specifications** - produces 86 HP at 2400 RPM. 2400 RPM is the Red Line, it must not be exceeded. Diesels operate best at 75% of Red Line, in this case 1800 RPM.
- **Engine Cruising Speed** - 1800 RPM = approximately 7.5 knots through the water.
- **Engine Reduction Gear** - Hurth HBW20 with a reduction of 1.5:1. Hurth is top level German Engineering. Hurth is currently owned by ZF, a major worldwide auto parts manufacturer.
- **Engine Shaft** - 1 5/8"
- **Engine Shaft Seal** - Dripless Fitting Installed by North Harbor Diesel - **NEW 2009**
- **Engine Propeller** - Max Prop - 21". Its blades reverse when the shaft reverses. She walks to port in either forward or reverse. The Max Prop also feathers automatically when sailing to reduce prop drag. Prop drag from a fixed prop is significant.
- **Engine Raw Water System & Engine Exhaust** - Sea Water enters by a thru-hull fitting at the port aft corner of the engine compartment. It travels through a sea water strainer located adjacent to the thru-hull fitting. The

strainer can be easily removed and replaced in its housing. The sea water travels through a reverse flow heat exchanger located in the forward port corner of the engine compartment that cools the hot refrigerant from the engine powered refrigeration compressor then through the raw water pump driven mechanically by the engine, through the transmission oil cooler heat exchanger, the engine coolant heat exchanger (engine coolant is fresh water and antifreeze) then exits to the exhaust muffler box and out the exhaust pipe in the transom. The exhaust pipe converts from a stainless steel pipe to a rubber hose at the muffler box then exits through the transom. Cooling the exhaust before it exits the muffler is critical.

- **Electrical** - There are two electrical systems, 12 and 110 volts. Both are controlled from the Breaker Panel at the Nav Station. 12 volt breakers are red. 110 volt breakers are yellow. The two systems are connected by a Magnum MS2812 Inverter-Charger located in the cabinet behind the aft end of the starboard settee.
- **Inverter / Charger** - Magnum Energy Model MS2812 - Inverter 2800 Watts Continuous Output Power - Control panel is located on the starboard panel wall in the Nav Station.
- **Batteries** - Two sources of electricity are available to each system, 110 Volt shore power and 12 Volt batteries. The source is selected from a rotary switch at the top left of the breaker panel. The switch is labeled "At Dock" (shore power) and "At Sea" (battery power). Shore power is provided through a shore power cord connected between the shore power pedestal at the center of the aft deck and the dock pedestal. Battery power is provided by two 12 volt, 300 amp hour, Relion Lithium Iron Phosphate batteries located under the bottom bunk of the port cabin approximately parallel to the mast. The engine has its own start battery, a 12 volt, deep cycle, AGM battery located under the raised sole just forward of the Nav Station bench. The batteries are recharged at sea by two 100 amp alternators driven by the engine and controlled by a Balmar MC618 regulator. The regulator can be set up to deliver charging information to your iPhone. **One of the alternators is a brand NEW Balmar.** The batteries are charged through a combiner located at the aft end of the outboard cabinet under the Nav Table. The battery switches and main buss bar are also located in this cabinet. The combiner will automatically recharge the engine start battery first while sending excess power to the house batteries. Once the engine start battery is fully charged the combiner will isolate it and send all of the available power to the house batteries. Battery charging rate is controlled by the voltage regulator. The regulator senses the house batteries condition by a wire connected from the regulator to the main buss bar thus bypassing the combiner. If the engine start battery should fail the engine can be started by the house batteries. The battery switch that enables this is located adjacent to the main buss bar.
- **Steering** - Steering is by a single wheel in the cockpit. The wheel is connected by a chain to a pair of stainless steel cables that run directly below just aft of the engine than travel aft to the lazarette under the Master Stateroom bunk, around the quadrant to their bitter ends. One of these cables failed in fatigue at the turning sheave located on the hull directly below the helm. This was during our third Vic-Maui race so the cable had seen considerable service. We steered with the Emergency tiller for a couple of hours until we could repair the cable. The rudder post is supported at its lower end by a skeg so it is not subject to the extreme bending loads seen by the modern cantilevered rudder posts. The top of the rudder post can be accessed through a screw on cover on the stern deck. An aluminum tiller with a fitting that matches the top of the rudder post is stored below the V-berth. A complete emergency rudder mounts to fittings on the stern and is controlled by lines led to the two primary winches. Although the rudder is made of carbon fiber it is quite heavy with its stainless-steel frame. I made the frame from 316 stainless because I did not think aluminum would take the fatigue loading provided by medium sized waves.

NAVIGATION / COMMUNICATION:

- **System Topology** - The instrumentation system is connected by an NMEA 2000 bus. This is a bus adopted by NMEA from the automotive CANBUS system that allows all sensors, receivers and computers to always

access all other devices on the buss. Just about everybody in the marine electronics world advertises that their equipment is NMEA2000 compatible, but Maretron is the only company who guarantees it.

- **Chart Plotter** - The chart plotter is a Furuno GP-1971F **check** located at the helm with a repeater screen but no controls at the Nav Station. The chart plotter's GPS antenna is located inside the chart plotter case.
- **Radar** - Furuno DRS4W Wireless Radar. 4kW with scales from 1/8 to 24 nautical miles. Radar images can be seen on an IOS device (iPhone, iPad) with the free app. available from the Apple Store.
- **Autopilot - Autopilot is a Furuno Navpilot 711 - NEW 2020.** The control and read out is located at the helm. The Course Computer is located in a cabinet on the port side of the Master Stateroom. The steering cylinder bypass is operated by a push-pull cable from the helm. When the T-handle is down, the bypass is open, so the wheel operates normally. When the T-handle is up, the bypass is closed so the rudder quadrant may only be turned by the autopilot's hydraulic cylinder. The hydraulic pump, cylinder and bypass valve were aboard when I purchased the boat.
- **AIS** - The AIS is a Garmin AIS600. It has its own GPS. The chassis and GPS antenna are located behind the panel to starboard of the Nav Station. There is a NORMAL/SILENCE switch (for racing) and an EMERGENCY switch on the panel to starboard of the Nav Station.
- **Sailing Instruments** - Wind speed and direction, boat speed, speed over ground, compass heading, water depth, water temperature, air temperature, barometer and barograph are available on any of the 5 Maretron readouts located at the helm and on the single Maretron read out at the Nav Station. All of these are also available on the chart plotter screen. The atmospheric conditions come from an Airmar sensor package at the top of the mast (no moving parts). Depth and speed through the water are provided by Maretron sensors mounted in the hull to starboard and forward of the mast.
- **Engine & Tankage Monitoring / Information** - The level of the two 60 gallon fuel tanks and both potable water tanks, engine RPM, coolant temperature and oil pressure are available on any of the Maretron monitors as well as the chart plotter screen.
- **VHF** - The VHF is an ICOM IC-M602. It shares its antenna, located at the top of the mast, with the AIS. A Mic is located at the Nav Station. There is also a command Mic located at the helm. The command Mic includes controls for volume and channel selection. A hailer speaker is located on the mast. It can be addressed from either Mic. The VHF is equipped with DSC. A detailed description of its capabilities can be found at [Icom IC-M602 | Yachting \(yachtingmagazine.com\)](#).
- **SSB** - The SSB is an ICOM IC M700 Pro. It has an antenna tuner in the Lazarette and uses the backstay for an antenna. A ground plane of copper foil strips is installed throughout the hull. Detailed information can be found at [IC-M700PRO | Products | Icom America](#).
- **Satellite Phone** - The Iridium Satellite Phone is located in the compartment below the loose-leaf notebook shelf at the Nav Station. A SIM card may be purchased for a specific period of time and for a specific total number of minutes of airtime from any of a number of vendors. Voice and data service is available anywhere on earth. The data download can be connected to the chart plotter and is handy for receiving NOAA weather maps and email when at sea.

MAST / RIGGING / SAILS / WINCHES:

- **Mast** - The keel stepped mast is a custom aluminum extrusion. Before I owned her she had a Hood rolling furling mainsail. This system is responsible for the many corroded holes near the base of the mast. This corrosion is caused whenever stainless screws are installed in aluminum without a Never Seize coating. The polyurethane paint on the mast has flaked because of the corrosion. The corrosion does not appear to be structural.

- **Rigging** - All running rigging is **Dyneema This is not common even on racing boats.** Dyneema is very strong and very expensive. Break strength of ½ Dyneema line is about 20,000 lbs. Use a safety factor of 5 with all lines, not only Dyneema, so the ½ Dynema line should be used for loads not exceeding 4,000 lbs. The shrouds are 5/8 stainless steel. They were last replaced before racing to Maui in 2014. The forestay is Harken roller furling. All Halyards are equipped with line locks. **These are not standard.** The vang and backstay are Navetek hydraulic. The hand pump and valves are located at the helm. The reservoir is located behind the forward cabinet in the aft head. The main sheet is 4 parts of line. The main sheet traveler is located aft of the cockpit and spans the cockpit and combing. **It is not standard.** I had it designed and installed. The standard main sheet/hull attachment is a single 2 sheave block centered aft of the cockpit. A hollow 316 stainless steel tube bow sprit is fitted to the anchor roller. I designed the sprit to handle the large uplift forces of the asymmetrical spinnaker. A carbon fiber spinnaker pole is stored on the mast and mates to a track on the mast. An aluminum reaching strut clips to the mast just above the deck allowing a close reach while flying a spinnaker. Passepartout will easily fly symmetrical or asymmetrical spinnakers. I installed Harken Jib Sheet Lead Block Tracks with Tweakers port and starboard to better control the shape of the jib. **These are not standard.**
- **Roller Furling Stays** for Asymmetrical Spinnakers - (2 each)
- **Reaching Strut** - mates with fittings on each side of the mast base.
- **Winches:**
 - Primary - (2) Bariant #36 - Self-Tailing 2-Speed
 - Secondaries - (2) Bariant #28 - Self-Tailing 2-Speed
 - Cabin Top (1) Bariant #23 - Self-Tailing 2-Speed
 - (1) Anderson 46ST- 2-Speed Stainless Steel
 - Mast (2) Bariant #27- Self-Tailing 2-Speed
 - (1) Bariant #25 - Self-Tailing 2-Speed
 - (1) Seldon E40iElectric Self-Tailing 2-Speed - **Brand NEW**
 - Seldon Electric can be Operated from the Mast or Helm
 -
- **Sails:**
 - Main Sail - Kevlar - **NEW 2010** - The main flake on to the Boom in a system like a Stack Pack - **BRAND NEW** so it may take awhile to train the main to flake nicely.
 - Storm Trisail - with Lines ready to Deploy
 - **Staysails** - #2
 - Storm
 - Jibs - #1 Genoa (2)
 - #1 Carbon Fiber
 - #2 on Roller Furling (in V-Berth)
 - #3
 - Roller Furling Genoa (2) (Uncertain of Size)
 - Storm
 - Spinnakers - #1 Symetric
 - #2 Symetric
 - #4 Symetric - (Badly Damaged)

- Drifter - A Large, Very Light Sail that Flies Like An Asymmetrical Spinnaker. Take it Down Fast When the wind Rises to 7 Knots or You Will Destroy it.

GROUND TACKLE:

- **Anchor** - CQR 45#
- **Chain** - 30' 3/8"
- **Rode** - 400' of 5/8" Nylon Rode
- **Spare Anchor** - A 40 lb Bruce anchor is stored in the cabinet in the port cabin. 30 ft of chain is under the sole in the passageway adjacent to the mast.
- **Spare Rode** - Approximately 400' of 5/8" Nylon Rode
- **Windlass** - Lewmar 12Volt DC with On-Deck Foot Controls - **NEW 2020**

SAFETY:

- **Navigation Lights** - The port, starboard and stern running lights are LED. There is an LED tricolor, anchor light and a strobe at the top of the mast.
- **Emergency Tiller & Mounting Bracket**
- **Stern Ladder**
- **Life Sling** - Mounted on the port stern railing
- **Horseshoe** - A horseshoe is mounted on the starboard stern rail. The horseshoe is attached to a pole with flag and float stored in a tube in the hull which is open to the stern. If the horseshoe is thrown to a person overboard the pole will deploy with it. The pole gives some visibility over smaller waves.
- **EPIRBS** - An EPIRB is located in an automatic release container on the starboard stern rail. If the boat sinks it will automatically release and be activated. An additional EPIRB is located in an Overboard Bag located in the cabinet behind the center of the port settee. The EPIRBs are in my name so you will have to reregister them.
- **Life Rafts** - When we crossed the ocean we had a crew of eight so we had two – 6 man life rafts and two overboard bags equipped with EPIRBS, flares and other survival equipment. The life rafts and flares past their safe use date and were discarded. I still have the two stainless steel mounting brackets for the life rafts. They come with the boat.
- **VHF Handheld Radio** - There is a Handheld VHF Radio in a bracket under the Nav Table. There is a 12V cigarette lighter receptacle on the starboard cabinet under the Nav Table. We usually leave the Handheld VHF plugged into that outlet so it remains charged for emergency use.
- **Fire Extinguishers** - The engine compartment has a Halon extinguisher with heat activated spray head mounted to the underside of the galley counter.
 - 1 – Halon extinguisher mounted to starboard of the companionway ladder.
 - 1 - ABC extinguisher aft of freezer box
 - 1 – ABC extinguisher aft of the freezer box
 - 1 – ABC extinguisher mounted in the port cabin
- **First Aid Kit** - There is a substantial first aid kit in a waterproof box in the cabinet under the aft head sink. This should be checked for out-of-date items.
- **Defibrillator** - A defibrillator is located in the locker behind the aft end of the starboard settee.
- **Blood Pressure Monitor** - A blood pressure monitor is located in the locker behind the aft end of the starboard settee.
- **L- Head Grinder** - A battery operated L-Head grinder with cut off wheel is in the winch handle locker inboard under the Nav table. In a dismasting it is essential to clear the broken mast from the water adjacent to the boat

so it does not pound a hole in the hull. Even large wire cutters are not capable of cutting the 5/8 shrouds. The L-Head grinder is for this job. A charger for the grinders battery is on the sole under the Nav table.

- **Jordan Drogue** - A Jordan Drogue specifically designed by Don Jordan for Passepartout is not aboard but is included with the boat. This is the only drogue design approved by the US Coast Guard.

DINGHY:

- West Marine Inflatable Rigid Fiberglass Bottom including Oars
- Foot pump & running lights located in bow locker
- Outboard - 2hp

DAVIT SYSTEM:

- Custom designed, built & installed to fit aft arch by North Harbor Diesel
- Powered by 12Volt DC electric winch on the arch
- Winch pendant mates with a plug at the top of the transom to starboard of midship

MISCELLANEOUS:

- **Bottom Paint - Trinidad Pro Red - NEW March 2022**
- The bottom and Zincs are maintained by Jeff Anderson of Anacortes Underwater Services. He checks the zincs periodically and replaces them and cleans the bottom as necessary.
- **Spares** - Spares are stored under the Master Stateroom bunk. They include spare pumps and filters for the watermaker. There are many other spare items there as well.
- **Canvas** - Cockpit Dodger - **Brand New**
- Cockpit Bimini - **Brand NEW**
- Cockpit Dodger Bimini Connector - **Brand NEW**
- Cockpit Full Enclosure - **Brand NEW**

Disclaimer

- ~~Tools - Go with Current Owner~~

- **Staging and Personal Items Removed at Time of Sale.**

Disclaimer

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.









