

A. ROUTE 66 SPECIFICATIONS DOCUMENT--- 07/2016

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C. The principal dimensions of this vessel are:

Length Over All	82.66 FT. (spinnaker pole extended)
Length On Deck	68.38 FT.
Length On Water Line	66.66 FT.
Maximum Beam	19.44 FT.
Maximum Water Line Beam	10.52 FT.
Depth Fairbody	1.52 FT.
Draft (keel raised)	6.0 FT.
Draft (keel lowered)	15.80 FT.
Lead Ballast Bulb	7,000.00 LBS
Displacement (light ship)	29,200.00 LBS.
Displacement (full load)	33,200.00 LBS.
Prismatic Coefficient	0.602
Longitudinal Center of Buoyancy	36.38 FT aft sta.0

Sail Area:

Mainsail	1367 SQ.FT.
Working Jib (Harken furler)	460 SQ.FT.
Masthead Jib (hanks)	875 SQ.FT.
Code 0 (top down Pro-Furl furler)	1868 SQ.FT.
Asymmetric Spinnaker (snuffer sleeve)	3000 SQ.FT.

D. GENERAL INFORMATION

These specifications describe ROUTE 66, a 68 foot, high performance sailing yacht. Its intended use is an ocean going, long range cruising sailboat manageable by a couple in all weather conditions without demanding exceptional physical strength or agility. Particular attention has been paid to access and usability of all systems, and to construction that assures a stiff, insulated, and durable structure of the highest degree of seaworthiness, including watertight integrity and ease of maintenance. To assure these latter goals, workmanship has been of the highest yacht quality, and materials and practices consistent therewith. The finish and systems are also of the highest yacht quality and engineering such that the result is a shipshape and pleasing appearance in every respect and an ease of maintenance that is atypical for a yacht of this size and complexity.

All materials used in construction have been of the type specified and free of defects.

GOETZ CUSTOM SAILBOATS (the builder) has supplied or manufactured all contained in these specifications and the drawings furnished with the exception of:

1. Rotating swept spreader B&R designed mast (Built by GMT)
2. Standing Rigging (Carbon Rod by Georg Thomas 2008)
3. Sails (NORTH)
4. Rudder (Carbon composite Built by B&R Design)
5. Spinnaker Pole (B&R)
6. Anchor Pole (B&R)
7. Boom (all carbon composite by GMT)
8. Keel (all carbon composite by GMT)

Incorporated into this vessel's design are several features that were important for the builder to consider during the planing, and construction phases such as the tripod mast system and the very deep lifting keel. Also, as the yacht's performance is of major importance, a tight control over the vessel's weight was paramount. The builder tracked all weights during the construction of said vessel and reported no significant discrepancies during construction.

E. UNIQUE FEATURES include:

1. Keel trunk with adjustable depth fin keel (fore and aft swing type)
2. Freely pivoting B&R type mast and rigging with no backstay(s)
3. Independent tripod maststep with integrated chainplates and keelbox.
4. Saltwater ballast system.
5. Fuel transfer ballast system.
6. Adjustable angle (canting) transom rudder system.
7. Transom door.
8. Dingy compartment accessed through transom door.
9. Venturi system incorporating cockpit drains and water ballast drains.
10. Sliding spinnaker pole with deck recess.
11. Sliding anchor pole with deck recess.
12. Center Cockpit with tiller steering and control of all sails/reefing
13. Fully protective cockpit dodger and bimini framing.
14. Canting cockpit seating
15. Decks completely “clean” of non-sailing gear when sailing
16. Interior layout with panoramic forward views from sitting or standing positions while sailing, for safety and comfort.

F. Live-aboard and shorthanded operator features include:

1. Pressurized hot/cold water system.
2. 12 volt electrical system.
3. 110 volt electrical system.
4. Waste system with holding tank
5. Diesel propulsion system.
6. Steering system - with dual and backup electronic autopilots.
7. Sail control systems (complete from within cockpit).
8. A/C and Heating system.
9. Refrigeration system.
10. Large capacity fuel system with filters to day tank.
11. Propane gas cooking system.
12. Washer/dryer(clothes) system
13. Alternate electrical generating system (AC Generator)
14. Electric Anchor Windlass with rope/chain gypsy

1. HULL CONSTRUCTION

One-off hull consisting of an AIREX core with inner and outer laminates of the specified materials orientated in the specified direction. The hull layup in one piece monocoque unit based on full size mylar sections supplied by the designer. Each laminate vacuum - bagged to a minimum vacuum of .75 atmosphere or 10 psi. Resin content does not exceed 50% by volume. Room temperature maintained between 72 to 95 degrees. Laminate skins wet-bagged and the core dry-bagged and hot coated. The builder insured a proper cure.

Core is two layers of 5/8" AIREX R 63.80 bonded together with epoxy resin. Outer and inner skin laminates were built up of ANCHOR REINFORCEMENT products or equivalent. Epoxy resin used was either Hexcel or WEST system.

Physical properties of laminate are not less than the following: STRENGTH MOM (IN.#/IN.)= 6000; STIFFNESS E x I (#IN.^2/IN.)= 525,000. Total hull laminate weight is less then 2.1 (#/sq.ft.). Removed sections tested for physical properties during construction.

Hull area = 1450 sq.ft.

LAYER NO.

1. S300 @ 0
2. C320 @ 0
3. C320 @ 90
4. C250 @+45
5. C250 @-45
6. C250 @ 0
7. C250 @ 90
8. AIREX 1.25"
9. C250 @ 90
10. C250 @ 0
11. C250 @ 90
12. C320 @ 0
13. 7.4 KEVLAR CLOTH @ 45

All longitudinal ballast tank faces (fuel & water) are structural components of the hull. In addition the design has six longitudinal frames (stringers), two of which are engine bearers.

LONGITUDINAL FRAMES:

ENGINE BEARERS AND 2 INBOARD LONGITUDINAL FRAMES:

FOAM : AIREX HIGH DENSITY R63.90

TAB: : 3 LAYERS OF DB170

SIDE : 3 LAYER OF DB170

TOP : 3 LAYER OF DB170

CAP : 4 LAYERS OF ANCAREF C320

ALL OTHERS:

FOAM : AIREX

TAB : 2 LAYER OF DB170

SIDE : 2 LAYER OF DB170

TOP : 2 LAYER OF DB170

CAP : 3 LAYERS OF C320

Airex replaced with mahogany wood in main engine mounting segment

3. WEB FRAMES AND BULKHEADS

There are also two watertight bulkheads, one in the bow aft of the crash bulkhead and the other in the stern aft of the living quarters. There are four full bulkheads (total) that separate living areas plus seven web frames placed transversely throughout the vessel. As all of the above members are structural and are vital to the integrity of the hull, they are tabbed in on all outside surfaces on both sides. Bulkheads are constructed with 1" AE 200 MARINE BOARD. Watertight bulkheads are same as hull laminate inner skin without kevlar and using 1" AIREX core. Forward of the bow watertight bulkhead is an inclined breakaway bow section forward of an inclined watertight termination of the main hull construct.

WEB FRAME NEAREST STA.10

FOAM : AIREX
TAB : 3 LAYERS OF DB170
SIDE : 3 LAYERS OF DB170
TOP : 3 LAYERS OF DB170
CAP : 4 LAYERS OF ANCAREF C320

ALL OTHER WEB FRAMES:

FOAM : AIREX
TAB : 2 LAYERS OF DB170
SIDE : 2 LAYERS OF DB170
TOP : 2 LAYERS OF DB170
CAP : 3 LAYERS OF DB170

4. TRANSOM CONSTRUCTION

Vertical transom has a drop-down hinged door with roller for access to dingy compartment. Swing rudder and various hardware attached. Hinge is titanium rod.

- | LAYER NO. | |
|-----------|---|
| 1. | S300 @ 0 |
| 2. | C320 @ 0 |
| 3. | C320 @ 90 |
| 4. | C250 @ +45 |
| 5. | C250 @ -45 |
| 6. | C250 @ 0 |
| 7. | C250 @ 90 |
| 8. | AIREX 1.0" R90.200 HIGH-DENSITY,
CLOSED-CELL, STRUCTURAL FOAM. |
| 9. | C250 @ 90 |
| 10. | C250 @ 0 |
| 11. | C250 @ 90 |
| 12. | C320 @ 0 |
| 13. | S300 @ 90 |
| 14. | S300 @ 0 |

5. DECK CONSTRUCTION

Deck area = 950 sq.ft.

LAYER NO.	1.	S275 @ 0
	2.	S275 @ 90
	3.	C320 @ 0
	4.	DIVINICELL 1" 6# DENSITY, RIGID PVC CORE.
	5.	C250 @ 90
	6.	C320 @ 0

12# Density foam is used where through-bolting takes place or hard spots accrue (e.g. winches, turning blocks, hatches, etc.).

Deck stringers are used in areas of deck that have over 36" span.

G-10 back-up plates (ACCURATE PLASTICS N.Y. 914-476-0700) are used with all through bolted hardware.

Molded in windows initially made of 1/4" polycarbonate(MR-10 LEXAN) were converted to PRO-CURVE Laminated GLASS 5/07 to improve clarity and reduce maintenance related to recurring UV degradation from sunlight

DECK EQUIPMENT: Watertight integrity of the hull structure is of utmost importance and installation technique of all fittings is thus reflected.

6. INTERIOR HOUSE CONSTRUCTION:

FLOORING/CABIN SOLES: Are constructed of 3/4" AE 200 "MARINE-BOARD" lightweight structural panels. Bonding was done using "WEST SYSTEM" 105/205 epoxy or equivalent resins. Edges were filled and sanded with "TORINS" Polyfair.

SIDE PANELS: Are constructed of 1/2" PE 100 "MARINE-BOARD" lightweight structural panels. Bonding methods are same as soles.

SURFACES: Are constructed of 1/2" PE 200 "MARINE-BOARD" covered with various materials as specified on JOINER DRAWINGS.

7. KEEL/KEEL TRUNK CONSTRUCTION

KEEL made by Henry Elliott at GMT (Shaped LEAD BULB 7000lb)
KEEL CONSTRUCTION ENGINEERING SUPPLIED BY B&R DESIGN
and DIRK KRAMERS Engineering

Keel box is a solid layup construction consisting of 10mm thickness solid carbon laminate vacuum bagged over male mould and secured with beefy laminate to an uncored area in the hull. Lateral support is achieved by pincer beams on either side extending from the central stringers and bulkhead in front of the keel trunk to a broad carbon beam incorporating the top/aft portion of the trunk and extending to the starboard hull and chainplate/strut area along the aft footwell of the dinette. Keel pin (316 stainless steel) loads supported by titanium plates bolted to keel box. Keel contains composite bearings for rotation and hydraulic ram actuation pin.

KEEL TRUNK :

LAYER NO.

1. C440 @ 0
2. C440 @ 90
3. C250 @ +45
4. S250 @ -45
5. C250 @ +45
6. S250 @ -45
7. C250 @ +45
8. C440 @ 90
9. C440 @ 0

Total Thickness 10 mm minimum

8. RUDDER CONSTRUCTION:

Rudder is installed by builder but built by B&R Mast and Rigging. Rudder was built in a female mold, is hollow with carbon I-beam spar built into the rudder skin that is tapered at the ends and connected by a central double interlocking U-shaped joint. IT is all West System epoxy resins, vacuum bagged and has captive GARMAX filament wound bearings (Glacier Garlock Company) set in carbon collar windings.

9. ANCHOR POLE AND SPINNAKER POLE:

Supplied by owner and installed by builder the poles were built by B&R Mast and Rigging. They are custom carbon molded alternating +-45, +-90 and unidirectional with s glass skin to 10+mm tapering to 6mm thickness. The end fitting are custom 316 ss with rollers.

10. MAST CONSTRUCTION:

Built by Henry Elliott at GMT are all carbon including masthead and spreaders. Details may be obtained from GMT. Mast/spreaders repainted by Itchiban 8/1999 (Awlgrip).

11. MAST TRIPOD CONSTRUCTION:

CARBON STRUTS were supplied by QCI Corp. and bonded in line to chainplates and carbon dish at mast step. Carbon windings in deck connect the vang attachment to struts at deck level. Aluminum and stainless assembled vertical strut that extends from vang attachment at deck level up to mast step dish is intended to compensate for vertical forces created by mainsail vang when sailing, to house fuel tank deck vent and to provide organized entry of the internal halyards into the base of the mast.

12. COCKPIT CONSTRUCTION:

LAYER NO.

1. S275 @ 0
2. S275 @ 90
3. C320 @ 0
4. DIVINICELL 1" 12# DENSITY, RIGID PVC CORE
5. C250 @ 90
6. C320 @ 0

Cockpit seats are constructed of wood slats (ash). Seats are hinged on inboard edge to allow canting and inset to allow for sheets and halyards to fall behind into nets so that there are no lines on the seats or cockpit floor..

13. DINGY GARAGE:

A rectangular compartment starting at station 16 and ending at transom. Only access door is in transom and there is a watertight hatch forward on the floor that allows access to bilge and drive shaft support structure. The floor of compartment is angled 3 degrees from horizontal, to allow drainage of saltwater through transom door.

The dingy compartment is a structural member of hull and deck and is tied in. Web frames near station 18 should be built up to compartment and floor is bonded to same. Dingy rollers and surrounding flotation are built up to give full dingy support/transport and minimize water accumulation.

14. SALT WATER BALLAST SYSTEM

- LAYER NO.(INSIDE)
1. S275 @ 0
 2. S275 @ 90
 3. C320 @ 0
 4. DIVINICELL 1"- 6# DENSITY, RIGID PVC CORE.
 5. C250 @ 90
 6. C320 @ 0

The water ballast system consists of four saltwater ballast tanks of approximately 220 gallons each, situated with two on the port side and two on starboard. They run between stations 12 to 16. They are inter-connected by various lengths of PVC pipe and fittings via a manifold and valve system located in the engine compartment. All water ballast tanks and cockpit drains exit through Venturi slot. See "WATERBALLAST SYSTEM" drawing for layout and details.

TANKS	4	BUILDER
3" AIR VENT PIPES TO DECK.	8	
3" I.D. TRANSFER PIPE.	4	
4" I.D. DRAIN PIPES.	2	
3" I.D. GUILLOTINE VALVES.	6	VALTERRA PRODUCTS
4" I.D. COCKPIT DRAINS.	2	

All drains connect to Sea Chest that is accessible just forward of aft watertight bulkhead through panels in the cabin floor. The Sea Chest connects via four epoxy composite vertical drainpipes into Venturi Slot. All seawater exposed composite surfaces are coated with copper epoxy anti-foul.

SALT WATER BALLAST INTAKE doubles as EMERGENCY BILGE PUMP: 190gpm PACER PUMP is double belted to lay shaft off front of main engine. Y-valve thru hull switches from seawater intake to center (keel area) bilge intake

NOTE: VALTERRA PRODUCTS (818)-361-5389 for water ballast valves
 AURORA AIR PRODUCTS (630)-851-4515 supplied low pressure hydraulics that operate these valves from the cockpit

15. FUEL BALLAST SYSTEM (Diesel Fuel System):

Fuel tank of 260 gallons on the port, and 260 gallons on the starboard hull running between stations 7.8 and 13, accessible through sealed cutouts on side decks and tank level indicator gauges.
 An 80 gallon painted aluminum day tank is installed under settee.
 All transfer lines and tank to tank vents are 1.25" I.D. of flexible hose that complies with the requirements of ABYC H-33.10.e.1.

FUEL RETURN LINE: non-metallic hose used for fuel return lines is of Type A hose.

VENT LINE: Minimum inside diameter of vent line is 1/2". The vent pipe outlet is located in the vertical post that supports the vang and is stainless steel and is curled to prevent water access.

DAY TANK: Is built of 5086 aluminum alloy with all tank fittings of 6061-T6 aluminum or 300 series stainless steel.

FUEL FILLS: Are installed directly over side tanks on port and starboard at a safe distance from vent.

FUEL CAPACITY MAX = 600 Gallons

FUEL TANKS (260 GAL.). 2 (composite) BUILDER

DAY TANK (80 GAL.). 1 (aluminum) BUILDER

FUEL FILTERS; MODEL 900 MA. (2) RAYCOR

FUEL TRANSFER PUMP Reverso Gear Pump 8 GPM 12volt

FUEL FILL DAYTANK PUMP Reverso Gear Pump 6 GPM 12 volt

DECK FILLS (2) PERKO

16. 12 VOLT DC ELECTRICAL SYSTEM:

The 12v electrical system runs off MasterVolt Lithium Ion batteries with MasterBus Management System. Batteries are charged by an engine driven alternator or by charging function of the inverter when supplied by shore or generator AC power.

See 12v ELECTRICAL SYSTEM drawing and full wiring diagram for connections of various components.

Note VOLTAGES set (2016) for LiON Batt: BULK= 14.4v
ABSORPTION=14.25v
FLOAT= 13,5v

PART/SUPPLIER:

1. ALTERNATOR: (2) 150 AMP. (one spare) SILVER BULLET with
BALMAR MAX CHARGE MC-614 Multistage Voltage Regulator
2. BATTERIES:

HOUSE: (2) MLI Ultra 12/5000 Lithium Ion Battery, 360Ah, 13.25V by
Mastervolt

ENGINE START: (1) 12v #GPL-24T by LifeLine AGM
3. WIRING: all ANCOR Marine grade or equivalent.
4. DC CONTROL PANEL forward: BASS PRODUCTS INC.
(# 90-5065 A) (NAV DESK)
WITH X1 & X3 OPTIONS.
ph (508)-744-7003
5. DC/AC CONTROL PANEL aft: BASS PRODUCTS INC.
#90-6106/#23-1952
6. PROPANE SWITCH (DC): BASS PRODUCTS INC.
#90-2132D WITH VALVE.
7. WINDLASS SWITCH (DC): BASS PRODUCTS INC.
#20-2100,12V-100 AMP.
LD/X2
8. FISHER PANDA 4KW GENSET: FISHER PANDA US NEW May 2016
9. REFRIGERATOR (SEAFROST DC)+ Direct Drive
10. MASS-COMBI 12v 4000w INVERTER/CHARGER: MASTERVOLT
#12-4000-200

17. DC ELECTRICAL PANELS DISTRIBUTION:

AFT DC ELECTRICAL PANEL:

1. AUTOPILOTS
2. CENTER BILGE PUMP
3. LAZARETTE LIGHTS
4. AFT BILGE (PORT side engine room)
5. ENGINE BILGE (STBD side engine room)
6. SHOWER SUMP/HEAD PUMP
7. CABIN LIGHTS
8. SW BALLAST PUMP
9. FUEL TRANSFER PUMP
10. FUEL DAYTANK FILL PUMP
11. BALLAST LEVEL SENSORS:

Gems Sensors

Type 2 single level switches
0.5 amp @ 12 volts)

Phone 860-747-3000

PLUS

- 1.
2. INSTRUMENT LIGHTS
3. COMPASS LIGHT
4. COCKPIT LIGHTS
5. SPOTLIGHT
6. CABIN FANS
7. ENGINE BLOWER
8. ENGINE BILGE
9. WATERMAKER
10. REFRIGERATOR
11. SHOWER SUMP/ELECTRIC HEAD

FORWARD DC ELECTRICAL PANEL

1. DC-ON-OFF
2. SAILING INSTRUMENTS
3. DEPTH SONAR
4. CABIN LIGHTS
5. NAV LIGHTS
6. FANS
7. AIS
8. FORWARD BILGE
9. ENGINE Drive REFRIDGE
10. WASHDOWN PUMP
13. RUNNING LIGHTS
14. ANCHOR LIGHT
15. SPREADER LIGHTS
16. MASTHEAD STROBE
17. VHF
18. SINGLE SIDEBAND
19. WEATHERFAX
20. RADAR
21. GPS
22. DEPTH SOUNDER

18. 120 VOLT AC ELECTRICAL SYSTEM

ROTARY SHORE POWER/AC GENERATOR SWITCH (below aft panel)

Typical yacht 110v electrical and shore power system:

PART/SUPPLIER

1. INVERTOR/BATTERY CHARGER (1) Mastervolt # 4000-200
2. MAIN AC CONTROL PANEL (1) BASS PRODUCTS INC.
#90-6106/23-1952(right half)
3. SHORE POWER OUTLET (1) MARINCO # 302-SS1-B
4. SHORE POWER CORD 60' (2 parts) MARINCO # 30/50
5. AIR CONDITIONING/HEATER MarineAir
6. (7) AC OUTLETS (30 AMP GFI)
7. 11 Gallon HOT WATER HEATER (12 AMP)

19. FRESH (and SALT) WATER PLUMBING SYSTEM:

Typical yacht pressurized fresh water system:

Fresh water is supplied from watermaker or from shore source.

PART/SUPPLIER

1. FRESH WATER TANK (1) BUILDER 150 GALLON-MONEL
2. FRESH WATER PUMP (2) SHURFLO #(50 psi.) plus spare

- 3. HOT WATER HEATER (1) ISOTEMP 6P4023SPA0003
SPA Waterheater 40L 11 gallon
115V/750W with safety mixing valve and
USA plug
- 4. WATERMAKER (1) SPECTRA SYSTEM 16GPH
CLARK PUMP 3/2000
- 6. FILTERS Multiple
- 7. WHALE FOOT PUMP (1) Fresh water to Galley only
- 8. FRESH/SALT WATER PUMP WASHDOWN (1) SHURFLO #2088414934

20. WASTE MANAGEMENT

PART/SUPPLIER

- 1. TOILET # LAVAC (1) DEFENDER IND. Powered by
SEA-LAND electric 12v pump
- 2. WASTE TANK (40 GAL.) (1) Builder made 316 ss
- 3. SHOWER SUMP PUMP (1) REYA 8gpm

21. GALLEY EQUIPMENT

PART/SUPPLIER

- 1) Seagull IV Fresh water filter
- 2) STOVE (PROPANE) FORCE 10 # 60150
- 3) REFRIDGERATION: SEAFROST Freezer and Refrigerator, dual system :
12 volt COMPRESSOR and belt driven COMPRESSOR off main engine
with Seafrost raw water condenser with zinc anode
- 4) COLD HOLDING PLATES (3) SEAFROST #4016

9. GASOLINE TANK 40 GALLONS for Outboard Motor – Aluminum
Has deck fill and electric pump and hose for filling dingy tank

10. 3.4 meter AVON RIB dingy with Wheel Steering

11. Yamaha 15hp 2 cycle outboard engine (new 2014)

12. Washer/Dryer Bendix #WDB-1043 Commercial Products Intl.
7060 15th ST East Suite #16
Sarasota, Fl 34243
Rick Gale 562-691-2400
800-842-4138
818-843-1845
941-756-5135

Currently IN STORAGE at Aquidneck Marine in RI

13. BOTTOM PAINT:

TRINIDAD PRO RED overcoated with
Sea Hawk Biocop TF Red 5/2017 overcoat

14. Curtain Track (www.curtaintrax.com) Riley Designs 713-662-9952

Model#3108
5116 Bissonnett #464
Bellaire, TX 77401
Reilydesigns@gmail.com

23. HEAT—A/C SYSTEM

DOMETIC 16,000 BTU AC/HEAT system located under dinette seating
Has three tunable ducts leading to main and aft cabins and head

PART/ SUPPLIER

MARINE AIR AC and HEAT
16,000 BTU 110 volt

Dometic Marine serial # 34198
New 7/2014

24. NAVIGATION/COMMUNICATION EQUIPMENT:

PART/SUPPLIER

1. RADAR (1) FURUNO 1821 (new 2006)
2. VHF (1) Standard Horizon Eclipse+DSC GX1150
3. SSB (1) SEA# 322
4. GROUND "PLATE" (1) Copper Screen in hull aft under dingy garage
5. GPS- FURUNO (2) Model DGPS GP-37 (one active and one spare mounted)
6. STEREO (1) SONY AM/FM Radio and CD player
7. SATELLITE PHONE/INTERNET KVH FB 150 (new 2010)
8. EPIRB (1) Satfind
9. SATELLITE TV KVH MODEL HD-7 (new 2010)
10. AIS (1) VESPER MARINE WatchMate 850 (new 2015)
11. FLAT SCREEN TV SHARP
12. SAILING INSTRUMENTS: Raytheon ST 60 wind speed, wind point (true and relative), depth sounder, boat speed (relative) with nav station repeater
13. DEPTH SOUNDER: Fish Finder independent of sailing instruments

25. PROPULSION SYSTEM

Typical yacht propulsion system located in aft cabin bilge area:

PART/SUPPLIER

1. DIESEL MAIN ENGINE YANMAR 4JH4-HTE 110hp
New in October 2011

Diesel Service:

Mastry Engines St. Petersburg 727-522-9471 (521-4661) or

Mac-Boring Engines NE 908-964-0700 (Steve Waite 908-964-0707)

2. POWER TAKE OFFS (4) off front of 4JH4 via AQUADRIVE CV
 3. ALTERNATORS (2) SILVER BULLET 150 A - one in service plus spare
(1) Yanmar 45 A on main engine to start battery
 4. SHAFT extension with AQUADRIVE CV connected to transmission
 5. INSTRUMENT PANEL (1) YANMAR TYPE "C"
 6. ENGINE CONTROLS MORSE
 7. PROPELLOR (1) Flex-o-Fold 24" X 17" 3-blade with standard
SAE taper & RH rotation (15% tip clearance)
 8. CV JOINT COUPLING (2) TCVJ 5B-15 Coupling Head
Thompson Couplings (one spare)
 9. Aquadrive Thrust Bearing
 10. Aquamet 1 3/8" shaft (with Aluminum 1 3/8" shaft collar)
 11. HALON engine room FIRE SYSTEM (automatic) plus
 12. MUFFLERS (2) Fiberglass wet type for main engine and generator
 13. ENGINE INSULATION : SOUNDOWN for sound + heat insulation
26. DECK EQUIPMENT--(SEE DECK PLAN DRAWING)
1. STANCHIONS by Tops In Quality, fiberglass reinforced, triple
lifelines, custom pulpit, pushpits and Dodger frame.

2. WINCHES by BARIENT (8) with two hydraulic
Spare Parts by
Australian Yacht Winch Co.
www.arco-winch.com
fax 61 2 9636 1676

3. SHEETSTOPPERS by LEWMAR Wavegrip

4. TILLER- CARBON (EXTENDING) by GOETZ

27. SAILS by NORTH:

Asymmetric spinnaker in snuffer 1993
working jib on Harken Furler
masthead jib decksweeper 1993
NEW WORKING JIB 5/2000
NEW Carbon/Spectra 6 batten MAINSAIL 5/07
Code 0 with top down furler 2010

1. BATTENS BY SAILBONES (Canada)

New mainsail by NORTH 11/98 batten lengths

#1(top) =2050mm
#2 =3080mm
#3 =5390mm
#4 =6370mm
#5 =7000mm
#6 =7380mm

2. MAST TRACK is Harken Airtrack System B (8mm Torlon ball bearings)

3. MAST CARS are: 1793 Paired headboard cars (2)

1781 System B luff cars (8)

1790 System B luff short (4)

1826 HL System B SDA HL (4)

1410-8 custom 6 inch SDA batten/reef cars (3)

Harken Newport 401-849-8278

28. CONTROL PANELS LOCATION:

YANMAR MAIN ENGINE – Cockpit
FISHER PANDA A/C GENERATOR - Aft Cabin port face of aft dresser
WATERMAKER - Aft Cabin starboard main bulkhead (breaker below
steps adjacent main battery switches)
A/C HEAT - same
BATTERIES - Underneath Companionway steps
REFRIDGERATION - Aft face of cold box
FUEL TRANSFER - Port side aft cabin behind main door
INVERTER - Underside port edge of inverter
KVH GYRO - Port side aft cabin over desk

29. SHEETS and HALYARDS + LINES specs

JIB SHEETS	14 mm 116 ft. continuous Dyneema
MAIN SHEETS	12 mm 60 ft. each (2) Dyneema
MAIN HALYARD (3:1)	8mm 88 meters double dyneema
SPINNAKER HALYARD (1:1)	10mm 55 meters double dyneema
MJIB HALYARD (1:1)	8mm 55 meters double dyneema
IJIB HALYARD (2:1)	8mm double Dyneema
MAIN OUTHAUL (2:1)	12mm 50 ft. dynemma
REEF #1 (2:1)	12mm dyneema
REEF #2 (2:1)	12mm dyneema
REEF #3 (2:1)	12mm dyneema
RUDDER ANGLE LINE	14mm 110 ft. Braided Spectra
COMPENSATOR LINE	14mm 25 ft. cut

SOURCE for double Dyneema is LIROS LINE (GERMANY)
Rosenburger-Tauwerk

29. ANCHORING SYSTEM

1. Electric Windlass 12 volt LEWMAR CONCEPT/ Vertical Capstan 1
(new 2001) High Test Galvanized chain 5/16" (200 ft.)

2. ANCHORS: ROCNA model #25 stainless steel (44lb)
FORTRESS MODEL # 55
FORTRESS MODEL #25

30. HYDRAULIC SYSTEM:

ACTUATES via Electrical Motor (ISKRA #MJ5649 1.5kW (plus spare))
and 5 gallon custom hydraulic tank with emergency hand pump:

SERVICES:

- 1) KEEL up/down
- 2) The two Primary cockpit winches using Parker hydraulic motors
#111A-106-ASO-S Rebuilt 2008

All pressure hoses are 3/8" flex and fittings are 3/8" BSP.

Hydraulic Oil is Mobil DTE 25 Medium ISO 46

SYSTEM Designed and Built by SEAWAY POWELL
(seawaypowell.com) Dorset, UK +44-1747 858585
Ask for Colin Dunford

NOTES ON THRU-HULL VALVES:

The Shakewell valve/ Shakewell seacock, is a thru-hull valve.
ISO-Standard 9093-2

ADVANTAGES

To be easily, rapidly and safely cleared afloat, if blocked or jammed.

To be capable of being serviced afloat, by taking all the moving parts into the boat, without tools, whilst still retaining useable water flow through the valve.

To tolerate marine growth, shellfish and sand, but remain airtight even if the mechanism and valve canal become scratched by such particles.

To shut flush with the hull to minimise turbulence and to hinder marine growth and mud entering and accumulating in the valve canal.

To be non-metallic in order to eliminate all problems associated with corrosion, and to allow fitting to steel and aluminium, without risk of galvanic degradation.

Product of: MRGF MARTWELL Ltd.

E-mail: martwell.ltd@gmail.com

Disclaimer:

The details of this vessel are offered 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/her agents, or his surveyors to investigate such details as the buyer desired validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice. Photos may not properly reflect the current condition of the actual vessel offered for sale