



NYM

Cruising Yachts Specialists

Phone:

+614 20882296

Email:

info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



Birdsall 65 World Cruiser

US\$245,000 Neg.



Specifications

Boat Details

Price US\$245,000 Neg.
 Model 65' World Cruiser
 Year 2008
 Hull Style Single
 Power Type Sail
 Condition Used
 Suburb New Zealand

Boat Brand BIRDSALL
 Length 19.81
 Category Cruising Yachts
 Hull Type Steel
 Stock Number #BIRD6519
 State International
 Engine Make

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



NYM

Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

Description

The stunning Birdsall 65 'EXODUS' was launched in 1998 but completed over a ten period to be finished in 2008.

She presents as a near new boat and is equipped to sail anywhere in the world. A full out of water survey was completed in July 2019 by an independent IMS registered surveyor to make her easier to sell in the Pacific as experienced and appropriately qualified surveyors, especially for metal boats can be hard to find.

All photos and videos were taken on location in Fiji July / August 2019 and give an exact representation of this vessel.

Designed by the renowned Beau Birdsall, this beautiful yacht has been extremely well cared for by her enthusiastic owner and very knowledgeable German / Canadian owner.

'Exodus' has been continually upgraded and maintained with extreme attention to detail. There is not a spot of rust to be seen anywhere, inside or out.

She is a veritable ship that can sail anywhere regardless of the latitude. Her owner travelled from Canada to NZ to purchase her as he rightly saw her as an ideal yacht to sail back north via the most remote parts of the world and explore the arctic circle in comfort. Fitted with a watertight bulkhead and loaded with safety gear she is well and truly ready for some adventures. Her owner, after years of preparation and planning, had sadly had to change his sailing plans and stopped in Fiji after sailing north from New Zealand for health reasons. He will remain on board to keep the boat perfect until sold, and is happy to spend time with the buyer to show how everything works on board and assist with the hand-over / test sail etc.

In spite of her size 'Exodus' is a graceful, nimble yacht that can be managed short-handed.

Several improvements were made to her equipment list to enable her to be single-handed.

She is registered in Canada and tax paid in NZ.

This Birdsall 65 layout offers huge, open and pleasant living areas. There are 3 cabins, one perfect for crew adjacent the galley with two full size single bunks, another large cabin forward with two more bunks and their own ensuite bathroom with shower, vanity and toilet, and finally a gigantic master cabin aft, which also has her own large ensuite and which can rival in size and comfort with a small apartment.

A huge sail locker / workshop in pristine condition is meticulously organised and painted brilliant white. A full size washing machine is installed in this room, as well as a large 12V freezer, work bench, tools in tidy boxes, etc. This room is also fitted with two bunks, in case more sleeping space was required. It has a large overhead hatch as well as a full size access door for easy access both from the deck and the cabin.

The galley is spacious and provides a brilliant area with abundant work space, plenty of storage and is on the same

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

level as the lounge / salon area.

The engine room rivals what you would expect from a power boat. It provides easy, walk-around access to all parts of the engine and other equipment for maintenance and repairs. The engine room is immaculate and says a lot about 'Exodus's owner.

For more information or to obtain a copy of the survey report please contact our friendly team at Nautilus Yacht Management. 'Exodus' is actively for sale and available now in Fiji.

HULL CONSTRUCTION:

The hull is built of 6 mm, the keel 8 mm and the top of 4 mm mild steel on 6 and 8 mm frames and stringers at approximately 40 cm squares. There are 2 fully welded collision bulkheads, one to the chain locker and one aft to the lazarette. There is a large 400L bilge tank (un-commissioned) welded in up to above the waterline just aft of the anchor locker bulkhead acting as an additional collision safety device.

There are 2 welded-in bilge tanks under the forward cabin, 3 meter long (diesel and water) and another 1.5 meter long bilge tank under the swimming platform and the lazarette ending at the collision bulkhead forward towards the aft cabin (master suite).

There is a fully enclosed steel engine room. The main bilge area has fully welded bulkheads up to the cabin sole approximately every meter.

All steelwork has been completed to very high standards and was fully sandblasted inside and out after construction and heavily coated with inorganic zinc followed by a two part epoxy paint system, mostly Altex Devoe.

A WORD FROM THE OWNER:

"I purchased exodus in March 2013 in Nelson NZ with the intention to take her offshore. I wanted a safe and strong boat which I can still single hand and which can be independent for extended periods of times. I fitted her out and sailed around New Zealand the first 3 years and then took her to Fiji. Now she is even more ready to cruise extensively. I became sick 2 years ago and have never been the same again. I don't have the stamina I had before. 'Exodus' is ready to go anywhere but will need someone at the helm in better health condition than I. She presents in perfect condition and with no other jobs left to do. She was fully surveyed by an IMS registered surveyor from Australia in July 2019, in and out of the water. The report is available.

A steel boat is not for everyone. Rust never sleeps and you always have to stay on top of it. A little bit at a time. If you do this it will not be more work than any other material used in the build of a vessel. There is no rebedding or resealing of stanchions, handholds or screws. The welds are watertight. A steel boat is a very dry and comfortable boat and gives you less surprises than with other materials. Problems are seen immediately and remedies are easy to carry out.

I love the strength and rigidity of steel. Repairs and modifications can be done everywhere in the world as welders are everywhere. Just know how to treat (paint) it and you are good.

I redid all windows in the last 2 years. One secret to fighting the rust is you should never have 2 pieces of steel touch each other if there is ANY movement between the parts. So I oversized the screwholes, tapered the edges and painted the hole inside. The window bolts don't touch the paint as they are encased in 3M 4200.

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

Understanding steel and rust is easy. Keep oxygen and water away and rust will stop. So on spots where I cannot avoid movements I remove the rust, properly paint it and then cover it with 3M 4200. This way the flexibility of the caulking will keep the oxygen and water out and rust will not develop.

Steel boats rust from the inside usually caused by condensation, so keeping her well ventilated helps a lot.

A steel boat is only as good as its paint ! Over the years I painted most of the underwater hull inside the boat white. This allows you to see any rust immediately and I prefer a clean, white bilge and storage lockers which are also easier to clean. I used the same epoxy paint and PU as on the outside hull.

We store everything under the floor including bedding, sleeping bags, electrical parts , etc. as Exodus always has a DRY bilge.

All stainless steel outside is of very strong pipes and welded. The bimini which carries 12 solar panels is extremely strong through crossbracing and a 2 inch upper frame. We store our stand up paddle board and surf boards under the frame permanently.

The railing around the boat is continuous even at the side openings with pipe. This gives you a very safe feel to be out there and be able to hold on even in heavy weather. The swimming platform is made out of a 2 inch (50mm) stainless pipe frame with netting to stand in and easy access the dinghy coming down from the davit even in strong wind and waves."

FIT OUT:

All hull fittings (skin fittings) are accessible.

Fastenings on all deck hatches, port holes etc. easily accessible for repairs or replacement.

All plumbing, wiring and service systems easily accessible.

All timber construction of good quality, durability and strength.

Wood used in wheelhouse and wet areas is H3 or H4 treated.

Joinery is to a good standard with emphasis on practicality and strength.

Deckhead and hull to the waterline is insulated mostly with 50mm polystyrene slab tightly fitted between frames.

Decor and interior finish is 2pack epoxy in wet and hard wear areas, which are of seamless easy clean covered corner construction.

'Macrocapa' match lining and feature joinery.

Dark blue contoured leather-look upholstery in saloon and dining area.

The owner just added a second electro hydraulic autopilot and a Furuno NavNet chart-plotter with AIS transponder.

Exodus has 2 depth sounders, GPS and radars.

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

The under the counter fridge in the galley is a 12volt / 240volt Engel with a small freezer inside. In addition there is a third stand-alone Engel Freezer which we usually keep in the sail locker (30L, 12volt/240volt).

There is a 90 liter freezer in the passageway on the starboard side across from the engine room.

The watermaker is a swiss 12V katadyn model 160 which takes 20amps per hour supplying 20 liter per hour, so up to 240 liter per day when the sun is up.

The owner extended the safety railing on deck by 20 cm to make her safer to walk around.

Bimini with 12 solar panels each 105 watts, which supply up to 80 amps if needed so there is plenty of amperage. The boat is equipped to provide for all its power need without having to run the generator.

Exodus has a diesel generator with a 12V and 24V alternator. The generator has not been needed since the additional solar panels were added, which supply enough electricity to power a small town.

Also recently added is a 1000 amp 12Volt house bank (currently 5 brand new sealed heavy duty wet 200amp solar batteries, total 1000 amp) and 2 separate 24 volt starter batteries.

The 24 Volt system also supplies the engine room blower, diesel fuel transfer pump, engine room bilge pump as well as the kitchen range hood fan. It is charged by a smart 80 amp charger which runs on 240 volt from the solar system through the inverter or the 24 volt alternator.

The mattress in the master bedroom is a 8 inch memory foam for comfy sleeps. Above the waterline she is insulated with 2 inch styrofoam so she stays quite cool in the heat of the sun.

Inside there are plenty of SS posts and vertical handholds to move throughout the boat safely in heavy sea.

The berth aft of the galley has 2 seabunks. One can be lifted up if not needed and used for storage.

Powerful, yet still beautiful LED lighting arranged throughout with boat.

HUGE under the floor storage lockers allow for storage of more supplies (food, repair material, spare parts) than actually needed.

I had a white PVC sun/raincover built in 2017 which proofed itself in 50 knots of wind going through the anchorage.

She has oversized groundtackle and never moved at anchor. I usually let out lots of chain to get a good night sleep.

SSB radio has been newly installed in 2018 (ICOM M802) with the latest pactor modem 4 (bluetooth connection to computer) to access weatherfiles offshore, check email and communicate where VHF does not work anymore.

WHEELHOUSE:

Self draining 4 drains each 2 inch, 360 degree vision with generous headroom. 2,8 meter wide, 3 meter long. Hatch above wheel allows good view of the mainsail.

Optional full protection or open air sailing from sliding side panels and rear door. Mainsheet accessible through rear

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

door.

750 mm diameter stainless wheel with very strong yet not obstructive captains seat on top of locker plenty of room for emergency supplies, fishing supplies, life jackets, monkey fist etc.

2,5 meter sofa across the back of the pilot house

Very strong vertical handholds throughout the pilothouse, 2 horizontal beside wheel.

Full navigation equipment with most instruments twice for safety.

Electrical which in front of wheel to for the Genoa

ELECTRICAL:

House bank: 12 Volt, 1000 amp sealed wet heavy duty solar batteries (new in June 2019, 5x200amp)

The batteries are located under the seating all the way into the lower galley storage with all breakers and the inverter. The solar regulator and inverter/charger control is located portside above the L-shaped saloon seating.

Charging is through the solar panels which supply up to 80 amp if necessary. The Flexmax 80 MPPT supplies ample power. There is a 2000 watt outback true sine wave inverter/charger plus a spare one.

There is a 12V and a 24V alternator on the main engine plus a spare for each one. Additional charging of the 24 volt system is done through a 80amp 3 stage smart charger which plugs into the 240 Volt inverter.

There is more than enough power to sustain simultaneously 3 fridges/freezers, autopilot, lights, electronics and radar when sailing at night.

Shore power: Galvanic isolator installed to protect the boat. Reverse polarity detector, separate 240 volt breaker panel. There is a portable converter to 110 volt so that the boat can accommodate both 220 / 240V and 110/120V.

24V system:

There are two 24 volt starter banks, which get charged either through a dedicated alternator or through a 240Volt 80 amp smart charger (Mastervolt Charge Master 24/80-3), which plugs into the inverter.

The following items are connected to 24 volt: (the rest of AC items on board run on the 12V system)

- starter for main engine
- fuel transfer pump
- 2 bilge pumps (engine room and forward under the cabinfloor)
- engine room blowers
- galley hood extractor fan

DAVIT AND SWIM PLATFORM:

Access to the dinghy is via the aft 60x300cm stainless landing/swimming platform 20 cm above the water. A 2 inch

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



stainless frame with strong black webbing provides an ideal landing platform.

The davit is lifted through 2 SS hand winches easily operated by one person.

The davit is a strong frame which sticks out horizontally behind the boat at the perfect height to drive the dinghy underneath and hold on to with your hands (2 inch round stainless) standing in the dinghy. This is a very comfortable and safe way to enter and leave the dinghy even in rough conditions.

A powerful LED floodlight illuminates the aft part of the boat.

There are very strong and beautiful stainless handholds on both sides of the platform.

Climbing back onto the boat after a swim is easy as there is a 2 inch stainless pipe just below the waterline all across the stern underneath the swimming platform. A fresh water shower pulls out of the starboard lazarette hatch so you can shower standing on the platform.

WATER:

Water Maker: The 160 Katadyn water maker supplies 20L per hour taking 20 amps out of the 60-80 amps coming from the solar system. The water maker can be run all day during sunshine hours. 10 hours sunshine will give 200L.

The water maker is located in its own spill proof cabinet with a pre-strainer, a 100 micron stainless filter, a 30 micron and a 5 micron filter.

There is enough water production from the water maker and amp supply from the solar system to do 4 loads of laundry a day if necessary through the regular size front loading washing machine.

Water Tankage:

2 valve controlled stainless steel tanks (each approx. 300L) allow for peace of mind to never run out of drinking water. There is an active charcoal filter under the counter to provide clean drinking water from a separate tap in the galley.

A third steel tank located under the forward cabin floor with approximately 900L which is connected to the instant hot water heater.

All 3 tanks can be individually selected to be topped up through the water maker.

All reticulation is through 12mm high pressure nylon hose with stainless fittings.

Hot water is supplied through an instant propane hot water heater located in the aft bathroom or - when on shore power - there is a 40L hot water tank located in the engine room (Isotherm 40 HXCV, 240 volt).

FRIDGE / FREEZERS:

There is a large built-in freezer approximately 90L aft of the water maker and navigation table in the passageway back towards the master bedroom. It is operated from an Isotherm BD50F 12/24 volt compressor (2012)

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

A 12/240V Engel under counter bar fridge is in the galley (2015). It has its own small freezer built in.

There is a portable 30L Engel freezer (2018), which is usually kept in the sail/forward locker.

ENGINE:

Naturally aspirated Perkins 6-354. HP is rated at 120 HP @2250 RPM. The engine starts instantly and the oil is very clean.

The engine was fully rebuilt and purchased as a re-conditioned engine to be installed in the boat when she was launched in 2008.

Oil pressure is around 60 psi. There are approximately 2500 hours on the engine. The owner changes the oil 3 times a year or every 100 hours, whatever comes first and keeps an accurate log. There are 8 spare oil filters and approximately 80L of new engine oil. Oil change is easy through a hydraulic pump, which pumps from the sump.

The exhaust is wet, passing through a 4 inch stainless valve.

Injectors new 2018

injector pump new 2018

24V starter new 2019

24V alternator new 2019

12 V alternator rebuilt 2018

Valve adjusted 10 hours ago

PRELUBRICATION / OILCHANGE PUMP:

Exodus has a powerful 12V hydraulic pump, which pumps the oil from the lowest point of the oil pan and pumps it through an external filter back into the engine. This has 2 purposes:• engine is prelubricated before startup. The first few seconds of running the engine is where lots of wear happens before oil pressure is built up, especially after not running her for a while and she is dry.

• 3 way valve after the pump enables EASY, FAST and CLEAN oil change. This way the engine is kept extremely clean making for a longer life. Oil change is incredibly easy.

BLEEDING ENGINE:

External electrical self priming solid state fuel pump to speed up engine bleeding procedure with sight glass to see air bubbles located before entering lift pump.

GEARBOX:

Newage Coventry 3:1

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

New bearings, clutchplates and seals (basically rebuilt) in 2019

New heat exchanger 2019

FUEL SYSTEM:

Diesel capacity is at least 2500L in two built-in bilge tanks. Approximately 900L under the lazarette aft and the balance under the forward cabin sole.

A 24 Volt vane pump transfers the fuel through two Raycor filter/ water separator (with water alarm to the pilot house) into a 80L stainless steel day tank with a sight glass, located in the engine room. Another Raycor filter is located between the 80L stainless day tank and the engine.

DRIVESHAFT:

New in 2015 including all bearings, cutless and seals.

The shaft is 2 inch SS, length 250cm. It passes through the hull in a 120cm long oil-filled pipe. Inside the pipe are 2 bronze bearings and one cutlass bearing. 3 oil seals aft and a stuffing box forward inside. Another cutlass bearing just in front of the propellor outside.

This Shaft system is totally overbuilt and bulletproof. This is how they outfit commercial fishboats in New Zealand. The oil in the pipe around the shaft is an extremely viscous special steam cylinder oil which is being gravity fed from a stainless tank inside the engine room. The boat comes with a supply of this oil for at least another 500 hours of motoring (40L)

There is a 3 blade 30 inch diameter bronze propellor.

GENERATOR:

Because of the large solar panels, the owner never uses the generator. It is located above the main engine but needs some work if it were to be recomissioned (new muffler, hoses and electrical connections) It has a 24 Volt and a 12 Volt alternator, which the owner had serviced in 2018. They need to be reinstalled or if the generator were to be removed, they can act as spare alternators.

GROUND TACKLE:

40 kg Rocna anchor with 100 meter of 14mm HT italian chain. The end of the chain is securely attached to the floor of the chainlocker with a 20mm schackle.

Oversized Stainless anchor swivel. (That often is the weakest link)

Two 1inch braided nylon bridals with stainless chainhooks. (10meter and 15 meter)

Operation can be done from pilothouse via control cable or at chain locker location

additional chain,rope, anchors in Lazarette:

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

- 100 pound plow style anchor
- 30 pound plow style anchor
- 100 pound kedge-admiralty style anchor with 30 meter 3/8 chain
- 100 meter regalvanized 14mm HT chain (fits onto existing gypsy)
- 100 meter 3strand nylon on spool in forward locker
- 100 meter 3strand nylon on 6 meter 12mm chain

WINDLASS:

HEAVY DUTY MAXWELL NILSSON vertical hydraulic powered by a Vickers pump which is belt connected to the main engine.

The hydraulic motor is connected to the sprocket of the windlass through a double chain.

There is a new spare bronze gypsy wheel and clutch.

The windlass can be operated from just inside the chainlocker or from the wheel through a 15 meter mechanical control cable which runs in a 3cm poly pipe for protection.

The owner installed the control cable so it is possible to lift the anchor while single-handling and having to be at the helm when anchoring.

There is a brand new spare gypsy and drive chain.

ANCHOR WASH DOWN PUMP: is belt connected to the main engine supplying a strong stream of salt water to clean chain and anchor. Hose comes out of chain locker and gets attached to the anchor channel or can be held manually so that it can be used even if the pilot is using the anchor control from the cockpit.

CHAIN LOCKER: (huge) has a fully watertight steel plate collision bulkhead separating it from the rest of the boat. It is self-draining plus has a 12 volt bilge pump. 15cm RAISED FLOOR so chain can dry out and is not constantly sitting on a wet floor and rusting.

Aft of the chain locker is a de-commissioned approximately 400L tank welded into the bilge up to the waterline, which provides additional safety for collisions.

LAZARETTE:

Very large aft Lazarette located above the aft bilge fuel tank with its cleaning/inspection hatch inside. Inside is the rudder shaft with the piston, the spare anchors, chains and rope, 4 diesel plastic containers 20L and the emergency rudder shaft and tiller.

PROPANE LOCKER:

A dedicated and vented (draining) propane is located port-side inside the lazarette with 3 galvanised 20 pounds propane cylinders.

BILGE PUMPS:

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

There is 5 electrical bilge pumps. The owner installed one manual and one portable 1 1/2 inch bilge pumps for additional safety.

2 of the pumps are 24 Volt high volume (engine room and forward under the salon floor).

The remaining 3 pumps are 12 Volt.

The engine will also suck the water out of the bilge through the raw water pump in an emergency.

ACCOMODATION:

FORWARD ACCOMODATION:Features two port bunks on top of each other. The upper bunk can be installed beside the lower bunk to provide a large double bunk. Lots of storage behind, below and beside the bunks (4 drawer cabinet, hanging locker).

The full size washing machine is located inside that room.

There is a concealed locker under the shower seat accessible from that room. The forward tankage (water and fuel) is located underneath the floor, extending 2 feet forward into the sail locker floor. The floor can be lifted up to access the inspection plates of the tanks.

FORWARD SAIL LOCKER / WORKSHOP:is located forward of the forward accomodation, accessible through a large double door and a 60x60 cm hatch/window which allows to quickly throw everything in from the forward deck if needed.

The starboard side has 2 more optional bunks. Portside is a workbench and large storage cabinet. The owner and his wife use this room to store their kite surfing, spare Inflatable dinghy and dive gear, the additional sails, tools and bulk items to store conveniently and accessible.

Also large under floor storage used for spare parts and materials.

The stand-alone Engel 30L freezer is also located in this room.

GALLEY:There is a 12volt/240volt Engel under the counter fridge with freezer compartment, a double propane Broadwater burner with integrated baking, a Dickinson Bristol diesel stove with oven, a brand new alpha microwave, a double sink which gravity drains outside. range hood extractor above the stove and abundant storage through cabinets, open lockers and under the floor "root cellar".

There is a separate tap providing clean drinking water from the stainless tankage through an under the counter drinking water filter.

The root cellar is painted white with epoxy and Polyurethane like most other under floor storage so you don't need light to see what is in there and it is clean and dry.

SALOON AND DINING:A 3 meter luxurious "fatboy" soft leather look contoured seating wraps around a large Macrocapa 6cm solid wood table and an "L" shaped sofa is located front of a 32 inch smart Panasonic Flat screen TV and a Kenwood DVD.

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

LED lighting throughout. Galley, dining and lounge areas together with navigation table is in one large space together with lots of vertical and horizontal handholds so sailing is safe and entertaining and cooking is fun.

DOUBLE BUNK ROOM: Located portside accessible through the galley. The top bunk (fabric on stainless frame with sea cloth) can be hinged up to provide more headroom for the larger lower bunk and turns into a nice storage space. The room is painted sunflower yellow and has a happy blue linoleum floor. Lots of wall openings for storage in this room. The 6.5 meter Coppins sea anchor including 200 meter of 1 inch braided nylon is stored underneath that bunk.

MASTER BEDROOM: Accessible through the portside passageway has a double bed with a new 8 inch memory foam mattress, day seat, large dresser and mirror, wall cabinets and under the bed drawers.

Ensuite bathroom with small bathtub, toilet and full size sink.

STORAGE: There is large under the floor storage throughout the boat. Most of it is painted white. Additional large storage areas are under the seats, under the bunks, storage lockers, cabinets and drawers throughout the boat. Basically there is more storage than you really need. In the forward locker the owners store 10 kites and 7 boards, all diving equipment and other fun stuff like hammocks, swimming platform, tools and repair materials, foul weather gear beside all sails for the boat and lines/sheets, the spare dinghy and the portable Engel freezer.. and there is still plenty of room.

ADDITIONAL EQUIPMENT / FEATURES:

- Swiss made emergency hand wire cutter for up to 16mm wire rope
- Galvanic isolator to eliminate electrolysis through faulty shorepower
- Stainless steel frames for all forward windows/hatches which sit outside on top of the windowframes with heavy wire stainless grid to prevent stepping into windows and killing yourself, some fitted with mosquito screens. You can actually stand on the openings.
- Extended hard stainless steel pipe reiling 94cm/37inches high helping prevent going over board
- Vertical handhelts/posts throughout the boat
- Washing maschine frontloading Modyl (2017)
- 6 meter diameter Coppins sea anchor with 200 meter 1inch braided nylon (2016)
- Shark Drogue anchor with 100 meter 1 inch braided nylon
- Portable manual 1 1/2 inch bilge pump with 5 meter hose
- The raw water cooling for the engine is plumbed so it can act as an emergency bilge pump
- There is a system to easily bleed the engine with a solid state pump and sightglass to monitor bubbles
- There is an engine prelubrication system (no dry start), which also gets used for easy oilchange through a 3 way valve.
- Portable 240 to 110 Volt converter for all those 110Volt tools
- Sailrite sewing machine with all accessories and lots of fabric and polyester threat
- 20 mm solid stainless rings aft to connect drogue
- 6 fenders and 4 docking lines 3 strand nylon 1 inch.
- 4 yellow portable 20 liter diesel plastic containers

SPARE PARTS:

- 1 1/2 inch Whale Gusher Titan pump
- Gypsy wheel and clutch for windlass
- Propane sniffer
- 2000watt outback FX2012ET sinewave inverter/charger

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

Cruising Yachts Specialists

- 1000 watt Xantrex 1000i sinewave inverter
- Shureflo pro blaster high flow pump 5 GPM
- Bilge pump 12V, Rule 3700 model 14A, 3700 GPH
- 15 spare fuel/oil filters, 60-80 liter engine oil
- 3 solar regulators each 45 amp

TOOLS AND MATERIALS:

All hand tools and power tools to do the regular maintenance and repairs are included. Too many to list.

Includes Makita cord and cordless drills, multiple orbital sanders, jigsaw, heatgun, industrial crimping tool for all large cables, rivetting pliers,

LOTS of stainless screws and bolts all sizes and shapes, cable connectors, stainless shackles

WIND GENERATOR:

The wind generator is on board was taken off as the owners stopped needing it after installing the new solar panels. It was in the way of the travel lift to take the boat out of the water when hauled out for the cyclone season and was not re-installed. It can be reinstalled for the buyer if desired.

WINCHES:

1 electrical winch inside the pilot house to bring roller furling in

4 more large winches (2 self-tailing Lewmar 65) on the sides of the pilothouse and one self-tailing Lewmar 55 for the mainsail

3 winches on mast, one self-tailing

NAVIGATION EQUIPMENT:

- Furuno NavNet 3D chart plotter with AIS transponder, depth sounder, 24inch Radome,
- Furuno FI-50 Wind speed/direction (stand-alone)
- Furuno GPS/WAAS navigator GP-32 (stand-alone)
- Furuno FCV-663 depth sounder (stand-alone)
- JRC radar 1000 (stand-alone)
- Hydraulic autopilot TMQ - AP 4 (stand-alone). New control unit and rudder angle indicator in 2019" in the line of the TQM AP4 autopilot
- Hydraulic autopilot Garmin reactor installed 2018 (stand-alone)
- ICOM IC-M802 installed 2018
- MF/HF transceiver with PACTOR modem #4

DINGHIES AND OUTBOARDS:

There is 2 dinghies and 2 outboard motors.

- AB marine model 10UL (3 meter) aluminum RIB with 15 hp yamaha 2 stroke outboard, attached to davit

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



Cruising Yachts Specialists

Phone: +614 20882296
Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

-
- Lancer 3 meter inflatable wooden floorboards and transom including oars (stored in forward saillocker) with 6 hp Suzuki outboard
 - Small rocna style anchor with 10 meter 6mm chain and ample rope

LIFERAFT:

New in 2016 CAT 1 from New Zealand 6 person life raft

SAILS:

There are 2 brand new Doyle 12 ounce staysail and trysail (used only for a few days)

New doyle mainsail 12 ounce, straight cut, loose footed (2016)

100% Genoa with new UV strip 2018

Another small hank-on a baby stay foresail self- tacking

Inside the saillocker is a spare partially slated mainsail and another 100% Genoa.

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.

Disclaimer

Our 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 and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.