



**NYM**

Cruising Yachts Specialists

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[info@nautilusyachtmanagement.com](mailto:info@nautilusyachtmanagement.com)

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



## Deerfoot 62.2

US\$395,000 Negotiable



## Specifications

### Boat Details

Price	US\$395,000 Negotiable	Boat Brand	DEERFOOT
Model	62.2	Length	18.90
Year	1987	Category	Cruiser / Racer
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	#DEER6221
Condition	Used	State	International

### Disclaimer

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Suburb

Fiji

Engine Make

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## Description

### HIGHLIGHTS

TREATED AS A SUPERYACHT BY HER ORIGINAL OWNER AND ALWAYS PROFESSIONALLY CREWED WITH THE SAME CAPTAIN SINCE 1994

CONTINUALLY UPGRADED AT NO EXPENSE SPARED

NEW RIGGING 2021

NEW YANMAR 160HP 2017

BOTTOM STRIPPED AND RE-SKINNED / PRIMED 2018

FULL TOPSIDE REPAINT WITH ALGRIP PRESENTING IN SPECTACULAR CONDITION

ALL NEW EXTERIOR UPHOLSTERY

IMMACULATE INTERIOR WITH NO BLEMISH OR DAMAGE

3 CABINS VERSION WITH ONE LARGE MASTER CABIN AFT WITH ENSUITE AND 2 GUEST CABINS FORWARD WITH OWN HEAD / SHOWER AREA

FULL SIZE ENGINE ROOM WITH SUPERIOR INSULATION FOR ALL THE MECHANICAL SYSTEMS

9.5KVA GENERATOR

2 WATERMAKERS

FULL SUITE OF CRUISING ELECTRONICS AND OFFSHORE COMMUNICATION INCLUDING SAILOR SATELLITE SYSTEM FOR VOICE AND DATA

POWERFUL OCEAN CRUISER CAPABLE OF EFFORTLESSLY REACHING 15-17 KNOTS UNDER SAIL WITH NO LIMITED HULL SPEED

SPADE RUDDER ON ELONGATED SKEG FOR MODERN MANOEUVRABILITY FORWARD AND BACK IN A STRAIGHT LINE

FULL SURVEY AVAILABLE FROM AUSTRALIAN INDEPENDENT SURVEYOR NOVEMBER 2019 AVAILABLE ON REQUEST

READY TO BE DELIVERED ANYWHERE IN THE WORLD NOW.

US TAX PAID

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In a world of production yachts built to a price point and mostly to a non-cruising market, a yacht such as the

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aptly-named Bucephalus imposes itself at the very first glance for its power and excellence.

Steve Dashew yacht designs need no word of introduction. The continued respect and admiration these extraordinary yachts have inspired over the years have established a cult-like following for serious cruisers and ocean explorers around the world and turn every head in every anchorage they happen to glide in around the world.

Each Steve Dashew design went through considerable testing before being finalised, including extensive CAD, modelling and tank testing, a time-consuming and costly design method which was systematically used in the creation of sailing ships of lore, but abandoned in later years to quicken production. The difference in the result is incomparable.

Imagine a yacht with no bad habits, extraordinarily powerful but without the limits of hull speed and its broaching dangers (Bucephalus can surf a wave at 17 knots without disturbing the chef in the galley)... a yacht capable of conquering distances effortlessly no matter the ocean conditions, yet as comfortable as a superyacht but without the complications and costly maintenance.

Steve Dashew dedicated his life to designing boats without limits, at home in every latitudes, yet easy to understand and maintain no matter where you are in the world.

The real freedom of cruising is to be self-reliant and able to maintain and repair anything if needed, even when far from sophisticated marine facilities. He designed yachts of genius yet simple and easy to understand in all of their components.

This Deerfoot 62.2 is one of only 4 built in the world and which all share the same characteristics of safety, strength, reliance and comfort.

Beyond this, anyone who has had the honour to step aboard Bucephalus and learn about her will agree that she is one of the finest Steve Dashew yacht in the world.

When her owner, a gifted American sailor and scientist decided to have a yacht built for him and his family to explore the world, he wanted perfection, luxury, power and most of all a yacht that was exhilarating to sail in all conditions.

In 1987, the Deerfoot 62.2 design was well ahead of its time, with such modern features as a an elongated skeg firmly supporting the sturdy, well-shaped rudder, able to give the yacht exquisite manoeuvrability but also the modern comfort and ease of handling such as being able to reverse the yacht in a straight line and glide effortlessly into a tight marina berth with none of the prop-walk effects usually found on yachts built on such classic lines.

The name 'Deerfoot' will inspire admiration and envy, but Bucephalus is one of a kind.

Steve Dashew designs have been built all around the world and by a variety of boat builders, although almost every Deerfoot or Sundeer owners wanted to match the excellence of the design with a renewed builder approved by Steve Dashew.

Bucephalus' her owner wanted the very best. Built without a price point, her owner specifically chose Nils Luoma of Nykarleby, Finland, who worked closely with Steve Dashew to ensure that the yacht was built in every detail to follow the designer and owner's recommendations and to exceed expectations.

For example, the hull had to be extra-strong and integrate an extensive range of safety features to make this

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veritable hound of the sea capable of reaching any destination safely, such as the three water-tight bulkheads (plus the mid-ship fourth bulkhead designed to restrict and slow water-ingress), stainless steel keel with winglet-style lead shoe, a very avant-guard design which prove itself a work of genius. As a proper go-anywhere ship they also wanted a real engine room full workshop and easy access to every component of the boat from immediate access to the hull, systems, electrics, chain plates, plumbing, rudder post, steering quadrant etc.

Every component of this yacht was carefully chosen, over-engineered for strength and to last forever no matter the sea miles and weather caprices. As an example, the higher-than average stanchion still gleam as if they were just new in spite of being original. Another good example are the cupbard push-botton and down the littlest hinge, which every boat owner will know as things that stick and break after just a few years of use, but which on Bucephalus are as shiny and reliable as the day they were installed.

The beautiful timber floor was just re polished and varnished, but it also looks brand new. The timber fit-out, with typically Scandinavian detail has not aged or suffered the smallest cuff or moisture mark, the upholstery, of genuine, beautiful cream leather is un-stained, of top quality and will hold its beauty for years to come.

Strikingly, the interior is ultra-modern for a yacht of this era, with light colour, wide-open space where luxury is visible from the quality of the timber used down to the smallest fittings. Bucephalus can sail into any anchorage around the world and instantly marks its presence with her grace and "Wow Factor". She certainly is an imposing presence. Yet her innumerable qualities are noted through and through and in every detail big or small.

This is a yacht that has few equals in the world and the eye-watering expenses into building this superb yacht continued through the entire history of her ownership and with the devoted attention of her professional skipper and caretaker. If something needs doing, it is immediately done, with the same attention to detail and search for perfection which is the trademark of Bucephalus throughout a generation on the ocean from the day she first took shape on Steve Dashew's drawing board and which remained consistent each and every day.

Bucephalus is an object of beauty and power, who like her namesake, Alexander the Great's mythical horse, will open to you freedom only few dream about. She comes to you in turn-key condition and with everything you need to begin writing your own story without further expenses and with the genuine assistance, should you wish, of her captain of 27 years years.

In spite of her power, she is a dream to sail, even solo or short-handed, and would make a perfect exploring home for a family. Her rigging is brand new, her two-year old engine, a reliable Yanmar specifically chosen without the complication of electronic controls will ensure reliability and ease of maintenance no matter where you are in the world.

Her sails and in fact all of her canvas are in beautiful condition and currently being completely overhauled by the renowned Alan Marshall Sail Loft in Nadi.

Her hull was freshly re-sprayed with Allgrip in 2012 and last polished in 2021. It is simply gleaming in the Royal Blue favoured by her owner, who now also owns a superyacht of the same trademark, beautiful colour. Her interior is spotless, fresh and luxurious. Bucephalus is equipped with all the equipment needed for unlimited offshore travel and self-sustainability, and comes with a fully equipped workshop and a long list of equipment and spares.

Read on for the full description, which will include a thorough section written by her captain, who after almost 3 decades aboard knows this extraordinary ship in every detail and who generously graciously offers his continued help, advice and expertise to Bucephalus's new family.

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I heard it say that you do not chose a yacht... a yacht choses you. Bucephalus is simply so far above the rest... If she chooses you and becomes your obsession, she will not disappoint you. She is a yacht to be loved and trusted with all your heart, who will keep you safe and not let you down, providing of course that you also treat her with respect and simple, regular maintenance. She is a yacht for someone who wants adventure and who loves sailing in its purest, exhilarating form. You would never grow out of a yacht such as this.

For a bit of info about ourselves, we are a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community. Ex- cruisers ourselves we just strive to help others begin their journey on the ocean. These are tricky times, but our little team here in Fiji and at our home office in Sydney are here to help you bridge the geographical gap and surmount Covid restrictions.

If Bucephalus has got under your skin, get in touch! Our team can organise a private video viewing with you as well as have all the time in the world to answer your questions, put you in touch with the captain if you wish, assist with organising surveys or expert reports etc. We actually have a November 2019 survey which included a full rig check and sea trial available on request. Travel to Fiji can be arranged with the help of a very helpful custom agent here in Fiji and we also provide free-of-charge assistance with shipping, delivery, insurance, registration etc, no matter where in the world you are.

NYM has a reputation to present to the market only quality cruising yachts in beautiful, turn-key condition, but our real trademark is to work as a team with you and the sellers to ensure a seamless, transparent and joyful experience.

A WORD FROM THE CAPTAIN:"On 1st March 1994 I stepped onboard a Deerfoot 62-2 by the name of "Bucephalus."

Over the past 27 years, I have poured my heart and soul into making this vessel into the world-class cruising yacht that she is today.

I am very, very proud of what I have achieved with "Bucephalus" and I would hate to see her go downhill. I am therefore always available for advice or information regarding thisDeerfoot with you. She is fully dialed in and ready to go cruising, so get on board and follow your dreams.

This cutter-rigged, custom-built Deerfoot 62-2 is from the production yard of Nils Luoma of Nykarleby, Finland. She was designed by the renowned Steve Dashew and the Naval Architect was Ulf Rogeberg. Delivery was 1987.

This yacht is in better than new condition and has been immaculately maintained by the same professional Captain since 1994, with continual upgrades being made. She is without doubt the finest Deerfoot on the market today.

A replacement vessel of this pedigree would cost in excess of USD \$2.3 million.

The original owners have spared no expense in her upkeep and have had the journey of a lifetime with this much loved yacht, cruising the remote regions of the South Pacific in extreme comfort and safety. They now regretfully offer her for sale as they have upgraded to a large Sunreef 74 Catamaran.

A full Marine Survey took place in November 2019 and the vessel passed with flying colours. This report can be made available upon request. "Bucephalus" is available for video inspection or on the ground with the help of Fijian customs and NYM, who are exclusively dedicated to helping in every way they can Bucephalus find her new family.

New Zealand or Australia, are a possibility of a delivery to your port of choice but we can also arrange delivery to Hawaii, the US or beyond.

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It is the end of an era for one family and a great opportunity for another family to step on board a world-class cruising yacht in true "turn-key" condition, ready to take them offshore in pursuit of their dreams."

#### ACCOMODATION:

Boarding the yacht via the main companionway, you will come down a ladder and enter the main saloon area, which is light and airy and gives the immediate impression of warmth and comfort. The vessel has the luxury feel of a mini super-yacht rather than a cruising yacht.

**INTERIOR LAYOUT:** To your immediate starboard is the nav-desk and engine room. To your port is the galley and pantry. Up fwd is the master cabin with en-suite and aft of the galley you will find two additional guest cabins and a head.

**MAIN SALOON/DINING AREA:** The main saloon has a large dining table that comfortably seats 6 off to port with sofa and wraparound seating and a large sofa that seats 3 off to stbd. The sofas both come with lee-cloths and can be converted very quickly into extremely comfortable sea-berths. All upholstery is finished beautifully in cream leatherette. All cushions can be easily removed to allow access to the house battery bank to port and the inverter plus stowage to starboard. There are an additional two fold-out seats that can be used for guests in the saloon. The saloon table is beautifully varnished and kept protected beneath a custom-made cover.

**DECK-HEAD UPHOLSTERY:** Deck-head upholstery renewed in cream leatherette. The end result is modern, light and airy, whilst at the same time being extremely practical in terms of maintenance and access to the various 12V wiring trunks. Each panel is very firmly velcroed in place. Access to the wiring is a simple matter of carefully unhooking the velcro on a panel, with a specially adapted tool that ensures no damage to woodwork or upholstery.

**INTERIOR VARNISH:** The cabin soles have been sprayed in gloss varnish to a mirror finish. They have been buffed annually to retain the finish. The remainder of the interior varnish has been finished in a mixture of matt and gloss to a high professional standard by the crew.

**ENTERTAINMENT:** In the saloon, the music system is just like a car, with tuner/CD with MP3 output, which plays individual CDs or connects to an Iphone via Bluetooth. Interior speakers are Integra 80W. Exterior speakers are in the cockpit and are weatherproof outdoor speakers. Sound levels can be altered between rear and fwd speakers. Instructions for the TV and DVD player are on board. In the saloon is a 32 inch Samsung Flat-screen TV that sits off to starboard forward of the nav-desk, facing the wraparound seating area. The TV sound outputs to the stereo speakers giving surround-sound.

**OWNER'S CABIN:** Owner's cabin is fwd of the main saloon. Head of the bed is just fwd of the mast. There is a full-size double to port. The mattress springs are powder-coated for corrosion protection, there is a thick latex pad for comfort on top and the whole mattress is hinged to give access to a huge stowage area below the bed. 5 drawers under the bed. There is a hanging wardrobe to starboard, then forward on the same side is a small 2 person sofa and a large shelving cabinet fwd. At the port side of the master bed outboard there is a large video/book stowage area and at the foot of the bed sits a multisystem DVD/CD/VCR with LCD TV built into a small cabinet. Under the Owner's bunk you will find all the duvets and spare sheets. At the back of the Owner's hanging wardrobe you will find a reset panel for the 12V wiring up front. Under the cabinet at the foot of the bed you will find all the sheets and a duvet cover for this cabin. Below the bunk at the head stbd side there is a dry storage area for Electrical items. Below this storage area you will find the Rule 3500 Bilge Pump which services this area. Fwd Bilge on breaker Panel. In the bilge area you will find additional stowage. There is a red handled manifold that feeds the suction side of the Crash Pump in the floor panel immediately fwd of the door to the salon. In the bilge area just aft of the head you will see the transducer for

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B&G Depth. Also the B&G Speed impeller is located here.

**OWNER'S HEAD:** The owner's head and shower is ensuite fwd of the master bedroom. It comprises a sink unit, and a TMC head new in 2008, with new plumbing to a Saniloo waste treatment unit through the forward bulkhead. The Saniloo was installed in 2014 to comply with QLD regs. Shower unit is off to port and comprises a plumbed in high pressure shower head over a two level hip-bath. Outboard to starboard are stowage cabinets for toiletries and below the sink is further stowage for cleaning products, plus access to the two sea-cocks for this area.

**FORWARD SUMP PUMP:** This drains the shower tray in the fwd head, also the bath depends on which position the small black valve below the sink is in. The pump is located beneath the panel in the cabinet below the handbasin. There is a small in line wire mesh filter that must be cleaned regularly. The pump is a 12V Sump Pump switched on and off by pulling or pushing on the black knob in the front face of the handbasin.

**GALLEY:**The galley is situated to port and aft of the main saloon. There is counter space that you would be lucky to find on an 80-footer. There is a large custom stowage area for glassware and china. There are 3 x 3 shelving for under bench stowage for pots and pans, 1 full sized hinge-out trash bin. The stove has four top-burners and a gas oven. It is fully gimballed and comes with fiddles for use at sea. There is a gas sensor and a gas solenoid, plus the gas storage locker gravity drains outboard. There is a custom-built stowage area for china and glassware as well as all the usual kitchen implements that you would expect to find in a kitchen. There are lots of cutlery and utensil drawers. There is a large two basin sink. Tons of below sink stowage and a large chest of drawers for cooking implements and cutlery. Right aft of the galley is a large pantry area that has been modified from original and now gives a vast 35 cubic foot of stowage area for dried and tinned foods. The galley has a large 110v Microwave. There are hatches and fans to allow for ventilation and an air conditioning duct should you need it. Below the galley sink there is stowage for cleaning items and garbage bags.

**AFT HEAD:** Aft of the galley and to Starboard is a guest head that services both aft cabins. There is another Saniloo unit, which was installed in 2014 to comply with QLD regs. There is a stowage cabinet outboard that has 6 separate shelves for stowage of toiletries and towels etc. The sink has a stowage cabinet beneath it that stows cleaning items. The faucet is on a hose that is long enough to allow guests to shower comfortably. The area has a shower curtain and drain that is serviced by a Par sump pump.

**AFT SUMP PUMP:** This drains the shower tray in the aft head. The pump is located beneath the panel in the cabinet below the handbasin. The pump is a 12V Sump Pump switched on and off by pulling or pushing on the black knob in the front face of the handbasin. Breaker marked AFT SUMP pump must be on for this to get power.

**STBD AFT GUEST CABIN:** Upper and lower berths, the upper being a single that hinges upwards and the lower being a very large single or a very cozy double. Good stowage beneath the bunks and a 4 drawer cabinet. Separate reading lights for each berth, Hella Turbo fans for each berth and a full-length mirror on the back of the door. The wiring harness for the main engine runs through beneath this bunk. The Gyro Compass for the Sat Com is situated beneath this bunk. There is an air-handler for the aft air-con here, but the thermostat is in the port aft cabin. The cockpit table stows up against the mirror when on passage. There is a small safe below the bottom drawer of the 4 drawer cabinet.

**PORT AFT GUEST CABIN:**Upper and lower berths, the upper being a single that hinges upwards and the lower being a very large single or a very cozy double. Good stowage beneath the bunks and a 4 drawer cabinet. Separate reading lights for each berth, Hella Turbo fans for each berth and a full-length mirror on the back of the door. Air-con/Heating controls are located in this cabin.

**NAV-STATION:**A Captain's desk is to Starboard of the companionway. This comprises a full-sized chart desk and

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smaller communications desk outboard. All of the necessary Navigational aids are grouped here as is the yacht's main Breaker Panel.

**DECK DINING/LOUNGING COCKPIT:** There is a removable dining table that seats 6 comfortably. The whole area is cushioned and is a very safe area for guests to lounge whilst underway or at anchor. All the deck cushions are in excellent condition.

#### ELECTRONICS AND COMMUNICATION:

-Raymarine Chartplotter at helm installed in Fiji 2021. Currently running a package of South Pacific charts.

-Radar Furuno 1832 - 36 m range, tracking and plotting facility.

-B&G Sailing Instruments - Nav network NMEA system. Installed 2004. Network Data in 2009.

-B&G Network Depth Monitor

-Furuno Nav-pilot 700- is the primary autopilot. It can be operated from the Nav-desk or from the helm and was a new installation in 2019.

#### COMMUNICATIONS DESK

-Icom IC-M100 VHF Marine Transceiver is the main VHF. Aerial is at the top of the rig and was completely renewed with new coax in 2009. There is an emergency aerial in the comms desk.

-There is a Pactor 4 modem for use with Sailmail.

-Icom 7210 HF radio with full range of frequencies. It runs through a Smart-tuner located in the Lazarette and is grounded into a wire/copper mesh in the lazarette and has a huge whip antenna mounted deck level, port aft transom.

**SAILOR SATELLITE PHONE:** This is a reliable and cost-effective means of staying in touch. Excellent coverage worldwide and provides very clear, reliable voice communications as well as email service.

**AUTOPILOT:** Furuno Autopilot Controls are on the breaker panel and once that is on you can power up the system from below or on the remote panel at the helm Nav-Pod. The Hydraulic Reservoir for the autopilot is in the Lazarette on the centreline to Stbd as you kneel facing Fwd. Autopilot serviced in Fiji 2021.

**DECK STEERING COCKPIT AND INSTRUMENTATION:** All necessary wind and depth information is available to the helmsman at the steering position, including a GPS repeater that gives COG/SOG, Distance/Bearing to WPT.

2008 a Helm-pod with Furuno Chart-plotter that gives the helmsman all the information needed.. The Autopilot remote control is also here.

#### SAFETY:

Large (blue) Crash Pump (110V AC Pump) located just aft of the bulkhead in the Lazarette. There is a breaker marked Crash Pump on the panel. This Pump has a couple of options. Sucking from the main crash pump bilge manifold, it

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can suck from any of the 5 watertight compartments. With the handle switched over and the fire hose fittings attached, it can suck from a large plastic green hose that is lead over the side.

The rolled away blue fire hose with the nozzle on it can then be used as a high pressure fire hose.

Blue hose and green hose are located below the Owner's Head floor panel.

MOB position Horseshoe Life-ring with attached Dan-buoy and floating strobe-light, fitted with retrieval MOB sling with 150ft of floating line.

There are a large selection of handheld and parachute flares on board. The recommended number are carried within the life-raft pack and the rest are in watertight containers in the stbd deck locker.

There are 6 adult lifejackets on board for guests to use and an additional 5 "Suspender" jacket type inflatable life-vests with integral harness point for watch crew.

The life-raft is a 6 person raft. New in NZ in 2001. Annually serviced since then. Due service now.

#### ELECTRICAL:

**BATTERIES:** Engine start batteries (2) sealed gel cell, 560 CCA located under the cockpit steps firmly strapped in place. House batteries are located under the saloon sofa to port, with over 1000 amp/h in 8 deep-cycle lead acid batteries. The house bank and crank bank are completely separate, but can be linked with a switch to 'jump start'.

**BATTERY CHARGERS:** 1-Mastervolt - Fully automatic "Superyacht" charger with battery monitoring system on the breaker panel. This panel tells you the state of the House bank, the hours left at current rate of discharge etc. The batteries are not let to go below 70% discharged and certainly not below 12.2V. 1- Lewco Marine, Newport Beach California, 80 amp output. There are 6 settings on this unit, allowing for a fully automatic trickle charge all the way up to a full manually controlled equalisation charge.

**BREAKER PANEL:** Behind the nav-desk is the main breaker panel, by Bass. This includes all AC and DC breakers, plus remote panels for the Inverter and generator. The whole breaker panel is hinged on one side, and swings out for ease of access. Most everything is marked with a tag that is numbered. The numbers correspond to a giant schematic giving the original wiring diagram for the vessel.

**WIRING:** The wiring is tinned copper with plastic sleeves. A full wiring diagram to the yacht is on board along with schematics showing the more recent upgrades to the 12V system.

**INVERTERS:** The inverter is a Mastervolt providing 110V AC 2000W, located beneath the sofa stbd side salon. A 1000W inverter at the communication deck provides 220V to charge international phones, laptops, etc.

**SHORE-POWER:** Shore-power inlet and 80' cord are Maringo, currently with a NZ fitting, easily modified to fit any country. For countries that supply other than 110V AC, a transformer located in the lazarette steps down to 240V 50hz to 120V 50 Hz.

**GENERATOR:** 2003 Mase 9.5KW giving 110V AC at 63Hz with Super-Soundshield.. Very Quiet. This Genset was rewound and comprehensively serviced in Tauranga during the refit of 2009, then fully serviced again on arrival into Fiji in 2019. The Genset gives Bucephalus the ability to run virtually all of the systems at once, providing

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desalination, refrigeration, battery-charging and water-heating and allowing for a long period of quiet-time. Serviced again in Fiji 2021. The generator is run by a Yanmar engine Model 3TNE78A-MG, HP 13.3 RPM 1500.

**SOLAR PANEL:** There is a removable solar Panel that stows in its own protective bag when not in use. It mounts right aft. This gives sufficient "trickle charge" to prevent the batteries from discharge during extended periods of layup.

**CONSTRUCTION:**

The Hull is constructed of Glass reinforced Plastic [GRP] with a balsa core sandwich. As with most of Dashew's earlier yachts, the hull was beefed up with additional fiberglass on the area that the vessel would most likely lie if she were ever to ground. Heavily reinforced on both sides.

The deck is constructed of Glass reinforced Plastic [GRP] with a balsa core sandwich.

The Keel is a Stainless steel box with lead ballast and has been attached by Keel-bolts to an interior flange.

**SEACOCKS:** The 6 sea-cocks are Marelan. They are serviced annually at each haul-out. Common to most Dashew yachts there are a minimal number of skin-fittings. This reduces the likelihood of water ingress. There are two under the fwd sink cabinet. One under the galley. One under the aft sink cabinet. Two in the engine room. The smaller one in the engine room provides salt water to the main engine and also to the aircon and refrigeration pump via the blue isolation valve. From the large plastic Raritan Sea Strainer in the engine room you have a stainless steel sea-chest this gives salt water to all the other boat utilities via individual blue isolation valves. A spare and flush system is attached to the clear length of hose coiled up below the manual bilge pump. This hose feeds freshwater to the sea-chest, which that each system can be individually flushed with fresh water before a prolonged period of lay-up.

**KEEL:** The keel has been modified since new to compensate for the bigger rig. The work was done in New England, USA in 1991. It is stainless steel with a cast lead bulb on bottom. Keel bulb was modified again in 2000, with input from Kevin Dibley marine architect in Auckland NZ. Wing tips were removed to further reduce drag.

**PAINTWORK ON DECK:** International Cream, with non-skid mix and International cream gloss. All deck paintwork and superstructure paintwork was renewed in Fiji, by Baobab Marine. October 2009 and presents in great condition.

**PAINTWORK ON TOPSIDES:** Awlgrip Aristo Blue, Topcoat completed by Marine Reflections, Tauranga NZ in 2012, with brand new transom re-spray in Mexico 2019.

**PAINTWORK BELOW WATERLINE:** All the antifouling was stripped back to bare by soda-blasting in 2015. The bottom was then faired smooth and two coats of primer and two coats of self-ablative anti-foul applied. It has been kept up annually and the most recent anti-foul was in Fiji in 2021.

**PAINTWORK ON DECK:** International Cream, with non-skid mix and International cream gloss. All deck paintwork and superstructure paintwork was renewed in Fiji, by Baobab Marine. October 2009.

**FOREDECK:** The foredeck was heavily reinforced in 2003 to take the mounting chocks for the 14' tender. New Weaver hatches were installed in 2003 and present in great condition.

**STEERING GEAR:** Steering is by means of a large GRP Spade rudder with solid shaft, driven by a 34 inch Diameter steering wheel linked by chain to a quadrant. With the autopilot hydraulics bypassed this makes for fingertip control and great response at the helm. A true yachtsman will revel in the sailing experience that this yacht offers!

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**BILGES:** The bilges were repainted with Brightside white in 2007. They are readily accessible via self-locking floor panels that ensure the contents can never spill out in case of inversion. There is a good amount of stowage below these panels for spare parts, paints, varnish etc. There are 3 watertight compartments to the vessel, each serviced by a Rule 3500 Bilge Pump on float and toggle switches. Note the pumps are hard-wired into the main electrical trunking, bypassing the main battery switch by Electrics Afloat NZ. Wiring Diagrams onboard.

**TANKS:**

**WATER TANKS:** There are two tanks, both located in the keel and both hold 500 litres, providing a total of 1000 litres.

**FUEL TANKS:** Fwd fuel tank holds 700 liters, Aft fuel tank 300 liters. Both are monitored via a tank-tender system. They also reworked the entire fuel system and installed a 40 liter Day tank. This ensures that no air can enter the system and makes for very easy bleeding. We also have an inflatable Turtle-Pac fuel bladder new in Antigua 2006 provides extra 400 liters back aft in the lazarette. A specifically installed hose is plumbed into the tank to allow for the bladder to be connected easily if necessary. The range is 1400 miles at 6 knots - that is at the most efficient rpm setting of 2100. Cruising speed is 8 knots, but fuel consumption goes up and range is reduced to 850 miles at 8 knots. Top sprint speed of around 9.5 knots.

**ENGINE, SHAFT AND PROPELLER:**

**ENGINE:** Purchased new in 2017 and installed over 2017- 2018: Yanmar marine diesel engine model: 4LHA-HTP 160hp with a ZF63A 2.5:1 gearbox, Exhaust riser, C-type instrument panel, 6m harness

**SHAFT:** The shaft is 40mm stainless and was new in San Diego, extended to allow for the new transmission for the Yanmar engine installed in 2018. It enters the hull via a fibreglass shaft log and comes in via a "Tides Marine" dry shaft seal. This was installed in Mexico in 2007. With 2 spare lip seals on the shaft. The prop is a Right hand turning Max-prop 26 inch diameter, pitched at 22 degrees. Rebalanced by PYI in March 2007 The old prop is on board and stowed away as a backup.

**ENGINE CONTROLS:** Engine controls are located aft in the steering cockpit. Yanmar instrumentation panel is next to the steering station with Oil, Water temp, Volts and RPM . Backlit for use at night. Audible and visible alarms for any problems with the engine are right there for the helms-person to see.

**DECK AND DECK STORAGE:**

**FOREPEAK / SAILBIN:** The sail locker is huge and also serves as a water-tight compartment with its own dedicated bilge area serviced by the crash pump and a Rule 3500 bilge pump. Storm sails and lines stowed here. There is good access to the windlass motor and anchor well. All canvas not currently in use is stowed here.

**LAZARETTE:** Large lazarette aft to port. It houses the pumps and hydraulics for the autopilot. The steering quadrant, the Navtec control pack and the Hydraulic reservoir for the cruising generator. All easy access. The shore power transformer lives here. The area is self-enclosed, with a watertight bulkhead and is served by a Rule 3500 bilge pump, and is also one of the 5 areas that the crash pump can pump from. On long passages, a fuel bladder is stowed on the floor of the Lazarette.

**STERN SCOOP/BOARDING AREA:** There is a stern scoop with non-skid paintwork and a drop-down swim-ladder. This allows for easy access to the water and is also a favorite spot to shower and watch the sunset whilst at anchor! Repainted in nonskid in Mexico 2019. Fill using deck fitting on Stbd side deck. If you use the dock hose, please turn

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off after use and bleed it and coil it.

**BOARDING GANGPLANK:** The gangplank is by Multiplex and is lightweight carbon fiber. It folds away into its own carry bag and stowed up fwd in the large sail locker. There are mounting brackets for bows-to, stern-to and alongside. It has a carbon-fibre handrail and a non-skid finish.

**GAS LOCKER:** The locker aft stbd is a self draining gas locker, that has stowage for 2 large 9kg Propane tanks and 2 x 20 liter petrol tanks, plus a slew of other items such as outboard oil, engine oil, dinghy pump and fishing gear.

**PETROL STOWAGE:** The dinghy has two large tanks of gasoline 20 litres each, stowed in the vented lazarette. There is room in the gas locker for another three tanks holding up to 20 litres each.

**CANVAS:** Canvas dodger over the cockpit area with removable clear sections for ventilation. This provides a fully covered area to relax and dine on deck. Over the helm area there is a steering awning with mesh covers aft to allow airflow and visibility aft. Full main awning, which covers the entire deck area from aft of the mast to the radar post. Full foredeck awning, which covers the entire foredeck from fwd of the mast to the windlass. Sunbrella Wind-scoop set up for the fwd cabin. For long-term storage of the yacht on a dock or on the hard, there is also a full boat-cover, which allows for ventilation whilst providing protection from the elements. All elements of the Dodger have been serviced and restitched by Alan Marshall Sails, Fiji 2021.

**DECKGEAR:** A large number of turning blocks, snatch blocks and snap-shackles.

**FAIRLEADS:** There are 4 built in fairleads for mooring. Two up fwd and two at the stern.

**ANCHOR WINDLASS:** Maxwell 3500 Power windlass with reversing solenoid and a remote control lead. The windlass is mounted on a heavily reinforced deck plate that prevents chain from scraping the paintwork. Single deck footswitch and aluminum handle for emergency drop or to use winch as warping drum.

**GROUND TACKLE:** Primary ground Tackle is a 110LB Bruce anchor freshly galvanised. This is attached to 480 ft of 12mm Hi-Test Chain that drops via a hawse-pipe into a large anchor well. Chain is all marked in 10m intervals. Back up is a Fisherman anchor that dismantles into three parts and stows in a custom built area beneath the port saloon sofa. In the same stowage area is another 150 ft of 12mm hi-test chain. There is an additional 300 ft of triple braid anchor line lashed in a figure 8 in the Lazarette. This is for taking an immediate line ashore. There are multiple shackles and swivels in the rigging locker. Heavy duty anchor snubber on the chain and lead it to the heavy cleats up at the bow.

**PULPIT:** Heavily constructed out of high grade 316 stainless.

**PUSHPIT:** Heavily constructed out of high grade 316 Stainless.

**BOW ROLLER:** There is a stainless steel Bow Roller for the primary anchor.

**VENTILATION:** Passive ventilation into the interior is by means of Dorade vents. There are hatches for each cabin and head, plus two for the salon area. The hatches are by Weaver

**WINCHES:** The winches are all original Barient apart from the Lewmar Reefing winch below the Gooseneck and the Lewmar Power winch mid-ships. The main power winch has two foot switches fast FWD and slow AFT. All winches are serviced annually by the crew. Main Sheet winch x 1 Barient 28. Genoa Winches x 2 Barient 36. Running Back

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winch x2 Barient 28. Halyard winches on mast x 4 Barient 24. Reefing Winch on mast x 1 Lewmar 18. Centrally located Electric Power winch x 1 Lewmar 55

**LIFELINES AND STANCHIONS:** The lifelines are to NZ Cat 1 standard [offshore] and were installed in Gulf Harbour 2002. All the stanchions are high grade 316 Stainless with not a rust problem in over 20 years of ocean sailing.

**MOORING LINES/FENDERS:** 8 Large sized fenders adequate for the yacht and a couple of smaller ones -all with brand new fender covers in 2009 Six braided mooring lines new in 2005, plus a large selection of older mooring lines that could come in handy.

**DINGHY STOWAGE:** New Davits were installed in 2019 in Mexico which makes dinghy launch and retrieval much easier. The davits will handle a 14 ft Caribe with 50 HP engine (DINGHY NO LONGER AVAILABLE)

**DECK LIGHTING:** There is a bow -mounted running light and a stern mounted stern light. Masthead tri-color light that serves as both Nav light /Anchor light on a selector switch at the breaker panel. Steaming light midway up the mast at the fwd edge. Additional lighting in the form of: Spreader lights x 2 on the lower spreaders. Foredeck light on the mast to illuminate the foredeck area. Security light aft to illuminate the boarding area. Cockpit light - for reading and dining at night in the cockpit.

#### SAILING:

**MAST AND BOOM:** Mast is Carbon Fiber by GMT Rhode Island. 1992. It was stepped in 2004 and underwent a comprehensive service including strengthening at the Truck and Crane and beefing up of the spreader attachment points. This work done by Gary Hassell at Matrix Marine, NZ. The mast was sprayed in Awlgrip Matterhorn White in 2021. A full report on the condition of the rig at that time is available. Standing rigging all new - replaced 2021. The boom is the original Aluminum boom with new gooseneck fittings and a stainless steel boom cradle. Stainless reefing hooks and slab Reef jammers are at the fwd end of the boom. There are three reef points.

**NAVTEC:** The Rig has three hydraulic rams. Backstay, Inner Forestay and Vang. Controlled by a Navtec unit aft port. The Backstay has a metal retainer that will hold it in case of hydraulic failure.

**POLES:** There is an aluminum spinnaker pole and an aluminum reaching strut, both spray painted in 2021. The reaching strut slots directly into a male fitting on the mast. The pole slots directly into a male fitting on the track on the leading edge of the mast. A continuous looped line on jammers controls the position of the pole, convenient when poling out the Genoa.

**SAILS:** Mainsail by Doyles 2012 - Fully battened Dacron sail on a Batt-car system with boom cradle and lazy-jacks for quick stowage. Sailcover new in Fiji 2021. The rig on this yacht has been lengthened by some 10 ft beyond the original design. Staysail - hank-on 10oz staysail by Marshall Sails, Fiji 2008. Has its own sailbag in dark blue sunbrella. Staysail and a double-reefed main work wonders for this yacht - keeps the center of effort nice and low. Genoa- is an old working sail from Doyle's in 1995. It continues to do OK in downwind situations, but has zero shape for upwind work and you'd be better off motor-sailing with the staysail and double reefed main. Storm Staysail by Lidgard -original hank-on heavy-duty orange staysail. Storm Trysail by Lidgard - heavy-duty orange trysail with slides fit to a dedicated trysail track on the mast. All sails removed and serviced by Marshall Sails in Fiji 2021.

**OTHER LINES:** Numerous spare halyards and lines accumulated from years of cruising. There is a pair of heavy-duty mooring bridles with anti-chafe gear and a long line that we use as a preventer for the main.

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**RIGGING:** The standing rigging was by Rigarna by GMT Rhode Island in 1992. It is Discontinuous Rod Rigging and was replaced by new rod and fittings built by Kiwi Yachting NZ and installed by Westside Rigging Fiji, 2021. Headstay is a Roller Furling unit by Reckmann with full service and foil replacement. The inner forestay is on a "quickpin" for racing. The Backstay, Inner Forestay and Boom Vang are controlled by a Navtec Hydraulic pack. Tensioning the rig is a very easy process with this set-up as is loosening the forestay for a Travel-lift to haul the yacht.

**RUNNING RIGGING:** Two 5/8 inch Kevlar check-stays provide support to the rig whilst beating or "motor-bashing", making off to the shrouds with plastic clips when not in use. Checkstays replaced in Fiji 2021. All sheets replaced in 2021.

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