



NYM

Cruising Yachts Specialists

Phone:

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



Nautitech 442

Euro 335,000 Neg.



Specifications

Boat Details

Price Euro 335,000 Neg.
 Model 442
 Year 2009
 Hull Style Multi
 Power Type Sail
 Condition Used
 Suburb Northland

Boat Brand Nautitech
 Length 13.47
 Category Multihulls
 Hull Type GRP
 Stock Number #NAU44223
 State New Zealand
 Engine Make

Disclaimer

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Description

NAUTITECH 442 - NOEE - HIGHLIGHTS

IDEAL LAYOUT FOR LARGE FAMILIES WITH 4 CABINS, 4 HEADS VERSION

2 ADDITIONAL CABINS IN THE BOW, PERFECTLY FOR CHILDREN OR THE EXTRA GUESTS.

GUEST HEAD AREA HAS SEPARATE PRIVATE ACCESS, AS WELL AS ACCESS VIA FORWARD GUEST CABIN.

WELL PRESENTED WITH BRAND NEW INTERIOR PAINT, NEW INTERIOR AND EXTERIOR UPHOLSTERY (SUNBRELLA).
NEW TAPWARE AND STAINLESS STEEL INTERIOR FITTINGS, NEW CABIN LIGHTING WITH BUILT IN USB PORT.

NEW SALON ENTRANCE SLIDING DOOR 2023

UPGRADED ENGINES TO 39HP INSTEAD OF REGULAR 29HP

NEW ENGINES IN 2019

INDEPENDENCE AT SEA WITH OVERSIZE 400L DIESEL AND 830L WATER TANKS

NEW 1500W ELECTRIC WINDLASS WITH REMOTE CONTROL IN 2020

ANCHOR DAVIER COMPLETELY REDONE IN 2023

COMPLETE NEW STANDING RIGGING 2020

ELECTRIC PRIMARY WINCH

HUGE SOLAR POWER HYDROGENERATOR

WIND GENERATOR

60L / H WATERMAKER

FULL COCKPIT SUN / WEATHER PROTECTION

HELM SEATS SUN / WEATHER PROTECTION

EXCELLENT SAIL WARDRBE INCLUDING SPINNAKER AND GENNAKER

BOWSPRIT INSTALLED IN 2017

CONSTANTLY UPGRADED AND REFITED, INCLUDING SEVERAL EXTENSIVE REFITS (DETAILS BELOW)

SET UP TO RUN COMPLETELY INDEPENDENTLY AND WITHOUT THE NEED OF A GENERATOR OR SHORE POWER,
INCLUDING FOR THE WATER MAKER / APPLIANCES ETC.

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FLUENT FRENCH / ENGLISH SPEAKING OWNERS AND BROKER FOR EASY SALE AND HAND OVER IN NEW ZEALAND

Rarely available on the market and highly sought after, the Nautitech 442 could be just what you are looking for. Built to compete with the high output Lagoons and Fountaine Pajot range, BE Chantier / Nautitech decided to go for a more aggressive approach and with the cutting edge style of designers Mortain & Mavrikios, strived to bring into the world a catamaran that is at once pleasing to the eyes and which provide unbeatable comfort and seaworthiness, while also focusing on sailing capabilities.

Nautitech Catamarans, based in Rochefort sur Mer in France, build around 80 yachts per year. They are not one of the volume French manufacturers like Lagoon or Fountaine Pajot, but have positioned themselves as a yard that focuses on quality over quantity and strive to find the optimum balance between performance and comfort in their boats.

Attention to quality is visible in every detail, from the quality of stainless steel to the glass and resin used, general and deck hardware, choice of spars manufacturer etc. (It is good to remember that the launch of this Nautitech 442 happened before the GFC, which dramatically altered the production boat market, and when meeting a price point was less of an issue).

To stand out from the boxier catamaran style used by other multihull manufacturers, Nautitech went for a more feline profile with fluid lines that inspire speed and provide adherence to the water without compromising on the hull freeboard, allowing for a smooth motion in the seaway and to minimise 'slapping' and 'hobby horsing'.

Well-liked are the twin helms, which very much like the Outremer gives the helmsman a real sense of sailing, a great view of the sails and when coming into port an unbeatable position to edge into a marina berth with full control and visibility no matter which side is the dock, something that many single helm steering or flybridge designs often makes more difficult.

In spite of the ongoing changes that Nautitech catamarans have seen over the following years, the original models, such as this magnificent 2009 Nautitech 442 have never lost their strong following. This style will not go old, the quality of the build will ensure many years of safe cruising, while also being attractively priced for a multihull of this calibre.

Other than the approach to the quality of build and comfortable, intelligent interior layout, perhaps the most attractive side of the Nautitech 442 is its ability to please the most hell-bent monohull aficionados. It is a responsive, good performance catamaran that is a real pleasure to sail. One can feel the surge forward and the eagerness of the boat to 'get going'. It is a joy to helm for those who would rather switch off the autopilot and feel the boat respond to the tip of their fingers on the wheel.

NOEE could be just what you are looking for. Lovingly maintained by her French owner, a retired doctor and passionate sailor who originally purchased her in 2010 to enjoy with his family in the French Caribbean,, she presents in lovely condition and with continuous upgrades and diligent maintenance throughout her voyage from the Caribbean to Cuba, Florida, Central America, Panama, and finally the South Pacific to New Zealand, where she is now offered for sale as her owner is ready to return home to France.

NOEE comes fully loaded with everything you need to set sail for the Pacific Islands again at a moment's notice, including a near new aluminium RIB with powerful engine, kayaks and SUPS, a large set of tools and spare parts, ect.

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In compliance with your company policy, NOEE was fully surveyed by an independent marine surveyor in NZ just before in February 2023. The report is available on request.

PLEASE FIND BELOW THE DESCRIPTION IN BOTH FRENCH AND ENGLISH. A FULL VIDEO TOUR IS ALSO AVAILABLE ON OUR YOUTUBE CHANNEL AT NAUTILUS YACHT MANAGEMENT

For more info please contact our friendly team at Nautilus Yacht Management. We are cruisers and cruising yacht specialists and will be delighted to help answer all your questions about NOEE anything to do with cruising, cruising with kids, registering the boat in your home country, import process when necessary, planning your trip, insurance etc.

A WORD FROM THE OWNER

"A youthful dream.

I started to practice sailing at 11 years old, dinghy instructor, I continued by practicing heavy from 18 years old with friends, then I bought an 8.5 m Kelt with which I did every year the round trip between the North Sea and southern Brittany in all wind conditions.

From my youth, my dream was to go around the world. At the end of my professional activity, I started to get organised. The Multihulls Magazine offered to support people who had a long-term sailing project. I went to the multihull show in La Rochelle. At that time I had 5 years left to work. And with the advice of journalists, I built my project by making a sylligmatic promise of sale in 2010, with Eric Vasse in Martinique who had a good reputation, which allowed me to use the boat at my convenience, during my vacation before to sail the long course; this allowed me to get used to the boat while traveling the small Caribbean from the south (Trinidad and Tobago) to the north (the Virgin Islands). The choice fell on a Nautitech 44: NOEE.

In 2016 I completely renovated and refitted the boat. Before leaving in October 2016, I had retired in September. My project, different from many sailors, was to leave with a crew of friends or family who changed every month; This allowed interesting exchanges, the discovery of superb countries and the joy of sailing. This was possible because the boat is large, comfortable and the crew members can isolate themselves in their cabin which is pleasant. Unlike monohulls, intimacy is preserved and this is really appreciable, I was able to verify it in the crossing of the Pacific. This required organization, at the beginning it was necessary to take into account the experience, to leave enough space and time between each crew to avoid problems but in the end, everyone was happy, several crews returning so to speak every year, for my part, I came back to mainland France every year to see my children and grandchildren, my companion coming episodically.

The first year St Martin, the Virgin Islands, Puerto Rico, the Dominican Republic, Turk and Caicos, the Bahamas, Miami, Florida, Key West, Havana, the North Coast of Cuba, Los Moros, the South of Cuba, the archipelago of the Queen, before winterising NOEE in La Trinidad in the south of Cuba.

Second year: October 2017, Jamaica and the North coast, the Cayman Islands redirection to Cuba, the island of Juventud, the south coast of Cuba, Los Moros, then crossing to Mexico, Cancun, descent along Mexico, Belize then Guatemala with the majestic arrival in the Rio Dulce and wintering in the Rio Dulce where I take the opportunity to make repairs and install new engines and a wind turbine;

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Third year: October 2018, I return, I make AR with Belize (my 82 year old brother will come) and I leave in January going up enough north to avoid the pirates of Honduras, Jamaica, the San Blas Islands or I stay 3 months; then I leave NOEE in Panamarina and I make an overland trip to Costa Rica.

I pass the Panama Canal, a tour of the Perlas Islands, then departure for the Marquesas Islands; unfortunately, 48 hours after departure, problem with the autopilot, we will have to steer manually; fortunately there are 4 helmsmen, that makes us 3 quarters of 2 hours, quite possible, we rediscover the joy of steering by hand; Stop at the galapagos to try to repair: failure. We will arrive at the Marquesas in Hiva Oa, in June 2019, 24 days after leaving Panama.

I will have the chance to stay 3 years in Polynesia, my son working at the Papeete hospital during this period, which will allow him friends and his companion to come to NOEE often; The Marquesas: fatu hiva, Nuku hiva, Ua Pou, p uis the Tuamotu, Fakarava, Rangiroa, Apataki and Tahiti, Moorea with a permanent encounter with the whales in these months of October and November; wintering in Port Phaeton.

Fourth year: March 2020, complete replacement of the rigging, new windlass and discovery throughout the year of the Leeward Islands:: Huahiné, Raiatea, Bora Bora, Maupiti a delight of discoveries; new wintering in Port Phaeton

Fifth year and in 2021 return to the captivating Tuamotu and Marquesas Islands and my favorite Ua huka, the island of horses. I had been able to get through the beginnings of covid in 2020 without too much difficulty by taking the last plane, but from September 2021, it became more complicated for the crews and the distance began to weigh. put the coopercoat in place (which I should have done long before) and change the seals of the sail drive, I decided to go solo between the marquises and the Tuamotua, superb experience; New wintering after a stop at Makatea, superb experience;

Sixth year: 2022, installation of a freezer and a new solar panel on the roof. And there, my best year of sailing alone, the Cook Islands, Niue where I discuss for a quarter of an hour a humpback whale, Fiji where family and friends join me in August and September, then again alone to reach Noumea where I am welcomed in a zodiac by my nephew who has been living there for a long time; last episode to join the New Zealand upwind, at 40 degrees from the wind, 30 knots of wind and as always NOEE is going very well in the sea;

Arrival at OPUA, discovery of the Bay of Islands then dry-cleaning for work in order to give you a boat in perfect condition.

NOEE was a faithful companion who allowed me to carry out my project in the best possible conditions, to discover the countries, the landscapes, the fauna, the flora, the people and their warm welcome, to share all this with my family, my friends. Yes, it was a dream and I realized it, thanks to NOEE, I was completely happy and I really took full advantage of this 6 1/2 years of intense navigation.

I am now going to take advantage of my children and grandchildren who are crying out for me to leave this superb, comfortable and functional boat;

The Nautitech 44 has a reputation for Safety, careful finishing, robustness, and speed.

Safety: the boat is not too heavily sailed but because of its light displacement, it moves quickly from 8 knots of wind, its sails are not in the tops of the mast.

Careful finish: the Nautitech shipyard is a human-sized shipyard that allows careful control

Robustness: we did not try to nibble to reduce costs as is the case in some current construction sites

Velocity: The Nautitech 44 is renowned for going fast and holding a good course due to the design of its fins.

I was able to experience its speed as soon as it was purchased and of course afterwards: I had asked a friend, a good

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sailor, French Dragon champion and who had won the Tour de France sailing race, skeptical about the catamarans to advise me; He was impressed with the performance of NOEE. From New Caledonia to New Zealand I was able to check the correct course because we were at 40° from the wind with 30 knots of wind. The Nautitech 44 sails really well in the sea, that had been the main criterion for my choice although it is much more expensive than the Nautitech 40, but the difference is worth it. In addition, it has a beautiful marine aesthetic that stands out from "caravan" catamarans."

Vincent. Whangarei March 2023

GENERAL INFORMATION

Length: 13.47m
Maximum width 6.81m
Draft: 1.2m
Mast height: 15m
Air draft: 16m
Light displacement: 9200 kg
V/P airfoil/weight ratio: 10
Height under basket: 0.80m
Headroom: 1.90m
Shipyard: NAUTITECH
Approval: category A
Naval architect Alain Mortain & Yannis Mavrikios
Designer: BE Chantier

Appendages: multi fins that allow good upwind.
The fins are foamed and attached to the hull to preserve the integrity of the structure in the event of an impact.
Rig: fractional sloop
Double helm stations on each hull
The hull and deck are made of infusion, and the nacelle of polyester sandwich. Hull bottoms reinforced with monolithic
The structural partitions are in infusion foam. The furniture in a wood-foam mix
Material: Monolithic Polyester
Fuse pins
Closed cockpits
Rigid bimini
Important navigation corner
One level cockpit and saloon (first boat to have implemented it). This avoids many accidents;

PLUMBING

Fuel capacity 2X200L
Four fresh water tanks: total 830L (2X300L and 2X 115L).
A 42L hot water tank approx.
A group of pressurized water.
- Two electric engine bilge pumps.
- Two electric sump pumps.

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-
- Two electric shower pumps.
 - Two manual bilge pumps.
 - A seawater pump for the starboard hull galley sink
 - An exterior cockpit deck seawater pump engine compartment on the left under the mainsheet
 - A black water tank in the port hull

ENGINES:

- Access to the engines through the rear aprons.
- Lighting in engine compartments.
- Double engine access hatch.
- Soundproofing of engine compartments. - Two 39 hp Yanmar 3JH4-CE SD 50 sail drive engines. - Alternator.
- Diesel capacity of 2 x 200L, with VDO gauges on the electrical panel.

Engines (engine details, capacity/fuel consumption, top speed/cruising speed,).

Yanmar: 2x 3JH5CE 39CV No. E15189 and E15179 (engines replaced in 2019)

Sail Drive: 2x SD60.

The starboard was replaced again in February 2023 following maintenance errors in Polynesia.

2 SD2 17X16 LH aluminum propellers. Port propeller changed (February 2023)

Complete overhaul of the 2 engines February 2023

DECK HARDWARE:

Deck Hardware/Accessories (Dinghy, Outboard, Ground Hoist, Anchor, Windlass, Covers/Enclosures)

- Electric windlass ALEPH AL 3512 1500W no drum 10 mm 12V Type Quick (replaced in 2020) With manual control and remote control.
- Fixing the windlass on the deck reinforced by a plate (February 2023)
- Main anchor 30 kg SPADE, 100m of 10mm diameter chain of special steel force 10 (modification 2016)
- Davier (completely redone February 2023)

ACCOMODATION

6 cabins total

including 4 cabins which consist of the following elements:

- A double bed of approximately 145x200 cm.
- 12 cm mattress with a washable cover.
- A wardrobe with shelves.
- A large storage volume located under the bed.
- Library in height.
- A storage locker along the planking.
- An opening porthole and a deck hatch (aft cabins: two opening portholes).
- Cabin blinds.
- Led lighting by ceiling and 2 reading lights.
- Laminate flooring.
- Private access to the bathroom.

And 2 forward cabins for sleeping children

- Maximum number of beds: 10

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HEADS AND SHOWERS

4 Bathrooms / toilet

: Each bathroom is fully molded and equipped with:

- A storage rack.
- A porthole opening on the plating.
- A washbasin unit in synthetic stone.
- Access to the valves under the passageway floor.
- A shower grating.
- A washbasin / shower mixer with flexible.
- Ceiling light.
- A manual marine toilet
- A toilet paper storage.
- Two mirrors & 1 towel holder and glove hooks

SALON (Full repaint February 2023)

- Molded ceiling fitted with 6 LED spots.
- Laminate flooring.
- 360° panoramic view.
- Ventilation ensured by four panels.
- Sliding entrance door. (redone in February 2023)
- Stainless steel companionway steps with visible survival panel.
- Folding saloon table for ten place settings with three-drawer storage.
- U-shaped bench seat with removable cushions in microfiber fabrics.

Interior upholstery redone in February 2023

- Microfiber square curtains with stainless steel rod.
- Storage volumes under the seats.

Chart table:

- Chart table with three flaps.
- Seat with box.
- Storage under the table.
- High corner storage unit.
- Fixed porthole on cockpit.
- Panel for navigation electronics and electrical panel.
- 12V map reader.
- 12V cigarette lighter socket.
- 300W outdoor converter
- Fresh water gauge.
- Voltmeter to control inputs and outputs

GALLEY

- U-shaped synthetic resin worktop.
- Full-width high cabinet with LED lighting.
- Storage cupboards.
- Cutlery storage in the kitchen plan.
- Dresser on starboard.

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- Two round stainless steel sinks with mixer tap for fresh water
- Electric sea water pump (manual stop: tap and electric stop in starboard companionway)
- Force 10 cooker with 2 stainless steel burners and pot holders. with Oven (changed in 2019)
- Trash trap on worktop with trash can.
- Kitchen/cockpit "pass through" sliding window.
- 160L stainless steel refrigerator cooling seawater pump (port hull)(electrical panel: auxiliary 2)
- CR 90 isothermal freezer (installed on the starboard side in 2022) (electrical panel: refrigerator, fridge)
- Bottle storage.
- Gas pipe with cockpit locker outlet.
- New dishes

COMFORT

D60 watermaker 60 l/h
modified in 2021 (electronics removed too fragile)
New electric motor in 2022 550 W 2000 turns 12V, 121V relay
portable vacuum cleaner

SAFETY

2 electric bilge pumps and 2 manual bilge pumps in engine compartments
and 2 electric bilge pumps in the bottom of the (1 in each hull)
Liferaft PLASTIMO Type,52389 Transocean I509650 T1 A>24
and Liferaft KHYF 6164837, overhauled 05/2022
Dinghy Highfield 3.1m
Epirb: Beacon 406 SAFE SEA E 100G GPS Ocean signal P Frequency: 121.5 and 406-406.1 MHz Transmitting power:
5W
MMSI: 347 017570 IDENTIFICATION: FAE2819:
UIN: 2B64089440FFBFF
Incoming and outgoing AIS Raymarine 650; marine traffic tracking
10 classic life jackets, 3 inflatable jackets
10 Handheld flares and case changer offshore distress signals lot 021-13 to be changed
4 Extinguishers and fire blanket

DINGHY AND OUTBOARD

Tender Highfield AC 310: (purchase 2020)
Hull: aluminum with anti-corrosion treatment and powder paint
Float: Hypalon Orca
Bench: removable
Deck: self-draining
U-bolts: lifting and towing
Chafing strip: ultra resistant
Storage: front trunk
Floor: eva teak
Equipment: Bag under bench, waterproof bag, oars, pump, repair kit
Total length: 3.1m Interior length: 2.26m, Interior width: 0.79m,
Tube diameter: 440mm, Total weight of the hull: 62 kg, Maximum weight on board 550 kg

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Yamaha 15CV 2t HB ENGINE (purchase 2020) overhaul 2021 with maintenance equipment

ELECTRICS

- 5 service batteries (gel) 12V AGFM of 100A (maintenance free).
- 2 12V 100A engine batteries (maintenance-free).
- A load distributor (electronic).
- Electrical panel with 12V circuit breakers.
- Battery switches on positive.
- Safety battery coupler.
- Circuit breaker with differential for shore power with yellow power cable in transverse locker outside cockpit
- 12/220V converter; 600W Mastervolt. (in the electrical panel) if used, open the electrical panel for better ventilation
- 12/220V.150W converter chart table with French and New Zealand plugs
- USB socket and cigar socket with multiple USB sockets (auxiliary 1)
- Battery monitor BMV 700 victron energy
- 4 solar panels 200W on gantry
- 1 solar panel 405 WSunzil jinko tiger Mono with Srne mptt 12V/24V 30 A regulator
- Wind turbine ATMB D400 12V Model No. EE400, Serial No.: 201775 with 6-TB 12V regulator and stainless steel fixing masts
- Swi-tec Hydrogenerator, Swi-tec Hydro Charger and charge controller

ELECTRONICS AND COMMUNICATION

- Raymarine station with ST 6002 autopilot (changed in 2019)
- Reader: Element 9 S - 9" Wi-F GPS display (changed in 2020)
- Incoming and Outgoing AIS Raymarine 650, tracking on marine traffic Transmitting power: 12.5w Frequency: 161.975-162.025
- Navionics map + XL9 Australia & New Zealand and Pacific islands on reader (2022)
- Radar: RAY-E70210 - Quantum Q24C Radar Antenna (2022)
- Computer with MACSEA software: (2016) update (2022) Map module Atlantic, Caribbean, Polynesia, South Pacific Islands, Australia and New Zealand Routing module
- Tablet for helm station with Navionics charts Atlantic, Caribbean, Polynesia, Pacific Islands, New Zealand
- Iridium GO (2022) and Iridium Antenna
- Fixed VHF ASN ADVANSEA FX 400 Emetric Power: 25W Frequency Band: from 156 MHZ to 174 MHZ
- Portable VHF without DSC ICOM IC M 23 Transmitting power 5W Frequency band: from 156 MHZ to 174 MHZ
- SILENTWIND web-catcher wifi booster

SAILS

Sails: in excellent condition.
Sail area: 100 m2 (sail totally changed in November 2016)
Mainsail: 64.5M2 / 5 battens / Triradial cut / Hybrid fabric 10.65
Genoa: 29.1M2 /Triradial cut with uv sunbrella band /Hybrid fabric 8.65
Facnor LS 200 hose reel

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Gennaker: 59m²: Stormilite 210 fabric
furlex cx furler
Tandem pulley with endless furling line
Asymmetrical spinnaker: 100m²/Maxilite 150 fabric
Spinnaker sock
lazy bag

MAST AND RIGGING

Complete renewal of the rigging: shrouds, front and side diamonds, martingale in 2020

Self-porting mast Anodized aluminum star with one spreader spreader fitted with:

- A two-speed Harken ST46 winch.
- A snatch pulley for reefing line return.
- Navigation lights at the top of the mast.
- A topping lift diameter 14, on ascender.
- Two lazy jack blockers.
- A luff rail for ball bearing carriages.
- All halyard exits.
- A diameter 12 mainsail halyard sheaved with pulley and blocker.
- A diameter 12 genoa halyard with jammer.
- A spinnaker or Geenacker halyard, diameter 12 with blocker.
- Two flag halyards on cleat used as lazy jack aft
- Bridge floodlight.

Anodized aluminum boom equipped with:

- Mainsail hoist pulley -
- Three reef lines with saddles. - Lazy jack turning cleats

Installation of a bowsprit for geenacker in 2016

Redone in 2017 in Miami because undersized

Deck running rigging:

- A listening of GV
- Two genoa sheets.
- Quick catch of the first rice with return to the cockpit (modification 2016)
- A genoa furling line.

Deck fittings:

- Anodized aluminum front beam, reinforced with a martingale.
- Trampoline transfiled to the hull and to the beam.
- Two front balconies with seat
- Navigation lights on forward beam and davits.
- Forward locker for storage of fenders, hawsers, 2 safety beeps
- Port forward hull anchor locker
- Six turning cleats for mooring.
- Ten deck hatches.
- Candlesticks and protection channels.
- Stainless steel cap handrails.

completed in 2016: to secure traffic on the deck at sea:

by stainless steel cap handrails on the entire front part of the boat

by a stainless steel structure at the foot of the mast allowing support during maneuvers on the mast

- Genoa furler with return blocks and jammer.
-

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- Two ST 46 Harken genoa winches.

Including 1 electric winch ST46 port helm station 2 speeds 12V horizontal motor, digital switch and cover, 80A circuit breaker

(installed in 2016) (electric motor gears changed in 08/22)

- A Mainsail ST 46 Harken winch.

- Two genoa sheet returns.

- Mainsheet bar with ball bearing trolley and jammers.

- Water deck fillers (at the foot of the mast).

- Six fenders, four hawsers

Cockpit:

- LED lighting by four ceiling lights.

- Polyester table with a flap and central storage.

- Drain grating.

- Three cockpit lockers with closure including one for gas.

- Davits with straight stainless steel tubes, hoists and jammers.

- Outboard engine chair

- Exterior upholstery redone in February 2023

Helm stations:

- Stainless steel helm seats with leatherette seats and backs and solar protections in sunbrella on stainless steel assembly

- Teak courtesy coxswain seats.

- Electronic console on stainless steel tube to port.

- Glass holders and empty pocket.

- Two wheel bars Ø800 sheathed in leather.

- Controls and engine panels on the port side.

- Two navigation compasses.

- Two crank cases and two cranks.

- Two manual bilge pumps.

- Sea water pump to clean the deck

Skirts:

- Set of pushpits with mast support.

- Two turning cleats for the tender.

- Two stainless steel handrails.

- Starboard deck shower.

- Swimming ladder on starboard skirt.

- Fuel fillers.

- Locations under skirt steps: 2nd anchor

UPDATES AND MAINTENANCE

COMPLETE REFIT IN OCTOBER 2016:

replacement of the entire wardrobe: mainsail, genoa, burgundy lazy bag

addition of gennaker and spinnaker

mooring replacement: 30 kg spade anchor and 100 m of special force 10 steel

installation of a 50mm knotted chain net

Installation of an ST 46 2-speed electric winch, 12v horizontal motor

Return of the GV halyard to the aft cockpit as well as the first rice installed with quick grip

Installation of bowsprit and Harken fittings for gennaker

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Cruising Yachts Specialists

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Installation of an electric seawater pump for the galley and a seawater pump to clean the deck
Installation of a stainless steel handrail on the entire front part of the coachroof and an arch on the port side of the mast
Installation of a new N44 trampoline using D5 Liros halyard
Setting up incoming and outgoing AIS Raymarine 650
Installation of a transceiver with remote control for the windlass
Installation of a wifi antenna with silentwind 12 DBI web catcher router
Installation of a Hydrogenerator Swi tech 2017
Changing the Facnor LS 200 reel
Change in Miamiundersized bowsprit

2018

Reinforcement of the transverse partition
Complete repair of the 2 front hull points following an Eric Vasse report
Installation of an ATMB D400 wind turbine
Replacing the cooker with a Force 10

2019

January: Replacement of the 2 Yanmar 3JH5-CE engines, Sail drive S60, two-bladed propellers
July: Complete replacement of the Raymarine st 6002 autopilot software version 5.00 Reference E22158
P70 desk,
E70100: ACU 400 actuator Control Unit
E70096 Evolution EV1 Sensor Unit Core
T70134 Starter Kit
Replacement of the GV sheet

2020

Replacement of the entire rig: shrouds, frontal diamond, 2 side diamonds, martingale by Fenua Rigging in Tahiti
Replacement of the dinghy with a semi-rigid Highfield 3.1m dinghy with ALU CL 310 Hypalon ORCA double floor
Replacement of the engine by a new yamaha 15cv 2T long shaft
Replacement of the electric windlass ALEPH AL 3512 1500W no drum 10 mm 12V Type Quick

2021

Replacement of halyards
Placement of the coopercoat
Replacement of sail drive seals

2022

Installation of an isothermal CR90 freezer
Installation of a new sunzil 405 w solar panel and MPPT regulator on the coachroof
Installation of a Raymarine E70210 quantum Q24C radar and Navionics small New Zealand charts on the Raymarine station
D60 watermaker motor replacement / 550W 2000 rpm 12v motor
Replacement of the gears of the electric motor of the harken winch, of the Quick windlass sprocket and repair of the windlass motor

2023

Complete change of Davier
Consolidation of the windlass attachment by installing a plate
Change of the rudder shafts (rust points) and complete refurbishment of the rudders
Total overhaul of the engines, change of the SD 60 starboard sail drive and overhaul of the water pumps

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Interior cockpit painting
Complete refurbishment of interior and exterior upholstery
Change of the 5 mixers, and the mirror

EXTRAS

Spare parts and tools (lot of screwdrivers, drills, grinders, flat spanners, pipe spanners, soldering iron, screws.....).All included in the inventory.

Defects: (bulb of the deck projector, LB2E Epirb lithium batteries work but official date expired)

Full pre-purchase survey report:: February 21, 2023

FULL FRENCH DESCRIPTION AVAILABLE ON REQUEST

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