

10 & 2 — TOWNSEND BAY MARINE



Builder: TOWNSEND BAY MARINE

Year Built: 2006

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 47' 0" (14.33m)

Beam: 14' 5" (4.39m)

Min Draft: 5' 6" (1.68m)

Max Draft: 6' 6" (1.98m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs 10 & 2 — TOWNSEND BAY MARINE from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht 10 & 2 — TOWNSEND BAY MARINE or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call +1(954)274-4435

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SPECIFICATIONS

Basic Information

Category: Trawler

Model Year: 2006

Year Built: 2006

Country: United States

Dimensions

LOA: 47' 0" (14.33m)

LWL: 46' 0" (14.02m)

Beam: 14' 5" (4.39m)

Min Draft: 5' 6" (1.68m)

Max Draft: 6' 6" (1.98m)

MFG Length: 51' 0" (15.54m)

Speed, Capacities and Weight

Displacement: 68000 Pounds

Water Capacity: 300 Gallons

Holding Tank: 150 Gallons

Fuel Capacity: 1400 Gallons

Accommodations

Total Cabins: 2

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Steel

Engine Information

Engines: 1

Manufacturer: Luger

Model: LP668D

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Accommodations

Easily sleeps seven with the use of galley dinette and Pullman berth. Even below deck there is a generous amount of natural light and air through (fixed and opening) windows, portlights and deck hatches. The use of Bamboo hardwood soles, white laminate, Cherry and Maple finishes keep the interior spaces feeling open and airy.

All the way forward (just aft of the collision bulkhead) is the large guest head and shower. Aft of that, the **forward guest cabin** offers two generously sized single berths with privacy curtains and plenty of storage space for: guest gear, extra bedding, books and personal affects). A portable stainless steel ladder provides emergency escape from the forward stateroom via the overhead hatch.

Aft of the guest cabin, through an easily handled watertight door is the spacious **galley and dining area**. Well laid-out with modern equipment, attractive Corian counters and plenty of functional storage, this galley will please the most discriminating cruising chef.

A passageway leading aft from the galley, on the port side, has equipment storage areas, washer/dryer and electrical management panels outboard, and a door to the **engine room** on the inboard side. The passageway continues to the spacious and bright **owner's stateroom** with ensuite head and shower. Finely crafted Maple cabinetry offers a fresh, clean and bright atmosphere. Centerline queen bed with electric bed-lifter gives easy access to voluminous extra storage. 22" TV on forward bulkhead is ideal entertainment, as well as to monitor your ship's navigation displays. Additional computer/nav-station on the port side completes this cabin as an inviting area for work, navigation, rest or relaxation.

Steps up from the Galley/Dinning area lead up to the **Pilothouse** situated on the main deck. This is a serious "go to sea" pilothouse with function and comfort for crew and guests in mind. The helm is to starboard with a door to the side deck, a commercial quality Hansen folding chair from Denmark, and a navigation electronics suite that leaves the skipper wanting only the next interesting destination. A raised U-shaped seating area is to port and offers an additional dinning/conversation area that's ideal when underway.

A sliding weatherproof door leads aft to the raised **cockpit** with yet another comfortable seating area and table. The table slides all the way up for stowage and makes this area perfect for taking in the scenery and good weather, and is fully enclosed with canvas and clear curtains when the weather is less than ideal.

Construction Details

Welded steel construction by Townsend Bay Marine. Hull is ¼ inch plate, stem and boxed keel is ½ inch with bow plates of 5/16 inch steel plate. Crash bulkhead forward with watertight forward

stateroom. Decks, fore and aft trunk cabins are welded steel; raised pilothouse sides are welded steel sides with a FRP top extending aft over cockpit FRP seating area. Window frames and portlights are composite with tempered glass. Hatches are Lewmar and doors are Diamond Sea-Glaze. The hull interior has been treated with commercial grade sprayed Delta dB and Delta T insulation and noise deadening material further insulated with 4" of insulation above waterline. All above the water surfaces painted in two-part polyurethane Alexseal paint.

Deck and Hull

Decks are clean, clear and easy to transit with good safety rails and hand holds. Sturdy ship-like fittings and hardware will impress the seasoned yachtsman and attention to function and use of space for seating and storage, etc. is also impressive. "The right stuff" in the right location. Custom heavy duty electric davit and stairs built in to transom make managing the dinghy and boarding safe and easy.

- Doors and windows by Diamond Seaglaze
- (4) Vetus cowl vents in trunk cabin top
- (5) Large Lewmar Ocean series overhead opening hatches with bug screens
- (2) Large opening Lewmar Ocean series hatches in transom
- Clearview "foul weather window" fitted in center windscreen
- (2) Exalto double arm windshield wipers with washer nozzles
- Rocna 40kg anchor with 50' of 1/2" short link chain & 550' of 1/2" galvanized wire
- (2) Stainless steel anchor rollers on bow
- Fortress (model 125) anchor, stored on cabin top with 50' of 3/8" chain & 400' rode in chain locker forward, fed to a Muir anchor windlass with foot controls.
- Chain locker access is through a watertight Freeman hatch.
- An additional 300' of 3/8" high-tensile chain under forward settee.
- Two additional 350' coils of 9/16" braided Dynema line stored on aluminum drums mounted on aft davit for easy deployment and retrieval.
- Two hydraulic capstans; one forward and one aft.
- Zodiac type West Marine 10.5' RIB with Yamaha 9.9 hp 2-stroke outboard and security lock.
- Spare Yamaha 9.9 hp 2-stroke outboard with security lock.

- Canvas covers for outboards, dinghy, stern storage lines, BBQ grill, and sail
- Two Hobie 12' kayaks (one double, one single seat).
- FRP deck box on aft deck.
- Four propane tanks stored in two deck lockers port and starboard on forward trunk cabin as well as one smaller propane tank in locker aft for Magma BBQ grill mounted on aft stanchion rail
- 12V Electric downrigger on with port and starboard stern rail mounts
- Horn, whistle & remote controlled spotlight
- Three mast-mounted deck lights, one directed forward and two aft Crow's nest for lookout
- Aluminum mast and boom by Ostar of New Zealand Steadying sail with sail cover
- Boarding lights in steps to swim platform

Electronics and Navigation

Comprehensive electronics suite is of robust, top shelf equipment with capability, reliability, redundancy and ease of use all smartly considered in the design and installation. The system has been updated through 2012.

- Communication – Furuno FM3000 VHF radio; KVH eTrac Standard C data system; KVH F33 satellite phone; mast mounted cellular antenna.
- GPS - Furuno BBWGPS; Furuno SC 50 satellite compass
- Radar – Furuno 1944CBBNT; 12kw 4' open array w/ APR11 ARPA board; Furuno 1734C, 7-inch. display; 4kw 24-inch array in dome
- Autopilot – Furuno Navpilot 500.
- Weather – Furuno FAX 30; Weather Works XM, B&G 213 mast head wind speed & direction.
- Depth/Speed/Log – Furuno BBFF1 w/50/200 khz transducer w/speed/temp; B&G Hydra 2000 w/170 khz transducer & speed/temp sensor
- Interphase iScan V90 sonar with single transducer.
- Hailer - Furuno LH3000
- Computers – two SP620 Pentium 4 computers; two Samsung 730MW displays
- Nobletec Admiral Navigation Suite with AIS receiver
- Compass – Integral with GPS & autopilot; magnetic compass w/deviation card.
- Entertainment – AM/FM stereo with CD/DVD player; salon and pilothouse speakers
- Weems & Plath ship's clock, barometer & hygrometer.
- TV/monitor in master stateroom interconnected to navigation displays

Electrical System

110VAC system via shore power and on-board inverter/battery bank. 30 HP, four cylinder Luger “pony motor” fitted with alternators for DC generation and emergency “get home” propulsion. First class installation of the electrical management equipment. Top quality wire, breakers, panels, switches, batteries, etc.

- 125/250 volt, 50 Amp, 60 Hz shore power inlet
- 125 volt, 30 amp, 60 Hz shore power inlet
- 230 volt, 50 amp, 50 Hz shore power inlet.
- 125 volt, 30 amp x 50' shore power cord.
- 125/250 volt, 50 amp x 125 volt, 30 amp adapter
- C-Power 12 KVA isolation transformer
- Xantrex SW series inverter/charger 4000 watt with remote control in pilothouse
- (12) North Star AGM batteries
- AGM start batteries for both engines
- (3) Newmar PTM 24-22 battery chargers
- Newmar 32-12-50 40amp DC to DC converter
- (2) Balmar 24 volt, 140 amp alternators with Maxcharge MC 624 regulators; main engine and auxiliary engine
- (2) Leese-Neville 40amp 24 volt alternators; main engine and auxiliary engine

Mechanical Systems

Situated under the pilothouse and accessed through a watertight door in the aft passageway is the walk-in **engine room**. A single Luger, 105 HP main engine drives the Hundested variable pitch propeller Unit through a ZF transmizzion. A Luger 4 cylinder, 30HP “Pony Motor” is used for charging the battery bank and can be connected to the main shaft by a cogged belt for “Get-Home” propulsion. Both the Main and Pony engines are cooled with closed circuit Keel-Coolers.

- Luger LP 668D, six cylinder, 105 HP main engine, mounted with flexible engine mounts to the welded steel frames.
- Variable/controllable pitch Hundestad four blade bronze propellor
- Luger L84401, 30 HP “Pony Motor” with 165 engine hours
- Integral steel fuel tanks 700 gallon capacity each
- Welded steel thru-hulls fittings
- Fiberglass sea-chest strainer for all engine room raw water consumers
- Bronze ball valve seacocks on sea chest
- Five station bilge pumping manifold with five electric bilge pumps and Pacer hydraulic emergency bilge pump
- Engine Gauges including pyrometer for both Main and Pony engines and a Floscan fuel-flow meter.
- Hydraulic steering with emergency tiller

- Articulating rudder for exception maneuvering
- Naiad hydraulic roll fin stabilizers; model 301
- 600 gallon per day Spectra watermaker
- Fuel transfer pump and polishing system
- (2) Racor 751000 primary fuel filters with vacuum gage for Main engine
- (1) Racor 1000ma primary fuel filter for Pony engine
- 25 gallon clean and dirty oil tanks on stbd side of engine room connected to an oil changing manifold which services the main, pony and transmission
- Dedicated Tank Tender clean and dirty oil tank level monitor in engineroom
- Tank Tender in pilothouse for fuel and water tank monitoring
- Headhunter XR-124 fresh water pump with pressure accumulator tank
- Hot and cold PEX plumbing with isolation valves at each fixture
- Salt water wash down pump with bow outlet
- Fresh water hose bib on stern
- 150 gallon black water tank in stern platform
- 70 gallon grey water holding tank located in keel cavity

Safety Equipment

- (4) USCG type III adult life jackets
- (3) USCG type III infant life jackets
- (5) Survival suits
- ACR Global Fix EPIRB (certified through 6/2012)
- LifeSling 2 type IV PFD
- Switlik 6-person life raft (certified through 2011), mfg in 3/2006
- Extensive flare kit
- Medical Sea Pak
- USCG required documents, placards and cards
- (4) Portable fire extinguishers
- Built-in fire extinguisher – Type FE 241, model MA-2-500 manual/auto w/ remote
- Smoke detector – (3) Kidde combo units with CO detectors
- (3) Kidde carbon monoxide detectors

EXCLUSIONS

- Red blankets located in forward stateroom
- Binoculars
- Fishing rods

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht 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 representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

On the hard



Helm Console



Pilot Chair



Pilothouse Settee



PH to Galley / Dining



Galley Dining 1kg aft



Galley Dining



Functional Galley



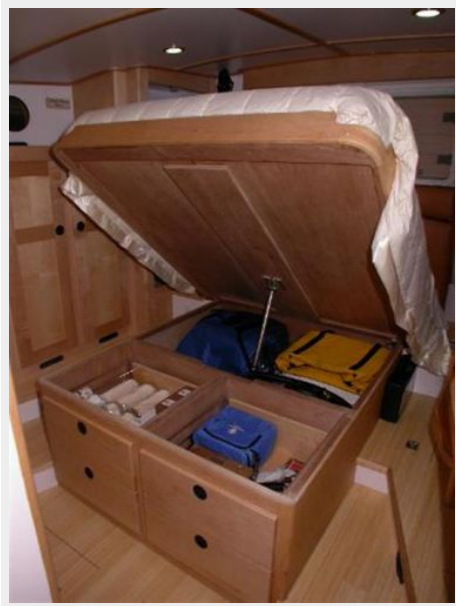
Master Suite



Master



Elect lift stowage



Master Head



Master Nav/Office



Master looking stbd



Guest Cabin lkg fwd



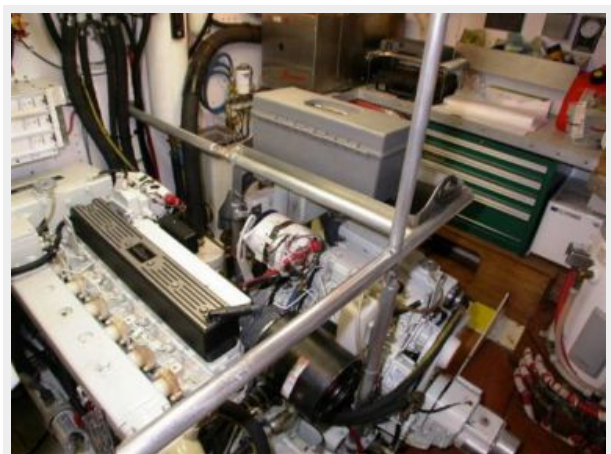
Guest Cabin lkg stbd



Enclosed aft deck



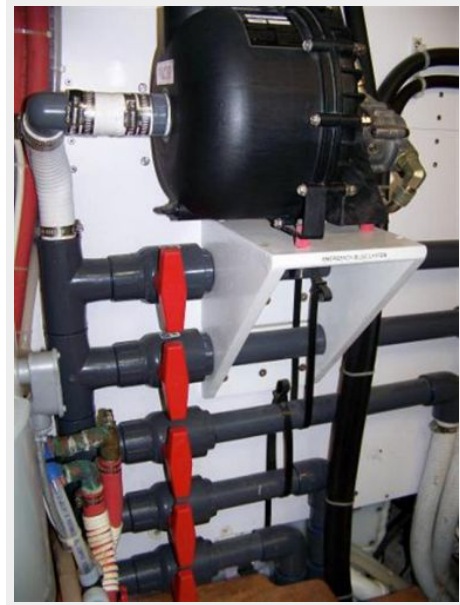
Single Lugger Main



Engine Room detail 1



Emergency Bilge



Fuel Transfer/Polishing



Diesel Furnace



Sea-chest and Fuel Filtration



Anchor



Cruising



Hydraulic Anchor Reel



Fore Deck



Top Deck



Steady Sail Controls



Side Deck detail



Solid hardwood joinery



Hundested propellor and articulating rudder



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