

QUEST — JOHN WALSH



Builder: JOHN WALSH

LOA: 65' 0" (19.81m)

Year Built: 1988

Beam: 15' 6" (4.72m)

Model: Schooner

Max Draft: 6' 6" (1.98m)

Price: PRICE ON APPLICATION

Location: United States

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SPECIFICATIONS

Overview

This one of a kind steel schooner has been specially designed for oceanic expedition and long range blue water cruising. She is sea kindly. She has been sturdily built to very high standards by John Walsh. Attention to details at every level of construction and equipment is obvious.

Basic Information

Category: Schooner

Sub Category: Cruising Sailboat

Model Year: 1988

Year Built: 1988

Refit Year: 2009

Country: United States

Cockpit: Yes

Dimensions

LOA: 65' 0" (19.81m)

Beam: 15' 6" (4.72m)

Max Draft: 6' 6" (1.98m)

Speed, Capacities and Weight

Max Speed Range: 3500 Kts.

Displacement: 120000 Pounds

Fuel Capacity: 1054 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Sleeps: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak

Hull Configuration: Monohull

Hull Color: Spanish White AY & B Elite Professional

Hull Designer: Al Mason

Engine Information

Engines: 1

Manufacturer: Caterpillar

Model: 3304/2B

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Hull Type

Full keel, Double Chine, HD Welded Rub Rail/Skeg-attached rudder, 120,000 lbs Displacement

Accommodations

Forepeak with two single berths and sail storage. Next aft is a guest stateroom with port double berth with storage lockers & drawers, head with shower on starboard. Aft again is the main salon with dinette to port and wet bar/entertainment center opposite followed by U-shaped galley to port, navigation center/chart table to starboard, single berth on port and starboard side, plenty of storage. Next aft is dual access (port & starboard) to engine/mechanical room and workshop. Up steps to pilothouse with deck access sliding doors on each side, steering station, port sitting and access to owner's stateroom. Owner's stateroom has a couch/single berth with expandable desk and queen berth, head and stall shower to starboard. Aft is large cockpit with U-shaped lounge and centerline expandable table. Aft deck is a lazette which houses aft windlass and auto pilot pump and storage.

Sails and Winches

Doyle Sails: Fore sail/Genoa, front sail, asymmetrical, staysail, triatic, mainsail. 62 sqm Full Battened Main. The main sail has three one line reefs that are operated from the aft cockpit in a very secure place. 16.5 sqm Front Stay Sail Asymmetrical spinnaker
Lewmar 40 ST main sheet winch (2) Barient 32 ST genoa winches (2) Lewmar 40 ST main staysail winches (2) Barient 28+ ST fore staysail winches Foremast winches: (2) Lewmar 40 non-ST, (1) Lewmar 40ST, (1) Barient 24 ST Main mast winches: (1) Lewmar 40ST (1) Barient 24ST Lines lead aft from the base of the main mast on both sides through line stoppers to Barient 24 ST's on top of the pilot house. These control reefing lines, topping lift, vang, etc. Harken genoa manual furler, Reckman fore staysail furler Trisail track on mainmast Mainsail lazy jacks

Generators

Norpro 12kw and 9kw with Yanmar engine and sound proofing cocoons.

Rigging

Replaced (2009) with addition of a new Foster boom New rigging (2009): all the

Standing Rigging 1x19 SS wire, halyards, sheaves and running rigging Turnbuckles: Galvanized, open barrel, the strongest material for the job. Chain plates/Stem are steel, welded Furlers were taken apart and maintained (2009) Marconi staysail schooner Masts: two aluminum extrusion with internal ballast Chainplates/stem: Steel, welded Spinnaker Pole: FORESPAR aluminum telescopic Running Rigging: Stainless Steel 7/19 wire and Dacron braid

Propulsion

Type: Diesel, naturally aspirated. The engine is a 1984 Caterpillar 4 cylinder 120-hp model 3304/2B10730. The cooling system is Keel fresh water heat exchanger (no dirt or corrosion in the engine) The transmission is a Caterpillar Twindisk MG509 with Pneumatic single lever. The compressor and governor were replaced in 2014. Shaft: 3" stainless steel Propeller: 3-bladed bronze 33" variable pitch Controls: Single lever-air-activated Bow Thruster: 8hp, 6Kw

Hull and Superstructure

Construction Scantlings: Steel plate over 3/8" web frames and longitudinal-prepped and coated US Navy specs rust-inhibitor protective coating (three coats). Excellent condition overall. Superstructure: Flush decks 2/butterfly hatches, amidships deck storage lockers to pilot house and aft cockpit Hatches & Ports-Gaskets: Heavy-duty custom stainless steel ports, custom butterfly hatches-All polycarbonate lenses Deck: Teak overlay on plywood substrate Cabin Sole: Teak and holly Bulkheads: Veneer/laminated plywood on steel frames

Galley

U-shaped galley to port includes: 24 cubic foot custom freezer 18 cubic foot refrigerator with dual openings to galley and dinette and a separate refrigerator for drinks a smaller drink refrigerator opening to dinette 3 burner propane stove/oven electric convection oven LPG cooker Many storage cabinets

Mechanical room/workshop

Includes: a steel lathe column drill, air compressor, full set of tools, boat heater, instant water heater electric water heater tank

Pilothouse

Pilothouse with deck access sliding doors on each side, steering station, port sitting

and access to owner's stateroom. Pilot House Roof: 40hp Nissan outboard engine that is easily maneuverable with the cargo boom 2 drums that store 100' of line in each 2 winches to control the main sail running rigging

Outside helm

Large, comfortable aft cockpit seating area with drop leaf table forward of outside helm
Helm electronics: Rudder angle indicator, Ray Marine depth finder, Ray Marine know meter, Ray Marine true/apparent wind indicator, Ray Marine E80 GPS/chart plotter

Ground tackle and deck gear

(2) Maxwell 3500 anchor windlasses with control on deck and at pilot house helm (2) large Fisherman anchors usually stored at the foremast (2) anchor storage brackets on bow 1 1/2" tubular stainless steel "sissy bars" at main mast and foremast Large storage compartments port and starboard forward Large storage compartments above salon with cushions for on deck lounging Ratlines on foremast to crew's nest below spreader Stainless steel opening skylights above salon and forward cabin On deck entrance to crew cabin below Walk beneath diving platforms outboard in area of mainmast Two air horns on top of pilot house Outboard motor mound on top of pilot house forward Two large line reels on top of pilot house Midship boom for lifting gear on and off Large davits aft with Futura dinghy 35kg Danforth anchor with 150 meters of 14.3mm chain with automatic wash 25kg Danforth anchor with 150 meters of 9.5mm chain with automatic wash Sun Bath platform with 3 large storage lockers underneath Large Fore Line and Fender storage lockers Propane Tank Locker on port side with 2 propane tanks (for stove and instant water heater) Propane Tank Locker on starboard side with 2 extra propane tanks 2 Four-Person Life Rafts (under sun bath platform) Raymarine Radar Scanner attached to aft mast Crows Nest with two ladders attached to forward mast

Aft Cockpit

Large cockpit with an expandable teak table Helm with controls for the engine, propeller pitch and bow thruster; a POD that has displays for a high performance multifunction Raymarine E80 (GPS, chart plotter, radar) a Raymarine ST60 wind indicator, a rudder indicator and a depth sounder 2 hatches on each side of the helm give access to the lazarette where you have total access to the rudder, Wagner hydraulic helm pump, Accu-Steer hydraulic auto-pilot pump, aft anchor windlass/chain and a compressor

Aft Dinghy Cradle

15' Futura Mark II C Zodiac dinghy stored on a flipping cradle

Engine Room

Caterpillar 3304 B main engine, fresh water cooled/heat exchange keel cooling. It has been chosen by fisherman and tug boats for its strength and reliability; this engine never fails and has a reputation of a very tough engine that is a work horse; rated C. It gives you 100hp in continuous work. There is storage for 1,054 gallons of fuel in 10 tanks all along the bottom of the hull that gives a 3,500nm range (plenty of autonomy to cross any ocean without sails). Twindisc MG506 marine transmission, the perfect drive for the Hundested variable pitch propeller control unit; this unit gives you the ability to control and balance torque and power in rough conditions, ease the power in the harbor for maneuvering or feather the prop for sailing. 12v alternator attached to the engine Compressor for the TwinDisk attached to the engine Pneumatic gear control (very professional, reliable and hassle free) Norpro/Yanmar 12kW generator distributes 208V on a three-phase panel to run the water maker, the bow thruster, the bilge pump, a compressor and electric water heater. The alternative current two phases is picked up from the three phase panel and distributes the 110V AC panel that runs all AC on board; outlets, a washer/dryer, a convection oven, ice maker, battery charger, inverter/charger. Norpro/Yanmar generator 9kW is a secondary generator that also distributes 208V to the three phase panel and the 110v panel. Watermaker Desalinator that makes 60 gallons of fresh water per hour with a storage capacity of 364 gallons in 4 tanks along the bottom of the hull. 2kW bilge pump that could empty water from the bilge in the V-berth, engine room or salon in 2 minutes. This pump can be reversed with a valve and used to either wash the chain and anchor automatically while raising the anchor or used to hose off the deck with salt water. Automatic bilge pump that works when the boat is unattended. Electric water heater Instant propane water heater Carbon-dioxide alarm 2 work benches; one with a column drill and the other with a mini lathe; you can make your own parts on board. Air compressor that distributes air to the bench, the lazarette and the V-berth. Air tank All the tools, wrench, etc. you ever need to tighten or fix whatever needs it. Pantry in Starboard engine room with spare parts, replacement filters, etc.

Radio/Navigation Station

Icom M412 VHF Radio Icom M802 HF/SSB/Ham radio PTS II-USB modem connection for email via SSB/Ham radio Remote Connection to GPS/Computer Depth Sounder with alarm

Salon

Under floor: 6 high-capacity gel batteries Entertainment Center/wet bar with sink, ice

maker, DVD player and TV Aft and starboard side storage above cabinets for Admiral Sized Charts with charts from all over the world Heat Radiator

Guest Stateroom

4,000 watt Mastervolt charger/inverter Back-up charger Heat radiator

V-Berth

Bow thruster 208V, 6kW, 8hp Parachute floating anchor for stability in bad weather Extra sails-genoa, storm sail Chain lovkers-150m of 9/16 (14.3mm) on starboard side and the 150' of 3/8 (9.5mm) on port side 2 Montague full sized foldable bikes 2 Folbot Kodial full sized foldable kayaks with sailing accessory Full snorkel gear for 6 people including flippers, masks and shoes Water ski that can be pulled behind the dinghy

Aft Cabin

Queen bed with storage under the bed where water maker membranes are stored Sofa (can also be used as a single bed) with a small expandable desk Heat radiator

Lazarette

Wagner helm pump Accu-Steer sutopilot pump Pneumatic drum/windlass Aft anchor chain storage Storage shelves Manual bilge pump

Refit

The 2009 refit included but is not limited to the following: The electrical system received a major refit including two new generators-Norpro 12kw & 9kw with yanmar engine and sound proofing cocooms. Installed new electrical distribution switchboards for 110V, 208V AC and 12 DC All wiring in the entire yacht was traced, checked and replaced if needed: cabins, pilot house, helm, V berth, lazarette, etc. All outlets inspected and replaced if needed All redundant cables removed Installed earth testing Installed all new lighting a 4000 Watts charger/invertor Shore power line 110V and 220V/transformer Installed 4 new deep cycle batteries and 3 new start batteries, new gauges and a new alternator Deck: The teak deck was replaced entirely Replaced forward hatch into V-berth with a 6 secure point hatch. The PTO driven hydraulic system (one less system to maintain)was replaced with two new Muir Units that work off the DC circuit. The result is great, easy to use and maintenance free. Can be operated from the pilot house or on deck. Re-Galvanized and marked all anchor chains Added new spectra railings all around the yacht Replaced wood hatch in pilot house with a very large skylight (great

for viewing sails and skies) Replaced life lines all around the deck Paint: Repainted the hull, the two masts and the boom from scratch with an Altex elite system (5 coats from epoxy base to top coat) Pulpits, push pits and stanchions were all sand blasted and painted. They are high and sturdy and the gangways are clear of obstacles; this is a safe and comfortable deck, there are no obstacles. Rigging: Replaced and added a new Foster boom in the aft New rigging: all the Standing Rigging 1 x 19 SS wire, halyards, sheaves and running rigging were replaced Turnbuckles: Galvanized, open barrel; the strongest material for the job Chain plates/Stem are Steel, welded Furlers were all taken apart and maintained The sails are new (2009) Doyle: foresail, front sail, asymmetrical, staysail, triatic, mainsail The main sail has three one line reefs that are operated from the aft cockpit in a very secure place.

Exclusions

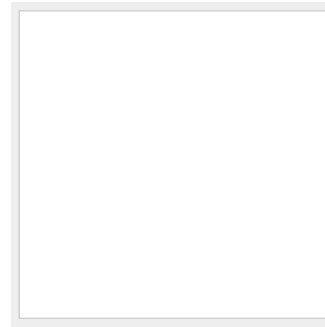
Owner's personal belongings.

Disclaimer

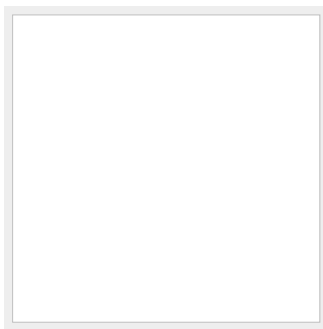
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PHOTOS

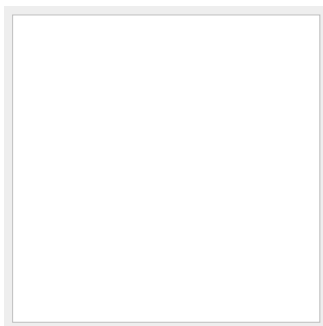
Teak Deck



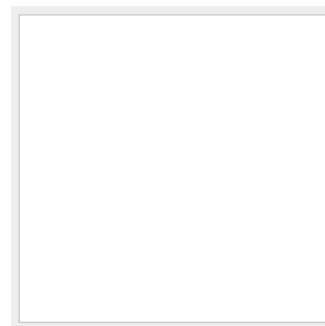
crows nest



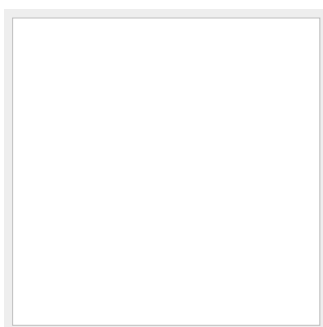
Galley



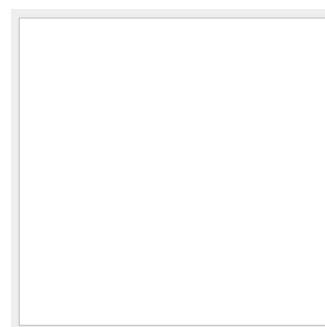
Guest Cabin



Pilot House Seat



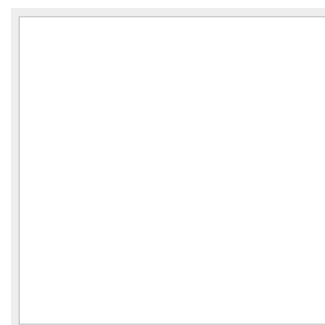
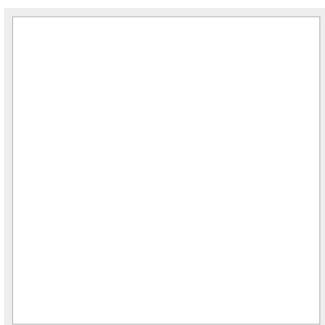
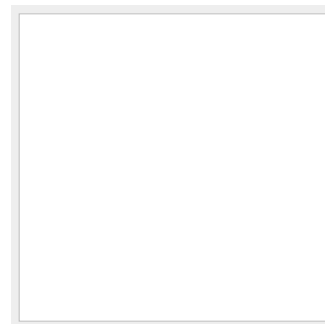
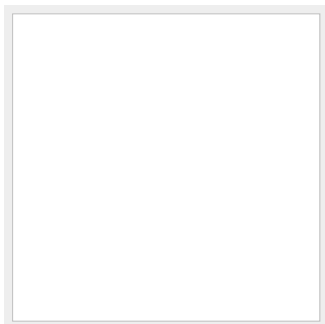
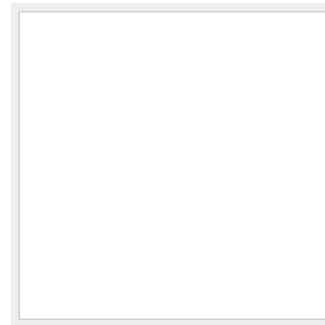
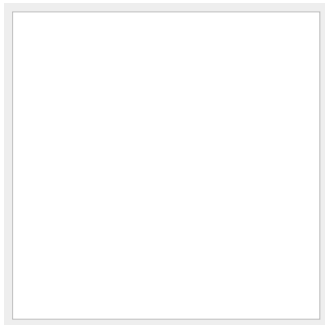
Master Cabin



Master head



Salon STBD Side





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