

RENDEZVOUS — BLUEWATER



Builder: BLUEWATER

LOA: 40' 0" (12.19m)

Year Built: 1972

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Rendezvous — BLUEWATER** 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 **Rendezvous — BLUEWATER** 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

Overview

Rendezvous is a 40' Bluewater pilothouse trawler yacht, Acapulco style. Made in Taiwan at Ta Chiao Brothers Yacht Building- Bluewater Yachts. Naval architect is James McPherson.

First owner imported her to San Francisco, kept in Isleton California. Before us she spent her time plying the fresh waters of the Delta. Since then, she's been cruising the fresh waters of Columbia, Willamette and Snake Rivers in Washington and Oregon. She has spent her entire life in fresh water-rare for a trawler like this built for blue water.

Basic Information

Category: Motor Yacht

Model Year: 1972

Year Built: 1972

Country: United States

Dimensions

LOA: 40' 0" (12.19m)

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Manufacturer: GM

DETAILED INFORMATION

Electrical Equipment

- ONAN 7.5KW generator with separate 12 volt start battery, remote start/stop, no sound shield
- (10) 6 volt TROJAN T-105 house batteries (hooked in series/parallel for 12 volt output) 1,125 amp hours (in Trojan fiber boxes, on top of keel, low in boat, mid-ship)
- (6) 6 volt TROJAN T-105 engine start batteries (hooked in series/parallel for 12 volt output) 675 amp hours (in Trojan fiber boxes in engine room). All batteries can be combined, isolated and/or used for either both of house or engine or generator
- Three-way automatic battery combiner/isolator charging system: charges all batteries from shore power, generator, etc
- Three-battery bank monitoring system: volts, amps, amp-hours
- New, heavy duty copper marine wiring for/between batteries, the three separate battery banks, charger/inverter, automatic electric combiner and manual combiner backup switches
- 120 amp battery charger/2,500 watt inverter
- Three 30-AMP shore power connections: two go to main panel and one goes to separate panel
- Dock water connection as well as new, variable speed domestic water demand pump (>5gpm flow) located in lazarette with water filter
- 120 volt, on-demand, electric water heater connected to shower---endless hot water
- Two 12 volt bilge pumps---one typical size and one high volume: automatic and manual switches with lights in salon (all with separate, bronze seacocks/thru-hulls in lazarette)
- One large discharge manual bilge pump with pump in lazarette, pick up in “wet bilge” section of stern of boat, with deck plate in sole of cockpit so it can be operated standing in cockpit (with separate bronze seacock/thru-hull in lazarette)
- 10 gallon 120 volt electric domestic water heater in lazarette. Also has internal heating coil that heats water via diesel furnace.
- 120 volt built in 2,500 water electric room heater in v-berth

Electronics

- Furuno radar
- Two VHF radios with hailer system: one to cockpit and one to roof of pilot house
- ComNav 1001 autopilot connected to Trimble GPS chart plotter
- Digital, standalone depth gauge
- Anemometer: digital with arrow and numeric readout
- Trimble GPS chart plotter
- Automatic fog horn system
- Electric compass mounted above helm
- Sony camera system: stern camera (fully weather, salt water proof) and helm monitor with

audio and visual - New 2013

- Dual trumpet brass air horn
- Large, mounted search light mounted on top of pilot house with manual control above helm (brass)
- Am/FM stereo (12 volt)
- Brass ship style mechanical watch-clock (pilot house) and barometer (salon)
- Vetus windshield wiper

Engine and Mechanical

- She has a single engine, GM Bedford M466 (653510/1972 Direct Injection), naturally aspirated, 146 BHP@2800 rpm, Torque 353 ft lb @ 1300 rpm, 2,400 hours, runs strong. Transmission is a Berg Warner
- Shaft has almost no exposure to the water—just enough for a zinc between the cutlass bearing and the prop: great protection
- Single exhaust splits into dual exhaust in lazarette with stainless thru-hulls and hose clamps under swim deck
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- 3-blade bronze prop: 26" left-hand, Federal Trupitch (one spare).
- She has a significant rudder with a full metal skeg under it with holding shoe.
- Vetus bow and stern thruster; both 12-volt. Vetus controls at helm in pilot house.
- Morse engine controls (Avon)
- 35 lbs CQR anchor with 350' chain rode and 150' nylon spare rode (both in separate lockers)
- Borge Warner transmission
- Get-home option is gears aligned on generator and drive shaft with chain between them
- New sea strainer/sea cock for engine raw water
- Espar D-10, 32,000 btu, hydronic diesel furnace (rebuilt in November 2013) with both air/coil heat exchangers on separate thermostats, three-vent defroster for the three helm windows, and hydronic towel racks in both heads (heat and drying)
- 40,000 btu engine heat air/coil heater in galley/salon in step to pilot house (heats the entire salon, galley and pilot house when underway)
- Air conditioning unit (raw water cooling) with 5 kw of electric heat: controls install, unit is not
- Built in 120 volt vacuum cleaner and hose, brushes, etc.
- Emergency hand tiller for rudder control: large, wood tiller, metal connection fits through special deck plate in sole of cockpit for operation
- Cable steering
- All thru-hulls have bronze seacocks.
- 9' Apex RIB with almost new (two years old) 9.9 Mercury 4-stroke: professionally serviced last month
- Transom door for easy access
- Large, stainless, mounted fish-pole holders (can be used for BBQ bracket too)

Galley and Salon

- Under counter 10 cubic foot refrigerator with 12 volt Adler Barber compressor and separate raw water cooling pump/sea cock & strainer and on/off switch in galley
- Stainless steel sink with newer faucet and drain line
- Newer cushions in settee and pilot house
- Carpet with pad—all removable for access panels to engine room
- 1,000 watt convection oven/microwave in new cabinetry
- Salon table is from a Fleming---drop down into coffee table height or up for eating
- New Force Ten propane over: two burner top and oven. Tank storage outside under Port stairs to sundeck. Top-of-line monitoring, off/on, etc.
- New cabinetry above counter top
- Lots of storage
- Curved settee with significant storage under
- 12-vot LED flat screen new TV—wall hung with tilt/swing bracket

Staterooms and head

- Mid-ship double berth with Tempur-Pedic mattress
- Single captain's berth in pilot house
- Forward V-berth: two twins
- Mid-ship head with electric macerating head to holding tank, shower, etc.
- Single head forward with VacuFlush head and PuriSan direct discharge (or holding tank) septic system
- Both heads and staterooms have multiple 120 volt outlets
- Mid-ship head has CO2 detector and Tank Watch for holding tank (below deck of staterooms)
- Lots of closets, storage, etc.

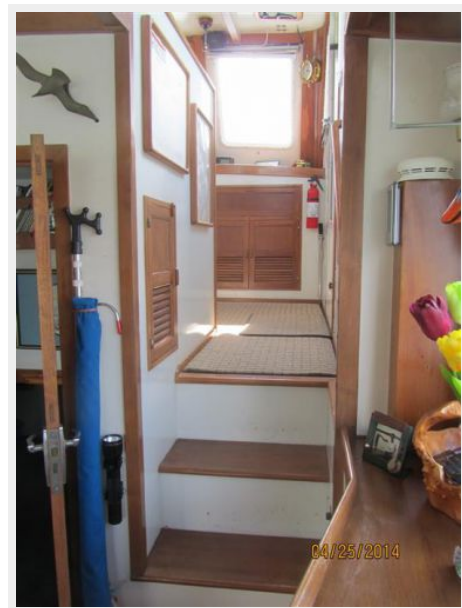
Exclusions

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





CONTACTS

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