

ERNEST HEMINGWAY — CUSTOM



Builder: CUSTOM

Year Built: 2004

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 40' 0" (12.19m)

Beam: 12' 6" (3.81m)

Max Draft: 4' 6" (1.37m)

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

Ernest Hemingway is a Class C Tug / Trawler built specifically for the owner of Wetsig Yachts as his personal vessel. EH is truly a high quality built ship designed with water tight compartments to withstand even the harshest conditions. Her high end construction includes a hull 2 1/2 to 3 inch thick of solid glass and 4 to 5 inch thick in the bow. She's protected with 10 inch rub rail and mounted bow fenders. She was commissioned in Dec 2011 and is a one of a kind Tug with meticulous craftsmanship throughout. EH has all the modern day comforts in making her a fabulous live-a-board and/or cruiser and is an ideal vessel for taking on challenging seas in rough passages, coastal cruising or doing the more casual Great Loop. **Wesmar Digital Stabilizers Side Power twin-screw tunnel Bow Thruster CUMMINS 6BTA5-9M2 Turbo Diesel w/300 HP (650 hrs) Biodiesel reduces maintenance, emissions, costs and environmental impact New ZF 2:1 transmission in 2013 w/warranty 445 Gallons Fuel Capacity 200 Gallons Water Capacity with Water Maker FURUNO NAVNET Color MFD GPS/Chartplotter/Radar (48 mile) Center Island Queen Master w/Sleep Number mattress up forward Flex Steel convertible sleeper sofa in soft ultra leather in salon Dual High End U-Line Fridge/Freezer combos Onan 8 kw Genset in Engine Room w/water tight hatches 8D AGM Batteries in 2013 NewMar Pefect Wave 3000 whole-ship inverter/digital charger LED Lighting throughout Samson Posts both forward and aft**

Tankage

Fuel: 445 Gallons (2x100 Gallon Fiberglass Tanks and 1x45 gal aluminum day tank) Water: 200 Gallons (2x100 Fiberglass Tanks) Water Maker (Sweetwater 400 GPD) Ballast Tank: 1x100 gallon forward ballast tank Holding: 1x145 gallon Fiberglass holding tank

Dimensions

Builder: Wetsig Model: C Tug Type: Trawler LOA: 40 feet Beam: 12ft6in Draft: 4ft6in

Vessel Walk Thru

Starting with the pilothouse, a commanding 360 degree view from 18' off the water resembles the unrestricted view of a flybridge, equipped with the latest in technology, private head and daybed. Dual sliding hatches provide outstanding ventilation on the nice days and access to the side walkways, Portuguese bridge and large foredeck forward. Dual mahogany swiveling captain's chairs and separate navigator's seat provide seating.

Walking aft into the salon provides plenty of space to entertain and relax. Equipped with two swivel mariner Ultraleather chairs and a custom marine Flex-steel sofa covered in soft Ultraleather converts to full size sleeper for guests. The full size, complete L-shaped galley is just aft and has everything for a complete meal while at anchor or underway.

Walking down the companionway leads to the full size master stateroom and a full beam walk-around island queen berth rests a dual Sleep Number bed. The master head is probably one of the largest you will see on a boat this size and has a private entrance with walk-in shower.

Raising the hydraulic companionway steps leads through the first of four watertight doors and into the engine compartment. There is plenty of space to work on the single Cummins diesel and to starboard is the fuel polishing and generator. Leading through another watertight door takes you to the mechanical room, work shop and laundry. From there you have access to the drive-in tender bay and another watertight hatch leads you to the stern area above.

The drive-in tender bay is a work of art in itself for a vessel this size. Hydraulically operated from the transom, allows you to easily store the Zodiac 310 with 15 hp motor without needing a lift.

ERNEST HEMINGWAY is a head turner and is admired by the most meticulous marine engineers.

Master Stateroom

Master Stateroom: Leading down the companionway forward of the main salon is a full beam Master Stateroom.

Full walk-around island Queen berth rests a dual Sleep Number bed

Indirect and reading lights

4 fully extending drawers below the berth.

Under bed access to bow thruster system and additional storage.

Two large full length hanging closets are to port and starboard.

Wall mounted 32" LED HDTV

The Bomar hatch provides ventilation and emergency egress.

Four bronze opening ports provide great cross ventilation.

Main Salon

- Lots of light provided by large fixed port windows
- Two large sliding hatches

- Warm cherry and holly sole
- Custom marine Flex-steel sofa covered in soft Ultraleather converts to full size sleeper
- Additional storage under sofa
- Two custom Mariner swivel full incliners in matching Ultraleather
- New 32" LED flat screen HDTV
- Teak folding end table converts to dining table

Galley

- L-shaped galley is to stern with solid surface Corian counter tops
- Ceramic sink with fine plumbing fixtures
- Hot and cold faucets
- Plenty of storage
- Custom nautical themed flatware and china
- Dual top end U-Line fridge/freezer combos
- GE commercial microwave/browner
- GE commercial convection oven
- Force 10 2-burner electric cooktop
- Ice makers sit below providing enormous perishable storage
- Full length pantry cabinets sit fore and aft
- Excellent lighting

Foredeck and Stern

- Foredeck: Two upholstered bench seats
- Room for two more folding chairs to entertain
- Forward cabinet houses wired windlass remotes

- Fresh water wash down for deck or anchor rode cleaning.
- Stern: Additional area for folding chair seating
- Waterproof hatches to mechanical room and wet bay below deck
- A swinging hatch at the transom leads to the swim platform
- A transom cabinet with hot and cold water transom shower
- Wet bay controls.

Engine and Mechanical Equipment

- Engine Room: The large standup engine room is accessed by hydraulically raising the companionway and entering the engine room through a watertight hatch. The fuel polishing and ballasting system and generator are on the starboard side, the engine mid-line and the stabilizer fins are below. The transmission and stabilizer controls are towards the stern.
- Mechanical Room/Laundry: Walking toward the stern from the engine room is another watertight hatch leading to the mechanical room, workshop and laundry. On the port side is a Splendide 2000S wash/dryer combo. Mechanicals further abaft include the battery banks, inverter and water maker. At the stern is a watertight hatch above leading opening to the stern deck above.
- **Engine: Single 300 hp 1989 remanufactured Cummins 6BTA5-9M2 (650 hrs)**
- Certified dual-fuel, 100% conventional diesel or currently burning Biodiesel
- Biodiesel reduces maintenance, emissions, cost and environmental footprint also extended engine longevity

Engine upgrades to include SMX 1730 Superior Design heavy-duty seawater pump

SMX Multi-Use Water Flow Alarm and Adapter

Auxiliary aluminum coolant tank and additional coolant inlets and lines for additional capacity and cooling Upgraded 120 Ah heavy-duty alternator, and Envirovent Crackcase Ventilation kit

- Domestic hot water heater option added in 2012
- Upgraded Barry & Clark engine mounts/isolators added in 2013.
- New style exhaust manifold.

- Reverso electric oil changing system.
- Supplemental fresh water flush system connected to on-board potable water stores.
- Freshwater flush system converts to a bilge pump in an emergency via engine driven seawater pump.
- Transmission: New ZF 2:1 transmission (2013 with warranty).
- ZF hydraulic PTO provides hydraulic pressure to operate Wesmar digital stabilizers.
- Morse hydraulic transmission controls.
- Running Gear: Running gear was reconditioned, balanced and realigned Jan 2013

2" stainless steel shaft, bronze stuffing box w/new upgraded carbon flax

Palm strut with new cutlass bearing

4-blade 26" bronze propeller, stainless steel rudder

External running gear coated with PropSpeed

Stabilization - Active and Passive: Wesmar's latest active digital gyro and hydraulic stabilization system for unsurpassed 3-axis control of roll, heel and lift while underway, at anchor or mooring with engine running. Passive control is provided when engine isn't running by Magma hull-mounted "Rock & Roll" outriggers and passive stabilization system which not only reduces wave or wind roll/heeling, but also yawing while at anchor.

Bow Thruster: Side Power SP95Ti factory upgraded to SE100/185T specifications in 2013.

The world's most powerful twin-screw 185 mm tunnel bow thruster.

Dual Sidepower joysticks in pilothouse.

Second joystick is prewired to transom for option of adding a stern thruster

Fuel System: 2 - 200 gallon port and starboard fiberglass saddle tanks and one 45 gallon aluminum day tank for total capacity of 445 gallons.

Raycor 75500FGX Dual Turbine Series Fuel Filter/Water Separator with integral pressure gauge and heavy-duty electric pump provides fuel ballastin, fuel polishing, and engine priming capability.

Separate Raycor 75500FGX Single Turbine Series for generator.

Potable water: Shore connections and 2 - 100 gallon fiberglass tanks (200 gallons total).

Water tank monitoring system in pilothouse as well as Johnson water ballasting system controls.

One 100 gallon forward ballast tank.

Whole vessel domestic water pump and regulator.

Electric hot water heater with supplemental engine coolant heat exchanger.

On-board UV sanitation and carbon filtering system.

SweetWater 400 GPD water maker

- HVAC SYSTEMS: Three (3) Marine Air Systems provide reverse heating, ventilation and air conditioning (HVAC) for each deck with pilothouse, main salon, and forward cabins, having 10,000, 16,500 and 12,000 BTU.
- Main salon HVAC system may be diverted to engine and mechanical rooms to facilitate cooling during maintenance or laundry

Black water: Single 145 gallon fiberglass holding tank

Shore and overboard macerating pump discharges.

Grey water: Single 45 gallon fiberglass holding tank.

Galley sink and washing machine have capability to be directly discharged overboard.

Electronics and Helm Station

- Furuno NAVNET Color MFD GPS/Chartplotter/Radar (48 nm) on Furuno network with remote
- Furuno RD-30 Depth finder
- Furuno GP-32 GPS/Data logger
- Furuno FA30 Automatic Identification System (AIS)
- Simrad AP24 Autopilot on Furuno Network
- Simrad AP12 Bluetooth Autopilot remote (2013)
- Two Icom VHF, IC-M504 and IC-M302 with DSC
- Color/Infared Engine Room Camera/Monitor w/sound
- HP Laptop/ 20 inch LED Monitor w/GPS, MapTech and Max Sea Chartplotting software
- Ritchie Compass
- LED Monitor also provides salivation of Wesmar Digital Stabilizer operation and status
- Whoel vessel Wireless network with power boosted Wi-Fi antenna and digital smooting

software for long-distance/off-shore capture of Wi-Fi signals

- Whole vessel power boosted cellular antenna for off-shore reception of cell phone towers
- Dual AM/FM/CD Stereo
- Two 32 inch Insignia flat screen TV's (Salon and Master) w/Glomax powered HDTV

Electrical

- Dual 50-amp 240/120 VAC input ports
- Illuminated electrical panel with clearly marked distribution toggles
- 50-amp shore cord and 30-amp adapter provided
- 8 kW Onan generator with full engine room instrumentation
- 12 & 24 VDC service with panel adjacent to A.C. panel
- Additional distribution toggles in pilot house
- Six batteries - two house 8D AGM Group Super 8D's (2013)
- One engine starting 8D AGM Group Super 8D 270Ah, 1600CCA (2013),
- One generator starting AGM 130Ah 935CCA (2013)
- Two thruster 8D AGM Group Super 8D 1600CCA with separate charging and distribution circuits
- NewMar Perfect Wave 3000 whole-ship inverter/digital charger
- Dual 50-amp galvanic isolators
- LED lighting throughout for reduced electrical load and superior illumination

Master Head

Abaft the Master Stateroom is the probably largest fully enclosed head you will find on this size vessel

White tiled floors

Corian countertops

Ceramic sink

Hot and cold faucet

Atlantis macerating head

Full size walk-in shower

Water purification, plumbing, pumps, hot water heating and sanitation equipment access panels

Private access from Master stateroom

Superstructure

- A USCG/USN ASB 39020 hull - 2 1/2 - 3" thick solid polyester resin reinforced fiberglass (FRP) & 4-5" thick bow
- Bow reinforced with a keel and bow mounted Sampson post
- Plumb bow, round chine, full keel protecting the prop with 1-ton externally mounted lead ballast
- Bilge keels port and starboard forward of mid- ships
- Commercial tugboat 10" black rubber rub rail with mounted bow fenders for easy docking
- Black Interlux Micron 66 bottom paint with Biolux
- Cored fiberglass for weight savings and improved fuel economy
- Portuguese bridge and large foredeck with ample seating forward of pilothouse
- Enclosed pilothouse with daybed and enclosed day head
- Port and starboard all-weather decks and tops with non-skid applied
- 316 stainless steel hardware with railings and ladders brushed marine aluminum
- FRP swim platform & welded aluminum swim ladder at stern
- All hardware mounted to deck is drilled, epoxy- filled, and re-drilled to prevent water intrusion
- Blue hull and white superstructure painted with AwlGrip 2-part polyurethane

Pilothouse

A commanding 360 degree view from 18' off the water resembles the unrestricted view of a flybridge

- Fully air-conditioned comfort
- Dual sliding hatches provide access to the side walkways
- Portuguese bridge and large foredeck forward
- Dual mahogany swiveling captain's chairs and separate navigator's seat
- Navigator's chair converts to a day bed
- A fully enclosed day head with Atlantis macerating electric head
- Helm has full display of all engine controls and electronics
- Large full size chart pockets next to each Captain chair
- An extending chart table is midway between the Captain's chairs
- Full set of drawers below

Tender and Wet Bay

- Wetbay: This vessel has a hydraulically activated watertight stern hatch that provides access to a drive-in tender garage.
- Adequate room for a rigid inflatable Zodiac 310 Compact and headroom for a mounted outboard
- Open bay and drive out or drive in
- Hatch above provides direct access to the steady and dry stern deck above
- No loading and unloading the RIB and outboard from swim platform/salon top

History of "Ernest Hemingway"

ERNEST HEMINGWAY is proven Pilothouse Trawler recently completing voyages to Panama and the Exumas. Design and construction began in 2004 by a dedicated team of nautical architecture and marine engineering experts at Wetsig Yachts of Wilmington NC, a well-regarded shipbuilder known for their premier 65' off-shore sport fishers and commercial hulls.

This vessel was designed and built by the shipyard's President Paul Wetsig, a boat builder and maintainer. Equipped with the latest digital-stabilization and state-of-the-art systems, it would provide overall ease of maintenance, and maximum efficiency and comfort for extended self-contained cruising. A USCG/USN ice-rated Arctic Survey Boat (ASB) 39020 hull was chosen as the basis for this stout vessel. Overall construction is impeccable, meeting U.S. Navy Mil-Specs and exceeding ABYC standards. Built to ship-like standards with collision bulkhead, 4 watertight bulkheads/hatches and a drive-in tender wet bay accessed via a hydraulically activated transom hatch.

Designed with maintenance in mind, all systems are easily accessed and every single system on-board, regardless of size to include the engine, can be easily be removed without cutting a single hole. The interior trim is finished in the classic Nathanael Greene Herreshoff style of mahogany on white. All the trim work hand- matched from a single 65' long plank of 150 year old, no longer available, old-growth mahogany. Each piece of mahogany receiving 8 coats of West Systems epoxy and 6 coats of West Systems 2-part UV stabilized polyurethane for maintenance free life-long durability. The cherry and holly sole warms the interior throughout.

The vessel launched December 1, 2011, partially completed, brought down the Atlantic from Wilmington NC to Fort Lauderdale. At Fort Lauderdale, Glastop Marine, famous for installation of Super yacht custom interior and furnishings, completed the interior. Since completion, the vessel has made additional voyages to the Keys and Bahamas.

Components Used On Hull and Superstructure

The hull is solid glass and consists of vinyl ester resin reinforced 1808 bi-directional fiberglass cloth for superior protection to prolonged water exposure. The bottom was epoxy coated for additional protection from water and osmotic peeling.

The superstructure was made with SAN closed cell foam cored fiberglass composite panels. The panels were foam core of thickness needed with two layers of 1808 on each side. Panels with potential exposure to water or UV used vinyl ester and interior panels used isophthalic polyester resin.

When purchasing the boat the builder provided a partial list of some of the various materials used:

- 990 gal. vinylester resin
- 575 gal. polyester resin
- 28-165 lb. rolls 1808
- 9-76 lb. rolls mat
- 445- gallons acetone

Safety

- Firefighting: Engine room has FE241 Halon flooding fire protection system with helm monitoring station.
- 75# approved type dry chemical extinguishers (7) in pilothouse, salon, Master, engine room hatch, washer/dryer hatch and one aft engine room.
- CO monitor and smoke alarms each deck.
- Anchoring: Dual Lewmar electric windlasses chain covers connected to dual 60# Bruce anchors and 2 x 200' 3/8" chain.
- Lewmar controls in pilothouse and at bow along with fresh water wash down.
- Full stainless steel (SS) chafing gear fitted below anchor hawse pipes port & stud provides complete protection from anchors damaging hull.
- Life raft: Revere 6-man off-shore to 2-2015
- Lighting: Light signal mast with USCG approved Navigation
- Anchor & amber towing lights permitting up to 300' tows.
- Anchoring/steading sail included but not installed.
- Life vests: 10 adult, 2 child, 2 infant - three throw rings with one lighted.
- EPIRB: ACR 406
- Additional: Seven 2500 bilge pumps
- Halogen search light
- Steamship trawler commercial dual tuned air horns
- Ship's whistle & bell
- All required USCG signaling devices.

Comments 'n Summary

The ERNEST HEMINGWAY Pilothouse trawler is a must see with its' robust construction,

attention to detail, and extensive outfitting. It represents great value while providing economy and comfort whether coastal cruising, Great Looping or exploring the Caribbean.

Engine is fresh water flushed after every engine cycle to prevent engine corrosion. Shell Rotella "S" full-synthetic engine oil changed on 100 hour intervals via on board oil change system

Zodiac 310 Compact Tender with 15hp Tohatsu 4 Stroke outboard and also an Intellian Satellite TV System can be negotiated to include in sale.

ERNEST HEMINGWAY is truly one of a kind and if you are looking for one of the best built trawlers you may ever find, don't miss out on taking a look.

Basic Information

Category: Trawler

Sub Category: Tug

Model Year: 2004

Year Built: 2004

Country: United States

Dimensions

LOA: 40' 0" (12.19m)

Beam: 12' 6" (3.81m)

Max Draft: 4' 6" (1.37m)

Speed, Capacities and Weight

Water Capacity: 200 Gallons

Holding Tank: 45 Gallons

Fuel Capacity: 200 Gallons

Accommodations

Total Cabins: 1

Total Heads: 1

Captain Cabin: True

Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Finish: Fiberglass

Engine Information

Engines: 1

Manufacturer: Cummins

Model: 6BTA5-9M2

Engine Type: Inboard

Fuel Type: Diesel

PHOTOS

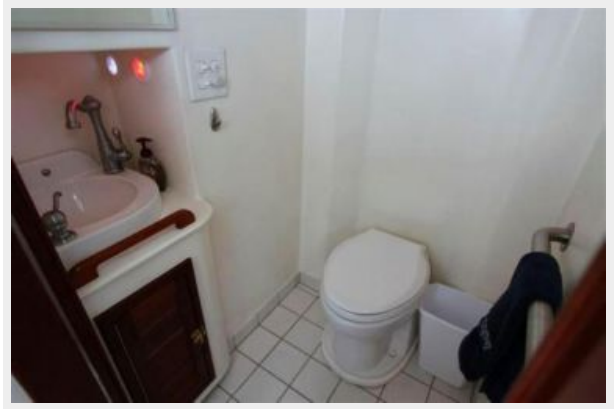
























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