

## CHILLIN 2 — RAYBURN CUSTOM YACHTS



**Builder:** RAYBURN CUSTOM YACHTS

**Year Built:** 2001

**Model:** Motor Yacht

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 76' 0" (23.16m)

**Beam:** 21' 6" (6.55m)

**Max Draft:** 5' 6" (1.68m)

**Cruise Speed:** 10 Kts. (12 MPH)

**Max Speed:** 15 Kts. (17 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Chillin 2 — RAYBURN CUSTOM YACHTS** 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 **Chillin 2 — RAYBURN CUSTOM YACHTS** 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

**Vessel offered as a lease/purchase for 2 years at which time ownership will be transferred!**

**Chillin 2** is an extremely customized Rayburn 76 with over \$800,000 in recent updates and upgrades. She was originally custom built to the highest standards by Rayburn for an experienced yachtsman who desired extended ocean cruising capability and ease of operation and maintenance. The interior is finished out in Honduran mahogany with raised panel doors and cabinetry giving it a luxurious, rich look usually only seen in much larger yachts. The current owners updated the vessel less than 2 years ago with a complete paint job, new teak decks, all new soft goods, upgraded electronics and replacements and services too numerous to list here. Chillin 2 is powered with recently serviced, economical long lasting CAT 3406E Engines and carries 2700 gallons of fuel. The boat shows beautifully and has been brought up to standards even beyond the exceptional original build. See below for a partial but impressive list of updates and upgrades.

The vessel's interior is warm and luxurious with fine crafted furnishings. Features include custom crown moldings and beams, day head, custom oval coffee table, new flat screen TV and new LED lighting throughout. Large windows invite the outside in and have custom automatic blinds. The quality of craftsmanship is on display throughout the vessel.

Three lovely staterooms with en suite heads. Large on-deck galley with beautiful appliances. Full walk-in engine room. Impeccably maintained and a rare offering on the brokerage market. New paint and teak decks.

## Basic Information

<b>Category:</b> Motor Yacht	<b>Model Year:</b> 2001
<b>Year Built:</b> 2001	<b>Country:</b> United States

## Dimensions

<b>LOA:</b> 76' 0" (23.16m)	<b>Beam:</b> 21' 6" (6.55m)
<b>Max Draft:</b> 5' 6" (1.68m)	<b>Clearance:</b> 19' 6" (5.94m)

## Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)	Max Speed: 15 Kts. (17 MPH)
Displacement: 124000 Pounds	Water Capacity: 400 Gallons
Holding Tank: 30 Gallons	Fuel Capacity: 2700 Gallons

## Accommodations

Total Cabins: 3	Total Heads: 4
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## Hull and Deck Information

Hull Material: Fiberglass

## Engine Information

Engines: 2	Manufacturer: Caterpillar
Model: 3406E	Engine Type: Inboard
Fuel Type: Diesel	

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# DETAILED INFORMATION

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## Overview

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**Chillin 2** was built for an experienced yachting couple who have enjoyed their yacht and are now moving ashore. Extensive planning was done for this yacht and the owner was on site daily throughout construction. The architect designed a sea kindly hull intended for extensive offshore cruising by a retired couple, neither of whom are mechanics or technicians, so they could operate the vessel without crew. To help meet these requirements, labor saving mechanical systems and equipment were incorporated and redundancy was built into all critical systems. Systems crucial to basic vessel operation were kept simple to increase reliability and reduce maintenance.

Since the owner anticipated extended passages in the open sea, safety and seaworthiness were critical. Their intention to cruise in remote parts of the world dictated the selection of equipment, and all mechanical, electrical and plumbing components are readily available and serviceable worldwide. Maintenance of watertight integrity was important, as was the minimizing of motion in rough water.

Routine stability checks by the architect confirmed that the vessel was designed with an abundant margin of safety. Comparison with the USCG weather criteria for ocean going vessels in fully exposed water conditions **(a conservative measurement for ships that entails 100 knot winds) indicates that by the most conservative calculations this vessel exceeds the criteria by an impressive 14% margin. Other sea keeping considerations include: a motion-dampened hull form augmented by active stabilization: freeboard and bow sections that offer resistance to pitch and vertical acceleration. The fine bow with narrow chine forward keeps running resistance low in all sea conditions and ensures that very little water is taken over the bow.**

**Chillin 2** is the result of a careful collaboration between the owners; their architect, two professional surveyors, and a conscientious builder. Since launching in July 2001 the owner lived aboard full time and cruised from Vancouver BC through the Panama Canal, the North coast of South America, the Mediterranean, throughout the Caribbean and Bahamas, the East Coast of the U.S. and the Canadian Maritimes. Vessel is currently cruising South Florida and the Bahamas.

**Yacht Interior - Woodwork:** The vessel's interior woodwork is of exceptional quality and workmanship, hand built by Dutch craftsmen utilizing grain matched Honduras mahogany. Finishes were sanded entirely by hand and sprayed with multiple coats of clear lacquer to provide a uniform toned, low maintenance satin finish.

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## Pilothouse

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Port and starboard pilothouse doors are by Pacific Coast and are hinged, weather tight, dogging,

and fitted with full and partial hold opens. The five forward windows are equipped with Hepworth heavy duty, multi-speed, self-parking pantograph windshield wipers with Bosch blades, a fresh water windshield wash system. Hidden defrost units blow heated air across the windows when necessary to prevent fogging.

The raised control console was solidly built and secured and is fitted with the extensive navigation equipment, controls and instruments describe elsewhere. Chart tables, integral to the console are port and starboard, each with adjustable chart lights. Four ample chart drawers are below the console to starboard, where a complete set of manuals and most service records are kept. To port are enclosed bookshelves. Aft is a bookshelf and small locker containing a fire extinguisher and storage. There is an AM/FM radio CD player with DVD player and screen in wheelhouse, overhead stereo speakers, and outlets.

**Wing control stations are port and starboard on the main deck, fold-out, adjacent to boarding gates. These provide ease of docking with limited crew. Included are controls for engines, stop, start, bow and stern thruster. Thrusters are hydraulic therefore they provide exceptional control of the vessel while docking. Giving 5 sets of control.**

Aft of the console is an upholstered raised bench seat with footrest and storage below. A removable stainless steel butt bar and toe rail is at the helm. Overhead lighting includes red light fixtures for night use. The pilothouse is fitted with ample air conditioning and a pocket door to isolate the helm from the galley and aft salon for night running. A flag drawer is also under helm with most countries and state flags.

To starboard, behind louvered doors below the console, is the power distribution panel (110V CA, 24V DC, 12V DC) with circuit breakers and controls for the inverters and generators, AC power connections and LED readouts for voltage, amperage, alternator output, etc. Thus the entire electrical system can be managed from the pilothouse. Shore power and both generators starts and stops are duplicated here. Power is seamless when transferring from generator to shore power.

Pilothouse Navigational Equipment: (Lower station) Radar: Furuno FR1500 with ARPA (IMO approved) Furuno FRD811 remote display (from flybridge) GPS Depth: Furuno FCV 600 LCD sounder 2 VHF: Standard Horizon with DSC / loud hailers / horn & bell remote stations located at flybridge and lower station. 4 VHF's total Navtex: Furuno NX500 Navtex receiver Autopilot: Simrad / Robertson AP 20 AP21 Hand held remotes FU 35 steering levers (jog) R135 rudder indicators (2) Multi-use LCD displays Compass: Ritchie Globemaster Programmable watch clock with alarm (2) Cetrek 2000 multi data displays with additional displays in master stateroom and saloon. Display selections include speed / depth / wind / track/ heading, etc.

**Helm gauges and monitors include:** Water and fuel tank volume (Black and gray water holding tank monitors (fully automatic) Bonding protection

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## Galley

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Aft of the pilothouse to port is the large "U" shaped galley with under counter and overhead lighting and a red night light. Counters are Corian. The floor is teak and maple. There is a double stainless steel sink with garbage disposal. Stainless fronted appliances include a Frigidaire microwave-convection oven with warming drawer. GE electric stove with self-cleaning oven, Samsung side-by-side refrigerator with ice and water dispenser, freezer drawer, and a Miele dishwasher. Glass top 4 burner stove has sea rails for cooking while underway.

The galley has windows with a small opening port and screens, a counter height pass-through to the salon that can be closed off with louvered shutters. Opposite the galley is a vestibule area with additional pantry cabinets, and off the vestibule is the beautiful day head and an enclosed, easily accessible stairway to the fly bridge. There is also an aft deck staircase to fly bridge from aft deck.

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## Salon

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The large comfortable saloon is equipped with multiple, purpose built storage cabinets and a built-in dining table that expands to seat five. There are two dining chairs, two upholstered side chairs on swivel bases, a couch with built-in end tables with drawers and bookshelves, and a coffee table with pullout footrests that can also be used as side tables. Storage areas include a red wine cabinet and DVD / CD storage. A storage area in the aft port corner of the saloon, which was built to house art supplies, is plumbed for easy conversion to a wet bar. Average headroom throughout the boat is 6'5" + a chilled wine cooler is also located in salon.

Table lamps and a ceiling lamps provide incandescent lighting and the paneled ceiling is equipped with dimmable halogen lamps. Adjacent to the doors leading to the aft deck there is an operable window. Windows are equipped with mahogany electric Venetian blinds with remote controls.

Entertainment equipment is located in a saloon cabinet and is controlled by a remote, radio frequency controller, as are the Venetian blinds. A concealed, large flat screen TV(Toshiba) on a powered lift is built-in to starboard. Connected to surround sound which plays music on aft deck as well.

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## Master Stateroom

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The large master stateroom features an oversize queen bed with reading lamps and built-in bookshelves, end tables and drawers on either side. A pullout shelf at the foot of the bed provides storage for the bedspread. There are large hanging lockers and drawer spaces to port and additional hanging locker and drawer storage to starboard. His and hers heads with separate entrances and a large shower door between are immediately aft. The interior engine room entrance is from the starboard side bathroom. Both heads and the master stateroom are equipped with red night lights.



The starboard end table houses a cabinet with storage and stereo with DVD player.

Opposite the bed is a flat screen TV with surround sound.

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## Library/Office

Central to the lower deck, at the foot of the stairs leading from the saloon, is a large and welcoming vestibule containing the library / office area with a corner desk and chair, built-in bookshelves, file drawers and a settee with wall sconces above. All staterooms, laundry, electrical room, and walls in fridge/freezer are accessed through this area. Under the floor is the sophisticated head hunter treatment system and it is fully automatic. There is also a large flat screen T.V.

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## VIP Stateroom

There are two guest staterooms. The large VIP guest berth forward has an oversized full bed with storage below(hydraulic lift), individual reading lamps, hanging and folded storage closets, and a full ensuite head with shower. Opening port lights adjacent to the bed are concealed behind Shoji screens. There is an escape / ventilation hatch above the bed and another opening port light in the bath.

**Also includes:** TV, VCR AM / FM / CD radios Overhead speakers

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## Guest Stateroom

The second stateroom, to port, has twin over / under berths, storage lockers and a full ensuite head with shower. Opening port light above the upper berth and there is another opening port light in the bath.

**Also includes:** TV, VCR AM / FM / CD radios Overhead speakers

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## Heads

All four head compartments, the day head and those for the staterooms, are finely outfitted with paneled mahogany, Corian counter tops, Headhunter fresh water toilets, teak and maple floors, and exhaust fans. Shower compartments have thermostatically controlled showerheads.

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## Laundry/ Freezer

The laundry room is equipped with a full size washer and dryer, storage area for laundry supplies and an ironing board, as well as clothes hamper. Off this room is a large walk-in stainless

freezer/refrigerator for long range cruising where temps can be adjusted from 0° to 50°.

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## Aft Deck

The aft deck is large with built-in seating aft around a teak, hydraulic coffee / dining table. Built-in refrigerator and BBQ with exhaust system are to port. Hard top has lighting. There is also a refrigerator/ice maker. Two stairways lead down to transom platform and engine room. Another stairway leads to boat deck. A hydraulic passarelle extends from the transom for stern docking (currently inoperative). There are also remote controls to raise on lower bow anchors and a remote diving station plug ins for med mooring. Beautiful teak aft deck table is accented by \$10,000 of new release marine teak chairs and TV on aft deck.

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## Electrical Room

A small electrical room contains a safe and many of the electronic components such as GPS processor, Satellite TV, and steering and stabilizer electronics. All arranged for easy, stand-up service. DirecTV boxes(4) New HDTV Dome on fly bridge.

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## Electronic Systems

**SSB Ground Plane:** A copper screen of approximately 150 sq. ft. is installed in the saloon overhead and the copper ground plane strap from the SSB radio antenna coupler to the hull bilges is connected to a hull group plate. (There is currently no SSB onboard)

**Entertainment Systems:** Entertainment systems include a New HD Sea Tel satellite TV system with hardware and receivers for the US. DVD and VCR players are in the saloon and master stateroom. There is a CD player and tuner. AM / FM / CD players are in each stateroom, engine room, and both helms. A large LCD screen in the saloon is stored flush with the cabinetry and raised by a powered lift. There is an LCD screen in the master stateroom and individual TV / VCR players in the guest staterooms. Speakers with individual controls are located throughout the vessel, the aft deck and flybridge.

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## Fly Bridge

**Flybridge Electronics:** Furuno FR7062 (2) VHF: Standard Horizon with DSC / loud hailers / horn & bell remote stations located at flybridge and master stateroom Autopilot: Simrad / Robertson AP 20; AP21 hand-held remotes; FU 35 steering levers; R135 rudder indicators; Compass: Ritchie Globemaster  
Engine room fire suppression system monitor Garmin chartplotter with touch screen

**Canopied Section:** Below the canopy, to port, is a large built-in bench seat with cushions, cover,

and storage beneath. In front of the settee is a custom teak cocktail table. To starboard is a built-in cabinet with sink, New icemaker / refrigerator, and storage. A 110V AC waterproof outlet is nearby. The area is surrounded with a Lucite venturi, with polished 316 SSTL brackets and handrail around top. Stairs leading inside to the main cabin have an angled sliding weather tight hatch and is 4" still. Decking is teak. Also, there is a small chest freezer. (New 2012)

The upper helm stations includes steering, engine, anchor, thruster controls, and the complete electronics described earlier, all with a Stamoid cover. Storage lockers below the helm are equipped with lighting, grating and a compressed air connection. Lockers have ample storage for the vessel's spare parts and accessories. One locker contains the AM / FM / CD radio. Aft of the helm are two Stidd helm chairs with waterproof covers. New Bluetooth capable Fusion stereo on F/B. at the cost of several hundred thousand dollar the mast and hardtop can be hydraulically lowered so vessel can have an air draft of 19'6"(reported).

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## Electrical System

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The electrical system conforms to ABYC, plus UL and USCG standards and is in accordance with good practice and workmanship for yachts. All electrical equipment is proven to be satisfactory for marine use. Operation is generally easy and fool proof for unskilled personnel.

An automated electrical power management and monitoring system designed by Ocean Electro simplifies electrical operation and enables the vessel to function under electrical conditions found anywhere in the world. All electrical operations can be controlled and monitored at either the pilothouse or engine room. (50/60 HZ) and (220/440) power plus Glendenning cable master forward deck and aft deck.

**Inverters:** All 110 and 220V AC loads except for the stove, washer / dryer, air conditioning and water maker are powered through two 4000-watt Trace inverters operating off a large house battery bank. When at anchor, the inverters generally supply enough power for about 12 - 14 hours of normal power usage. The inverters also give seamless transfer and soft start of heavy draw items.

**House Batteries:** Two banks of twelve 12-volt gel batteries are combined to make one 24V house bank. The house bank also supplies the 24V power, and 12V power by means of a converter, for which there is duplicate backup. Batteries are easily maintained by means of a central filling system. The 50 HZ watt charges are currently inoperable.

**Shore Power - North America:** The vessel is configured for a 100-amp, single-phase 120 / 240V 60 Hz power supply. In North America shore power can be connected at either the bow or the stern through 100-foot cords operation on Glendenning power reel systems. Bow has new cord and remote switch.

**Shore Power - Europe:** When connected to European power (240-415V, 50 Hz) system has been exceptionally reliable and simple to use, eliminating the need for a large converter system.

**Isolation and Boost Transformer:** An isolation and boost transformer automatically senses and adjusts for fluctuations in shore power voltage, maintaining voltage to all consumers within safe and adequate parameters.

**Generators:** The vessel is equipped with a Northern Lights 32 kW and a Northern Lights 16 kW, 120 / 240 BAC, 60 Hz diesel generators with remote start / stop gauges in engine room and pilothouse. Both generators have sound shields, Racor 500 series fuel filters and water lift mufflers. Oil changes are by means of the central oil change system with new and old oil storage tanks, large enough to change oil in both generators and both main engines - on deck fills.

**Distribution Panels:** All electrical systems are connected through waterproof panels containing marine type circuit breakers. Circuit breakers are located at eye level in the engine room and at the pilothouse.

**Ships Lighting / Night Lighting:** Ship's lighting is 24V and 120V AC. Engine room lights operate on either 24V or 120V. The pilothouse, galley, day head, master stateroom and heads are equipped with red lighting for night vision.

**Auxiliary Batteries and Chargers:** There are two 12V batteries (24V) for engine starting, another two battery banks (24V) for the 32 kW generator, and one (12V) for the 16 kW generator. Batteries are equipped with hydro caps for low maintenance and each have separate chargers. For emergency starting power a parallel switch connects the engine and 32 kW generator batteries to the house batteries.

**Emergency Batteries:** One VHF radio and emergency strobe operate off dedicated Gel batteries and chargers mounted under the flybridge helm.

**Alternators:** Engines are equipped with 240-amp Balmar brushless alternators connected to Max Charge alternators, isolators, and a Center Fielder that ensures balanced output between alternators. Alternators were new models in 2005 / 2006. Alternators and inverters supply sufficient power to eliminate the need for operating a generator when underway without use of a/c, stove, etc.

**Navigation Lights and Horn:** Navigation lights are Aqua Signal and comply with International rules and U.S. Coast Guard regulations for yachts over 60 feet. There is also a remote mtd tow lite.

Dual Kahlenberg chrome plated air horns are mounted outboard to port and starboard on the flybridge. The new air compressor supplies compressed air to the horns and to the outlets in the engine room, bow and flybridge lockers.

A chrome plated 8" Carlisle Finch 120V AC searchlight is mounted on centerline, and two ACR search lights are located on the mast, port and starboard. The latter are used to illuminate the shoreline of river banks and narrow channels. Search lights operate remotely from the pilothouse and flybridge. A strobe light high on the mast serves as an emergency signal beacon and is operable from either helm.

**Electrical Bonding:** All major electrical equipment, through-hull fittings, major metal masses, and sources of static or stray current is grounded to a common buss. Underwater electrical current is then monitored and a matching current induced by an Electro-Guard induced current control system, eliminating concerns of electrolysis, corrosion of fittings and the frequent replacement of anodes. Shaft and rudders are also protected by this system. The flow of current and level of protection can be monitored at the pilothouse.

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## Boat Deck

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The boat deck is fitted with a large built-in deck box locker with a gas lift lid and fresh water hose connection. All lockers have drainage and grating. Boat deck bulwarks are fitted all around with 300 series stainless steel stanchions and rails. Rails at aft center are removable to facilitate launching the tender aft onto port and starboard. Rails leading to the outboard walk around are fitted with operable gates. The boat deck is non-skid, as is the walkway that allows access to the exterior of the flybridge.

Rainwater drains are in the deck with piping hidden in the cabin sides and hull discharge close to the waterline. Stairs leading to the aft deck have a sliding horizontal door at the flybridge bridge deck that prevents rain or spray from reaching the aft deck.

A custom built Steelhead davit /crane, 1,500 lbs . capacity stows nearly alongside the tender. The crane is fitted with plug-in controls and extends 20 feet, allowing the tender to be launched port, starboard, or aft. The crane features a lineal winch, Spectra type cable, and 360 degree power rotation. A vespa is also mounted on F/B decks as is 8 per life raft and 2 epirbs.

Courtesy lights illuminate the flybridge, boat deck, and all stairways. A flood light illuminates the boat deck. For bridges, waterways, or covered storage, the mast and canopy lower hydraulically to reduce overall height to approximately 19' 6" feet above the waterline. An 8-person SOLAS approved Switlick life raft, and GPIRB, each equipped with a hydrostatic release are mounted on the boat deck.

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## Deck and Hull

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**Exterior Paint:** The vessel was faired with Awl-Fair micro-balloon filler to obtain a smooth surface and then sealed with polyurethane primer. Paint is U.S. Paint Awl Grip, Matterhorn White with two bands of Astro Blue accent stripes. The priming, fairing, and painting process was supervised by a U.S. paint representative. Paint application was consistent with high quality yacht standards in terms of luster, texture, coverage, surface contamination and sub-surface preparation. (Reported 2014)

Bilges and the inside of all lockers are white gel coat. Engine and gears are painted white using manufacturers approved coating.

**Hull Bottom:** Copper Poxy permanent anti-fouling barrier epoxy was applied to the bottom to retard the growth of crustaceans, eliminate the need for anti-fouling paints, and prevent blistering. From the waterline to the chine the hull is painted with hard anti-fouling to retard algae growth. Fiberglass hull is reinforced with kevlar (located onboard is a box of cutouts of various parts of vessel)

**Exterior Woodwork:** The hand and cap rails are of fine quality teak with multiple coats of varnish. Teak decking is best quality 1/2" planks are bonded to the decks. There are no metal fasteners or plugs. Seam compound is by Simpson.

**Anchor System:** The vessel is equipped with a dual, heavy-duty anchor system. The anchors are stowed attractively and neatly, very close to the stern. There is also remote windlass control stations on stern for easy mooring. A 50 kg / 110# Bruce anchor with 380 feet of 1/2", grade 63, ACCO galvanized chain in the port chain locker is deployed by the port (upper) windlass. The starboard (lower) windlass deploys another 50 kg / 110# Bruce anchor with 300 feet of grade 63 galvanized chain in the starboard chain locker. Chain has a working load limit of 9,000 lbs. Bitter ends are secured by 5/8" double-braided nylon line which runs just past the gypsies, where they can be cut, if necessary, to release the anchor. Each anchor is controlled by a dedicated Maxwell VWC 400 hydraulic horizontal axis windlass with 4,000 lb. pull, wildcat and gypsy, and fitted with chain stoppers. Windlass controls are at the pilothouse, flybridge, and fore deck remote. There is also a #40 Fortress emergency / stern anchor with 30 feet 3/8" chain and 300 feet 1" braided nylon line stored in lazarette.

An automatic saltwater washing system washes both bow anchors and chains as they are retrieved. Salt and fresh water hose connections on the fore deck can be used to supplement the washing. Drainage of the chain lockers is close to the waterline. Chain lockers are fitted with waterproof lights and watertight hatches. Inside of chain locker is painted polyurethane.

## Hull

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The hull laminate schedule from exterior to internal includes 4 x CDM 3408 fiberglass reinforcing, 1" Corecell A550 core, 4 x CDM 3408. The entire exterior hull laminate is impregnated with vinylester resin. Keel laminate is 1.5" solid CDM 3408. Two runs of 12oz. to 19 oz. Kevlar was added to outer shell laminate in strategic areas. Hull bottom framing is Nida-Core encapsulated with 4 runs of 1708 in engine room and 3 runs forward of the engine room. Longitudinal reinforcement is 3 x 1708 encapsulated H55 PVC foam.

## Safety and Fire Protection

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### Smoke Detectors:

All inhabitable interior spaces and the underside of each helm console are supplied with smoke detectors that annunciate at each unit.

### Additional Safety Equipment and Related Outfit:

- Six dock lines of 3/4" mega-braid with 24" spliced eyes and chafe guard (4 X 35' whipped)
- Six USCG approved offshore type adult life preservers with strobe lights and whistles attached
- Six USCG approved portable fire extinguishers in marked spaces throughout the vessel
- Complete emergency signaling kit (smoke, flares, etc.)
- Adequate rails and hand grabs throughout are sufficient for comfortable personnel movement during extended and rough water passages
- Sea rails fitted to all shelves
- Varnished boat hooks mounted overhead, port and starboard
- (5) five-foot hypalon inflatable fenders with custom leather fender hooks and electric inflate / exhaust vacuum
- Switlick 6-person MX life raft with hydrostatic release on flybridge
- Weather resistant stamoid covers on all exterior upholstery / tender and flybridge helm
- Two NAT 604 MZ / GP S GPIRB's (auto release on upper deck)
- Carbon monoxide detectors with alarms in each stateroom

All safety equipment and fire suppression systems are serviced and up to date.

Engine room is watertight to the overhead and forward (bow) bilge is watertight. There is a complex auxiliary bridge pump system that can manually pump water from any bilge area off engine driver pump.

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## Port Lights, Windows, Doors

**Port Lights:** Port lights on the hull sides are fitted with dead lite covers and removable screens. The port lights are fixed and opening, supplied by Freeman, and are suitable robust for ocean service. All are anodized and painted to match surroundings.

**Windows:** The main cabin and pilothouse side windows are 3/8" tinted (44%) tempered glass. The pilothouse windshields are of 1/2" tempered clear glass.

**Doors:** All lower deck and engine room doors are custom built by Pacific Coast and are lockable, dogged, weather tight and are keyed alike. The interior engine room door has a fire rated deadlight. All interior joiner doors are paneled, solid mahogany.

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## Engine Room and Mechanical Equipment

**Engine Room:** The engine room is spacious, exceptionally clean and well-lit with 110V and 24V lighting. All equipment is thoughtfully arranged for ease of operation and maintenance. Principal systems are described elsewhere. There is excellent sound insulation and two means of entry /

egress. Flooring is one level, clear and uncluttered, covered with roll-up rugs floor. Engine room to the overhead is watertight and air conditioned. Storage cabinets fwd in E/R for spare parts.

**Included in the Engine Room:** Fresh water faucet and hose Dedicated electrical distribution panel for engine room equipment Guards are fitted on all revolving machinery and equipment Sealed drip pans under the engines and generators Valves, switches, and controls are clearly marked Manifolds for fuel transfer and emergency bilge pumps are under lift-up lids providing a neat, uncluttered appearance and additional work surfaces Stainless steel handrails surround each engine Two cabinets for storage of tools and spares Compressed air outlet Ample work surfaces and a vise Boss fuel polishing system and fuel transfer pump for faster transfer between 4 tanks.

**Machinery:** Main engines are twin Caterpillar 3406E rated 800 hp @ 2300 rpm, with approximately (2) 1/2:1 ratio Twin Disc MG 5114 marine gear. Engines are complete with all factory standard equipment and controls including:

- Heat exchanger cooled
- Variable speed governor
- Water-cooled exhaust manifolds
- Water-cooled turbo charger
- 24-volt starter
- 12-volt fuel solenoid shut down
- 12-volt alarm system for high water temperature / low oil pressure
- Marine air silencers
- Watermaker (75 gal per day)
- 3 compressors on chilled water ac
- Engine room is air conditioned
- Walker Air seps
- Engine and gear oil coolers
- Adjustable vibration isolators with maximum isolation efficiency
- Complete instrumentation and alarms

The following engine driven auxiliary equipment is **duplicated** on each engine to ensure operation even if one engine is shut down: PTO's to drive the steering hydraulics; gear driven pumps to drive the stabilizers, windlass and thrusters; emergency bilge pumps.

**Propeller Shafting:** Propeller shafts are stainless steel, Aquamet 22 HS, 3 1/2" diameter, machined to SAE standard taper at the propeller end. The shafts turn in Tides Marine "Strong Seal" fittings with a Spare Seal Carrier on each shaft. These are lubricated by main engine cooling water and cross-plumbed to ensure cooling of both shafts if one engine is down. Shafts are equipped with spurs for the cutting of stray lines. Shafts are supported by an intermediate bearing in the shaft log and by airfoil shaped single leg strut for protection against floating debris and logs.

**Propellers:** Nibral 5-blade propellers, 38" diameter.



**Engine Controls and Instruments:** Engine controls are Twin Disc electronic with synchronization and two idle and trolling positions. Controls are located at each helm station and each wing station. A hand-held remote can be utilized on the aft deck to port or starboard. Electrical instrument displays are at both helm stations and are duplicated by mechanical instruments in engine room. Main engine stop and start buttons are at each control station and in the engine room.

**Engine Exhaust System:** The main engine exhaust is underwater and incorporates a bypass exhaust line that pierces the hull on either side just above the waterline forward of the transom to relieve back pressure when present. Bypass outlets are positioned to prevent smoke from coming aboard or soiling the hull. Primary exhaust system is by Marine Exhaust Systems.

**Engine Room Ventilation:** Ventilation is by Delta T Systems utilizing automatically controlled 120V AC intake and exhaust fans. The fans will operate from power supplied by the inverters, it is not necessary to run a generator when operating the vessel. Selection of the fan power supply (inverter, generator or shore) is automatic. Louvered fan openings are at the flybridge, high up and inside to eliminate water or salt intrusion. Air intake and exhaust ducts have water traps, noise baffling, and sound insulation. The operating temperature of the engine room does not exceed 115 degrees F.

**Engine Room Fire Extinguishing System:** Engine room is protected by a Fire Boy FM-200 automatic fire suppression system that closes the ventilation fan dampers when activated. Annunciators at both helm stations show the condition of the system and allow manual override. An emergency manual pull station is located just outside the interior engine room door.

**Engine Room Piping:** The piping and mechanical systems on the vessel are simple, and readily serviced. Except in light duty applications, such as vent and drains, wherever hose is used instead of pipe, it is heavy duty reinforced neoprene, fastened with double 300 series stainless steel screw or t-bolt type clamps. Fuel, bilge, fire and other essential piping in the engine room is metallic or fire rated hose. Piping elsewhere above the waterline is generally fiberglass or PVC. There is clear and easy access to the locations of thru-hull fittings and essential piping throughout the vessel.

**Spare Parts:** A good selection of spare parts is carried on board.

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## Mechanical Equipment

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**Bow and Stern Thruster:** Hydraulic bow and stern thrusters are 25 HP, 10" Naiad HPS 10HT with digital controls and power pumps on both main engines. Joysticks are at each helm and wing station, and on the remote docking control. Idle speed controls at each station increase RPM's to provide additional boost when necessary.

**Stabilizers:** Naiad Model 302 stabilizers with 9 sq. ft. fins, have been upgraded (2006) to the latest Multi Sea II digital roll sensor system and include automatic center locking when deactivated. Controls and alarms at both helm stations. Actuators are easily accessible for

inspection and service. Hydraulics are integrated with the thrusters and windlass systems and driven by duplicate pumps on each engine, allowing operation and full response with either engine.

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## Heating, Ventilaton and Air Conditioning (HVAC) Systems

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Reverse cycle air conditioning and heating is supplied by a Marine Air chilled water system rated at approximately 9 tons (108,00 BTU) sufficient to maintain a 72-degree temperature throughout the vessel when the outside ambient temperature is 95° F. Zoned control thermostats are installed in each living space and in the engine room to serve individual air handlers. Chiller units located in the engine room are DDC programmable to ensure even usage. Air handlers are valve isolated and all piping heavily insulated and pre wired for the addition of supplemental electric heating elements. Moisture controls keep the vessel dehumidified when it is not in use. Thermostatically controlled exhaust fans control temperatures in the utility room and at the isolation transformer. Has been serviced and 5 units replaced.

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## Fuel, Lube Oil, Steering and Water Systems

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**Fuel System:** 2,500 gallons (10,000 liters / 10 tons) of fuel is capable of being contained in four (4) independent aluminum 5086 tanks with baffles no more than 30" apart. All tanks have manholes for access; drain cocks, sight gauges, and sumps. The fuel supply and return manifolds are configured to insure adequate unrestricted flow, with accuracy and ease of use. Systems draw from and return to the same tank. Engine filters are dual Racor with cross over valves, vacuum gauges and vacuum alarms.

New sight gauges are on each viewable tank in engine room. All fuel lines are Coast Guard approved, high-pressure flexible hose with stainless steel fittings.

Fuel transfer system utilizes a 120V AC Oberdorfer electric pump, suitable valves, and manifold. A Boss (now Walker Air Sep) fuel polishing system is installed above the transfer pump and is plumbed to the sump of each tank to ensure fuel is kept clean and water free. This system is equipped with an automatic timer for polishing fuel and is also valved to fill the Racor filters.

All fuel and oil tanks can be filled from either side of the vessel at fueling stations mounted waist height directly opposite the aft boarding gates. A sealed drip pan eliminates any leaking fuel from reaching the decks. Fuel fill piping is 2" diameter for rapid fueling, and fuel vent piping is 1.5" diameter. Vents are inboard and aft on the fly bridge to eliminate any possibility of overboard discharge.

Level sensing switches (W.E. Anderson Series F7) are installed near the top of each of the four fuel tanks and illuminate LED lights at each on-deck fuel fill to indicate when the tank is full.

**Lube Oil System:** A fifty-five gallon oil storage tank, constructed from 5086 aluminum, is mounted above each engine. One for new oil and one for used oil. These are of sufficient

capacity to accommodate two complete oil changes for main engines and generators. A 24V Reverse oil change system facilitates automatic changing or addition of oil to engines, transmissions and generators, as well as the filling and disposal of oil at dockside through fittings located at each fuel fill station.

**Steering System:** Heavy duty Hydraulic steering is by Jastrum utilizing power assist from either engine coupled with an oil cooler. Hydraulic piping is Aeroquip (or equivalent) high-pressure flexible hose whips and fittings. Tillers are coupled with a single steering bar. Dual hydraulic steering actuators control the lateral position of the steering bar. Actuator piping is fitted with a by-pass valve so in the case of electrical or hydraulic failure the rudders can be operated manually by the wheel.

Two (2) airfoil type balanced rudders are constructed of stainless steel plate and 3" Aquamet 22HS stock with Tides Marine "Strong Seal" rudder glands. Two (2) spare seal carriers on each stock enable the replacement of seals while in the water and without removing the rudders. Rudders are suspended by means of collar bearings drilled and fit with stainless steel zerk fittings. All is arranged to be easily accessible for service.

**Potable Water System:** Potable water is supplied from a 400 gallon 316 stainless steel tank, with a drain fitting, is coupled to dual Headhunter HHJP 24V stainless steel pumps, (main and backup) with an accumulator tank (A/C AND D/C). 3 Separate hot water tanks minimize electrical consumption. The master stateroom is served by a 20-gallon Torrid stainless steel water heater which is also heated by an engine raw water return. A 20-gallon tank under the guest berth serves the guest staterooms and laundry. A 6-gallon tank under galley counter serves the galley and fly bridge sink. Hot water piping is heavily insulated and lines are valved to supply water to the entire vessel from only one tank, if desired. Water heaters are fitted with easily replaceable magnesium rods to minimize corrosion and replacement.

The water tank can be filled from the water maker or from deck fittings port or starboard or from an auto fill system from the Transom. A large charcoal filter is located in the fresh water supply line and an ozone generator provides supplemental purification of potable water, if desired. All freshwater piping is PVC or fiberglass pipe (FDA approved) protected against chafing, and well secured throughout.

**Watermaker:** A Sea Recovery Aqua Whisper (SRC AWM 1800-2) water maker supplies 75 gallons/hour (1800 gallon per day) of fresh water. The system includes a soft-start motor, 50hz/60hz operation, an oil filter, back-flushable sand media filter to eliminate frequent filter changes, fresh water charcoal and PH filters, and an automatic seven-day back flush for ease of maintenance.

**Raw Water:** A raw water pump supplies main deck outlets, fore and aft, as well as the anchor wash down.

**Waste Collection and Sewage Treatment:** Five (5) Headhunter toilets are connected via 1-1/2" PVC piping directly to a Headhunter Royal Fox model RF50B, USCG approved Type II MSD system. Discharge is overboard via an Edson diaphragm pump, or to a 30-gallon holding tank,

which is discharged via a duplicate Edson pump. Both tanks are monitored and discharges automatically via a Headhunter "Tank Sentry" level switch. The system is also valved and plumbed for dockside discharge via a deck fitting. Toilets flush with fresh water from a dedicated Headhunter accumulator tank.

All sinks, shower, baths, washing machine, HVAC air handler condensation collection pan drain lines, etc. with exception of galley sink, discharge into a separate gray water tank which is discharged overboard by means of a macerator pump controlled by a Headhunter Tank Sentry. All sanitary drains are PVC. The galley sink with macerator discharges directly overboard. There is no discharge to the bilges.

## **Current owners upgrades and updates within the last 2 years include:**

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### **Interior:**

All soft goods were replaced and over \$10,000 was spent on interior wood work. The pilot house was completely re-stained. All the plumbing was serviced the holding tank was flushed, treated and serviced. A new central vacuum was added and the galley has a new Samsung refrigerator. All a/c units were pulled out cleaned and serviced, 3 blowers were replaced. All duct work and insulation was replaced. Temperature sensors on the compressors were replaced and the compressors were de-scaled. All hardware was adjusted and the entire boat was converted to 10 bulb LED lights (warm white interior, cool white exterior). 3 motors were replaced on the automatic blinds,

### **Electronics:**

Furuno MaxSea 2013, Furuno TZ touch (backup), 2 New auto pilots, New auto pilot motherboard and 3 new relays, 6 Furuno FI-50 displays, 1 RD-30, 2013 NIAD brain upgrade with two displays and a wifi booster.

### **Exterior:**

Complete paint job (stark white), Jet black boot stripe, New teak deck on main, bottom stripped and built up with hard black paint, all seals on davit were replaced. All new anchor chain, windlass was serviced by Maxwell, the line counter was changed with normal up and down controls. The entire boat was stripped of varnish including tables, flag poles, cap rails, and boat hooks and revarnished. Stabilizer fins were rebuilt. Pilot house includes two new chrome Stidd chairs

### **Engine room:**

Seventeen new maintenance free AGM batteries, new air compressor, new inverter, new salt water pump for walk in freezer and complete new compressor system. All Fuel tanks were pressure washed and polished, All racors were removed and cleaned. The generator was also

completely serviced and the block heaters on motors were replaced.

## Other Features

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**Radar Mast and Canopy:** The radar / antenna mast is single leg hollow aluminum. The canopy is of cored composite with a non-skid surface on top and a light blue gloss finish on its underside. The mast can be raised or lowered hydraulically to reduce the overhead clearance to approximately 19' 6"(reported).

**Handrails and Deck Hardware:** External handrails are welded, highly polished 300 series stainless steel with fore and aft boarding gates on each side of the yacht. Cleats, chocks, tie-downs and hawse holes are polished type 316 stainless steel and bolted through the deck and bulwarks in areas which have been de-cored and made suitably solid, with doublers and backing plates, not less than 1.5 X the base dimensions of the cleats, hawse holes, and other structurally loaded penetrations. Bow, stern and spring line cleats are properly spaced. Stern hawse fittings are constructed with dual stainless steel rollers fashioned and installed to optimize Mediterranean style stern mooring. Rub rails are cored fiberglass capped with replaceable polished 300 series stainless steel inserts and are located along sheer, at mid topsides, and around the boarding platform.

## Remarks

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**Chillin 2** is a beautiful and comfortable custom motoryacht, powered by economical running, 800 hp diesels. She is easily handled by two persons and is perfectly suitable for liveaboard and as a long range cruising yacht. **To quote from the final Condition and Valuation Survey: "This is an exceptional vessel and bears no relationship in terms of quality or capability to production vessels of similar size, far exceeding them in both areas". Appraisal in Dec 2014 was \$2,295,000.**

## Exclusions

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Artwork, accessories, books and personal belongings, cooking equipment, dinnerware, Hi Tide (16") Dingy and tools, etc. Lots of spare parts convey! List of exclusions to be given at the time of **sale!**

## Exclusions

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Owner's personal belongings.

## Disclaimer

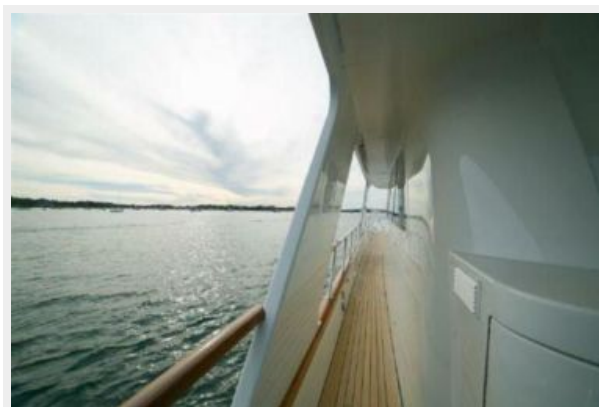
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# PHOTOS











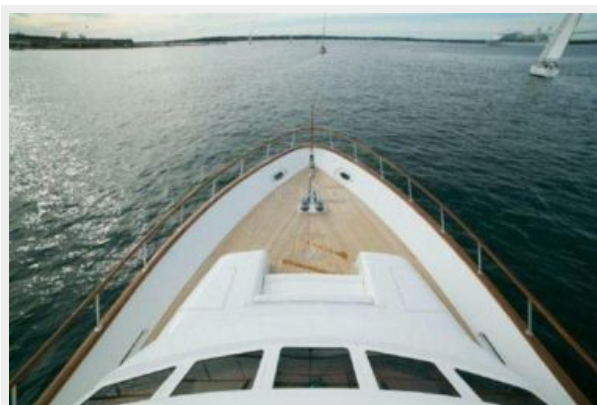












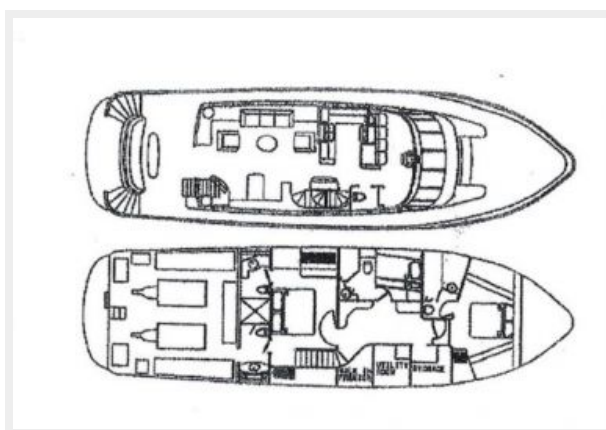












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