

JR — SEA FORCE IX



Builder: SEA FORCE IX

Year Built: 2004

Model: Sport Fisherman

Price: PRICE ON APPLICATION

Location: United States

LOA: 81' 0" (24.69m)

Beam: 22' 11" (6.98m)

Max Draft: 5' 11" (1.80m)

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SPECIFICATIONS

Overview

81.5 Sea Force IX 2004 with MTU 16V2000 power. Four staterooms plus crew

Basic Information

Category: Sport Fisherman	Sub Category: Convertible
Model Year: 2004	Year Built: 2004
Country: United States	Fly Bridge: Yes
Cockpit: Yes	

Dimensions

LOA: 81' 0" (24.69m)	Beam: 22' 11" (6.98m)
Max Draft: 5' 11" (1.80m)	

Speed, Capacities and Weight

Water Capacity: 350 Gallons	Holding Tank: 100 Gallons
Fuel Capacity: 3800 Gallons	

Accommodations

Sleeps: 8	Total Heads: 4
Crew Cabin: 1	Crew Berths: 2
Crew Sleeps: 2	Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: MTU

Model: 16V2000-M91

Fuel Type: Diesel

DETAILED INFORMATION

Major Features

Interior execution is to a fit and finish second to none All construction and materials are targeted to the marine environment Premium “AA” veneer, hand selected for grain and color Wood Finish—Grain Filled Polyester/Polyurethane Satin Finish Salon Bar: Scotsman Icemaker Hardware: GSV marine hardware for cabin doors. All other hardware is yacht quality. Overhead is Majilite Fabric Lighting--Comprehensive lighting plan with “Vimar” switching and outlets Overhead soffit air conditioning diffuser Comprehensive and up to date entertainment system Large L-Shaped sofa with upholstered storage locker Window lambrequins

18ft Maverick 2005 flats boat, 115hp Yamaha outboard.

ENCLOSED BRIDGE: Molded fiberglass center island full function command console 16” anodized aluminum steering wheel Two DDEC Engine Display Modules (E.D.M.) DDEC four button station active pad Single lever engine controls DDEC emergency back-up control pad Fuel level monitors Start/Stop buttons and ignition key switches Alarm panel display – instant, zoned trouble lights 5” magnetic compass Bridge AC and DC electrical panels Horn button Dedicated areas for electronics Pedestal helm chair Molded fiberglass lounge seating is 3 distinct areas- rod storage within Rod storage in the forward “brow” area Wet bar and food preparation area and refrigerator Windshield Safety handrail with rod holders Full hardtop with overhead instrument pod

LEISURE DECK (180deg viewing): Port and starboard boarding steps Port and starboard steps to the cockpit Port and starboard insulated settees Safety rail with gates port and starboard Removable ladder to bridge

COCKPIT Transom tuna door Two transom bait wells Cockpit side lockers Molded cockpit steps on both sides with storage Tackle storage Stainless steel bait freezer Shore services: shore cords, phone cord, water services Flip-out stainless steel ice bin with ice drawer above Engine room entrance door/hatch Exterior windows are 3/8” tinted, chemically hardened, safety glass bonded in a molded receiver Each piece of glass is thoroughly inspected for scratches and optical purity Stainless steel -lexan hatch with aluminum flange on foredeck Two “Freeman” aluminum watertight hatches with quadrant hinges, gas shocks and quarter turn dog actuation in cockpit for access. The entire bottom is coated with a multiple layer epoxy anti-fouling paint system All topside surfaces are primed and finished with multiple coats of “Awlgrip” urethane paint. Base and accent colors are owner selected. Premium grade teak toe rail finished with a clear coating system with UV barrier Premium grade teak anchor platform Premium grade “quarter sawn” teak “Leisure Deck” sole Nine 15” stainless steel cleats through bolted with aluminum backing plates Stainless steel chocks and hawse holes Stainless steel toe rail chafing strips Solid 1½” stainless steel half oval rub rail all around

the deck edge Stainless steel deck tank fills and vents Stainless steel anchor chute Fortress anchor, 300' rope, 10' stainless steel chain Six 75' dock lines Four 10" fenders U.S.C.G. safety package Colregs running lights Freshwater anchor wash down spigot Two aluminum weather-tight engine room doors Anchor platform with stainless steel anchor chute, roller and hatch to rope locker

MACHINERY: Twin DDC-MTU 16V2000-M91 - 2000 BHP @ 2350 24 V.D.C. starting and electrics Urethane paint Power steering pump, filter and heat exchanger factory mounted Hydraulic system pump mounted on each gear box ZF marine reduction transmission Vibration mounts Twin MTU/ PHASOR 32Kw 120/240 V.A.C. marine diesel generators Fresh water cooling system Double vibration mounts Automatic low oil-high temp safety shut-down One side serviceability Remote control and monitoring panel Polished "INCONEL" stainless steel alloy water jacketed main engine exhaust collector system Silicone marine exhaust duty rated hose with triple stainless steel clamps Axial fiberglass mufflers with vibration barrier mounts Fiberglass lift muffler for generator exhaust Aqualoy 22HS 3 1/2" propeller shafts Thick walled filament wound fiberglass shaft log with shaft bearing Pack-less shaft seal Custom cast single-leg main strut with shaft bearing Filament wound fiberglass shaft sleeve with water lubrication holes Four blade Nibral propellers are "hand finished" and tuned to each vessel Primary engine room blowers are 12" diameter Delta-T marine axial blowers thermostatically controlled. Custom stainless steel high aspect ratio, rudders. Hull mounted, rugged, cast bronze bearing/stuffing box assembly Stringer mounted aluminum rudder support structure with upper bearing Custom cast bronze tiller arm Stainless steel tie rod Power assisted hydraulic steering system with twin rams and dual pumps Five zone bilge system with seven bilge pumps Engine intake diverter valves for emergency bilge pumping Eight aluminum fuel tanks- 3,800 gallons total capacity Fuel tanks have 2" deck fills, dual vents, ball valves on pick-up tubes One aluminum water tank - 350 gallon capacity One aluminum holding tank- 80 gallon capacity Fuel, water and holding tanks have I.M.O. stainless steel level senders Two gray-water tanks with submersible pump Reverse cycle, chilled water air conditioning - three staged compressors plumbed in an insulated closed circulation loop to independently controlled air handlers located throughout the vessel. A multi-point sound insulation system Primary fresh water pressure pump supplies a split delivery system Filtered potable fresh water trunk line with accumulator tank for consumption Fresh water trunk line with accumulator tank for toilet flush Potable water distribution lines are color coded Two stainless steel water heaters zoned for quick response Cockpit shore water inlet on each side "Headhunter" marine sanitation equipment throughout Marine sanitation hose throughout Each toilet has a diverter valve to the holding tank or overboard Holding tank has a deck pump-out fitting and overboard macerator pump Pump activated on-demand cockpit salt water wash-down service Each main engine draws fuel through a four tank selector valve Dual, switchable Separ fuel filter assembly for each main engine Single Separ fuel filter for each generator "From any tank to any tank" fuel transfer system with control panel Alfa-Laval fuel-polishing unit is parallel connected in the fuel transfer system Each engine and generator has an electric fuel-priming pump All fuel supply and transfer

hoses are “Aeroquip 234” with brass fittings Completely engineered hydraulic system for bow thruster and anchor windlass is powered by a pump on each engine transmission with a common reservoir, filter and cooling heat exchanger. All hoses are “Aeroquip” rated to the pressure for each application. A fully engineered Sea Fire FM-200 fire suppression system protects the engine room. The system is “rate of rise” activated, with manual pull cable back-up activation, and shutdown circuits for engines, generators, blowers and air inlets. Areas vital to the operation of the vessel and/or contain heat producing equipment will have local automatic FM-200 fire suppression bottles. Oil-less compressor with storage tank Engine, gearbox, and generator oil sumps are plumbed to an accessible quick disconnect fitting. Portable oil change pump with quick-disconnects and hoses is provided 1200 gallon/day water maker 12” hydraulic bow thruster with one control location 2500 lb pull hydraulic anchor winch Two 240 V.A.C. 100 amp shore cords One shore cord is on a powered retractable cable hauler Two 25KVA isolation transformers Four sources of power are selected to energize the two main A.C. power buses Custom made six panel A.C. distribution system Eight, 8D marine gel cell batteries connect into a four 24 volt D.C. bank system Two banks for engine starting and support Two banks for generator starting and ship service Each bank has a disconnect switch Emergency power cross-connecting switches Two 40A battery chargers Custom made five panel D.C. distribution system Stand-alone 12 V.D.C. system on the bridge with independent battery and charger for emergency communication and electronics Alarm system with display panels in the crew area and on the bridge, monitors high water, smoke and high carbon monoxide with a visual and auditory alarm. All underwater metals are connected to a common bonding system that terminates at the sacrificial zinc anodes. All wiring meets A.B.Y.C. recommendations and under the A.B.S. umbrella All wire is tinned copper wire with 105C jacket rating Each voltage is in a distinctive wire jacket color All panel components are marine UL listed Each vessel has a load study performed Hull mounted ground plate Lighting protection via heavy gauge cable to a tower mounted spike All distribution panels are in aluminum boxes

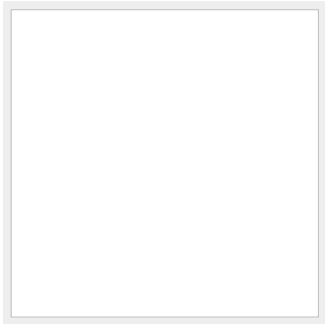
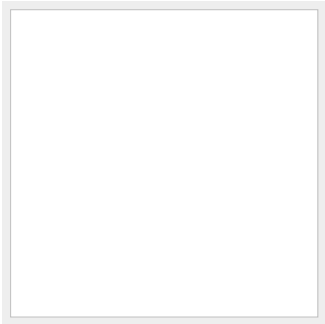
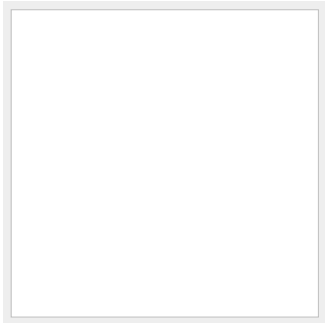
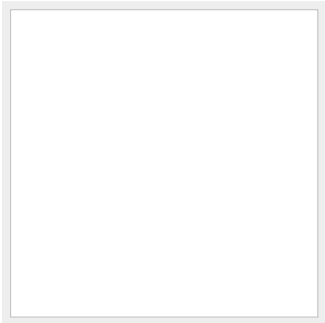
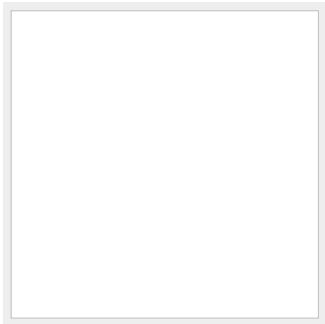
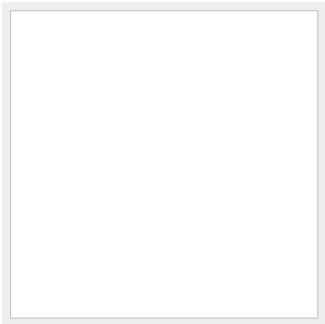
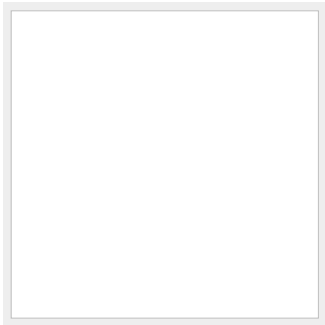
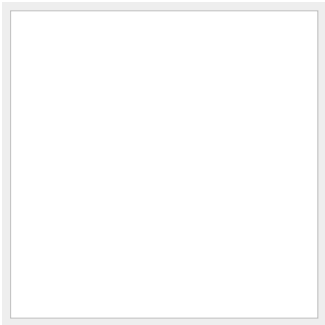
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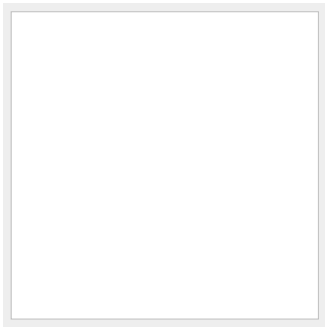
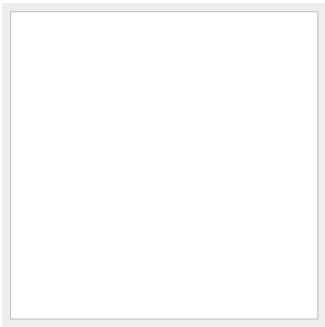
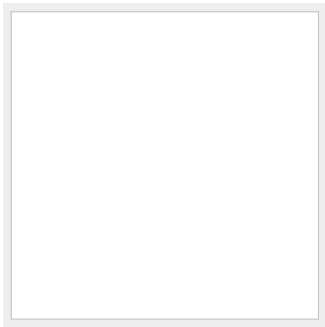
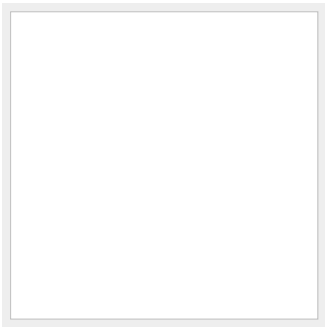
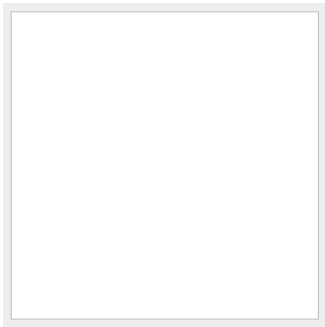
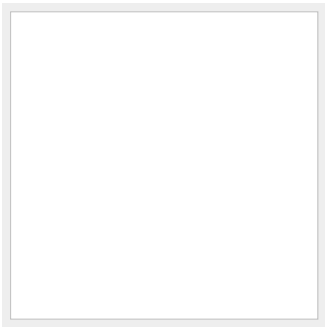
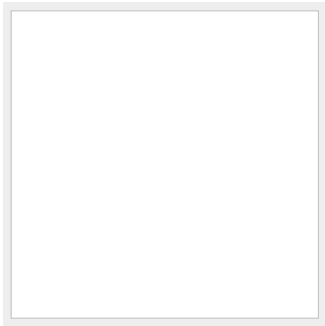
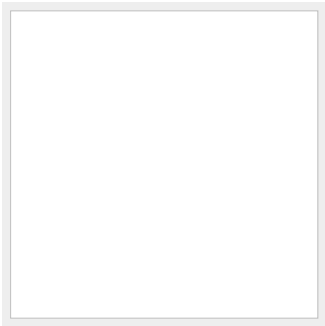
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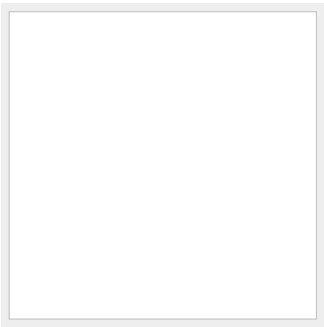
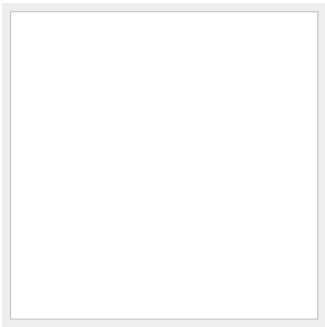
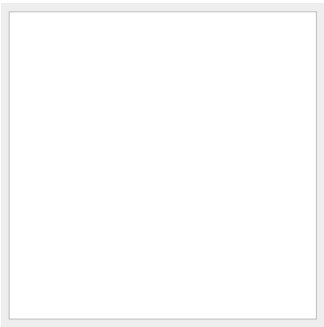
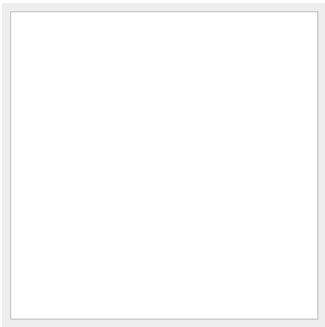
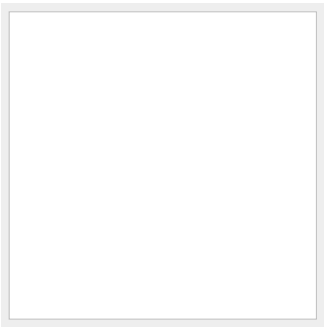
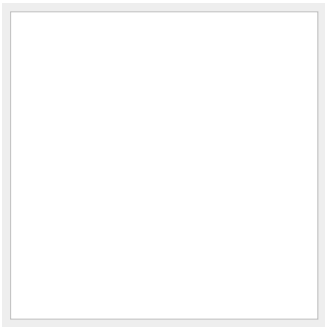
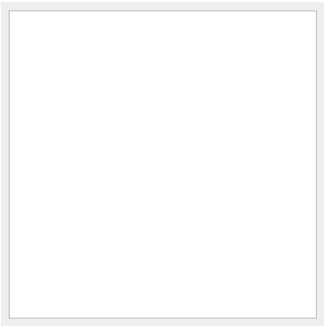
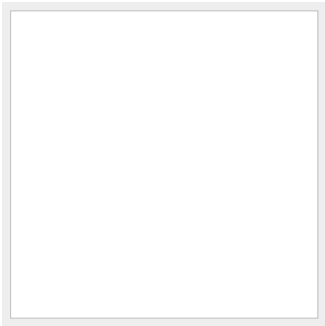
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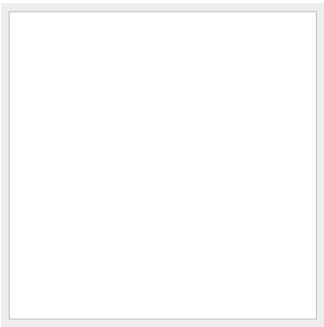
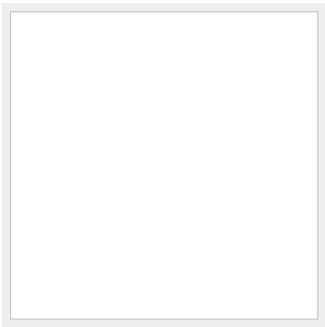
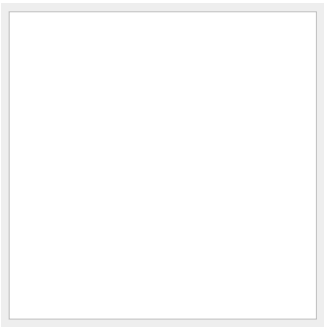
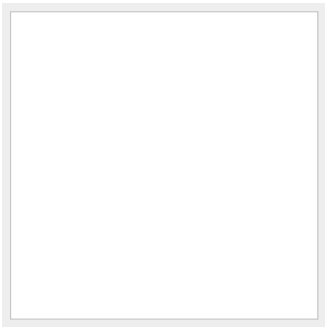
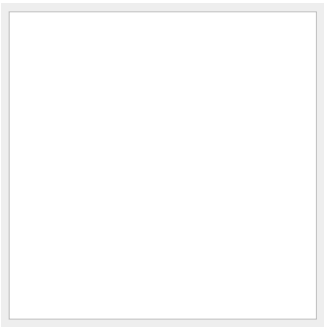
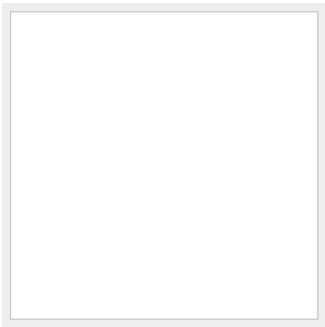
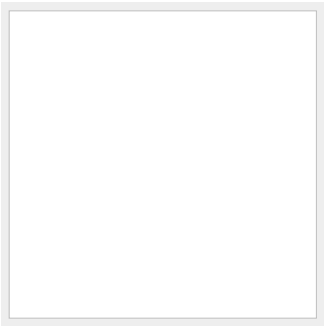
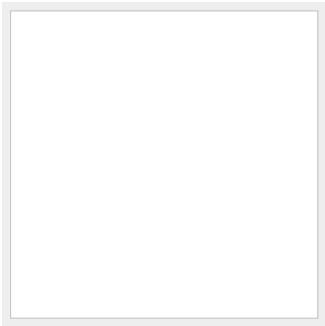
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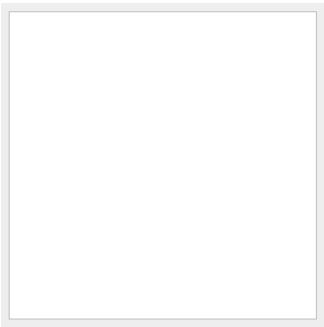
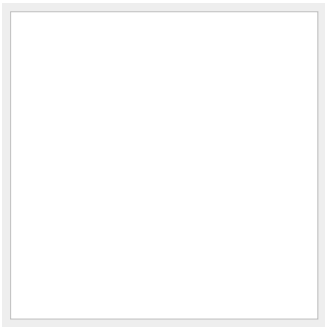
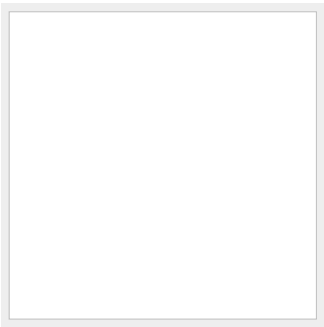
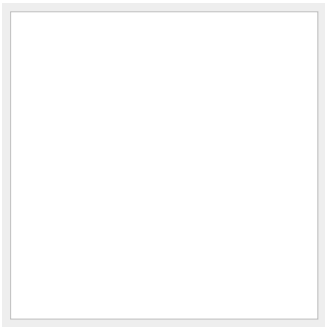
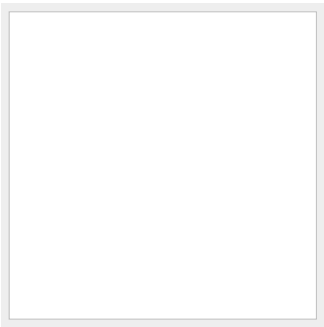
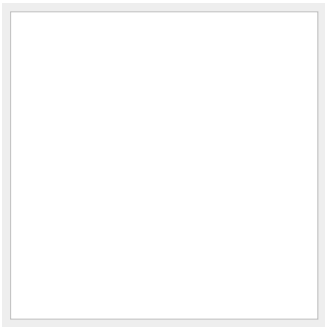
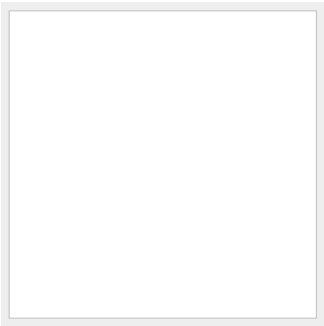
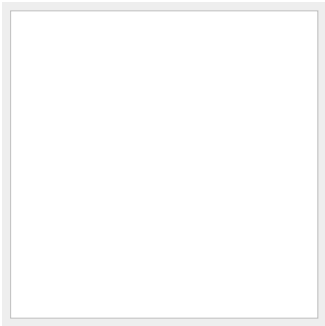
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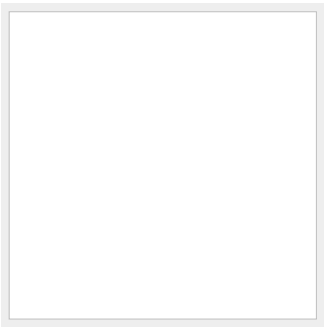
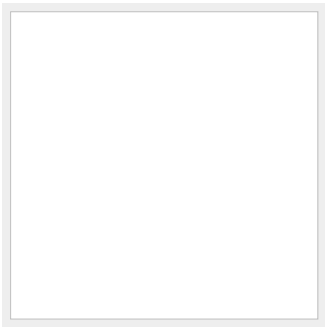
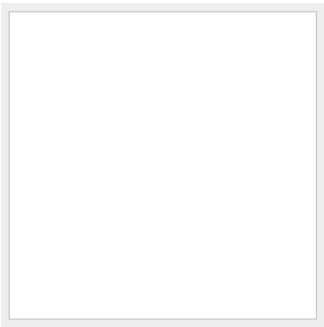
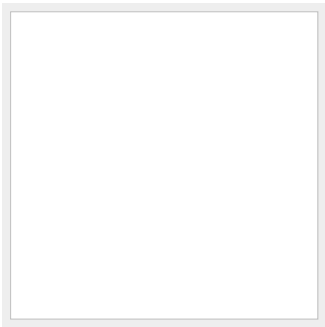
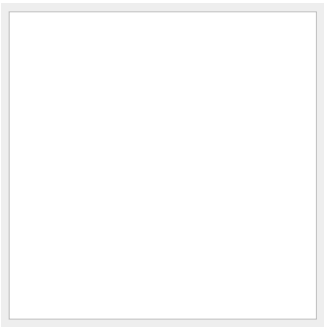
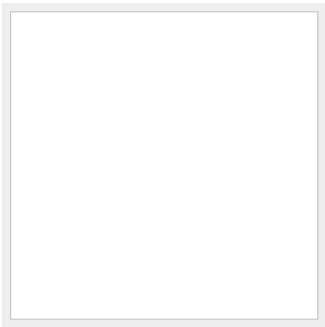
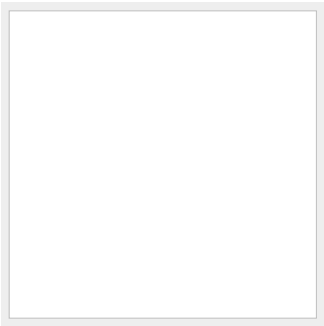
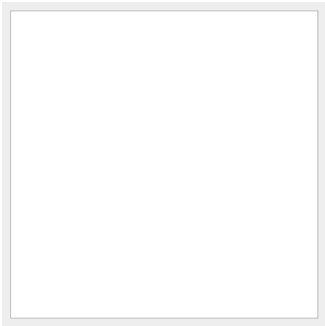


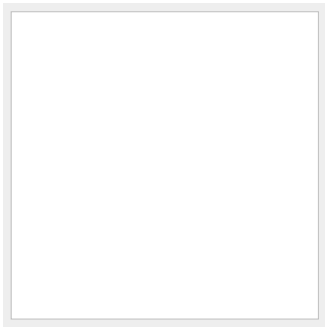
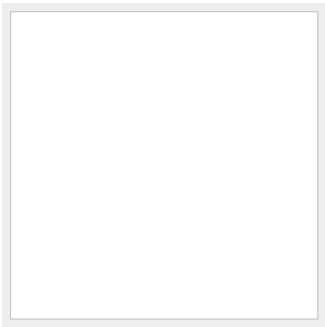
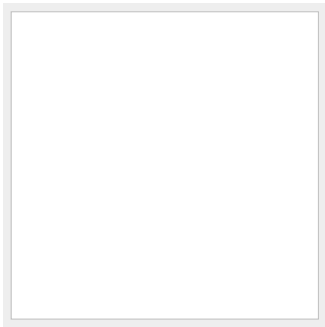
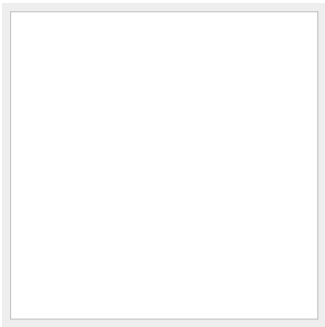
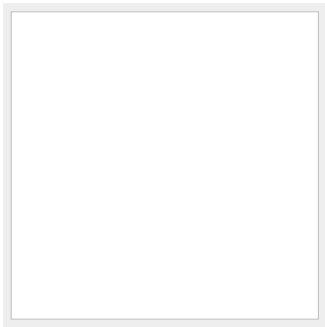
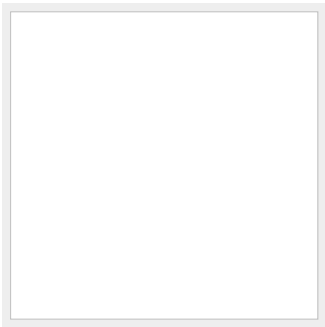
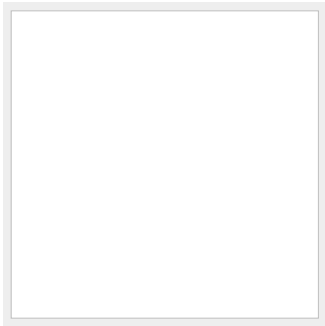
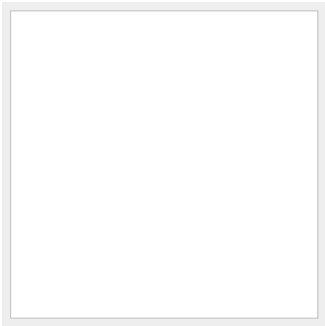


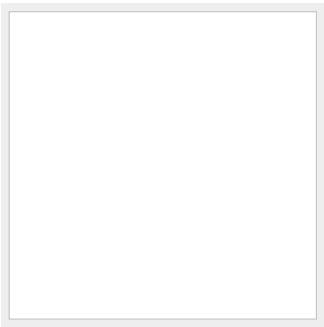
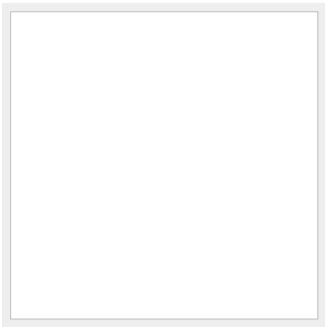
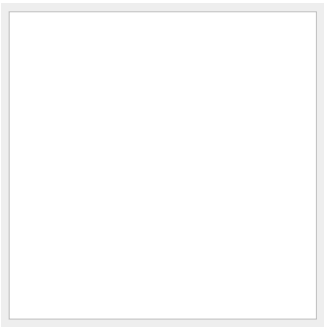
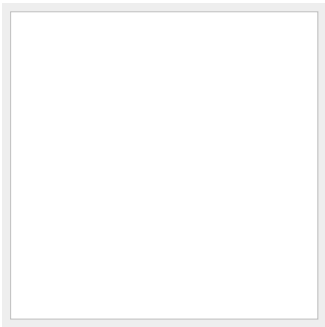
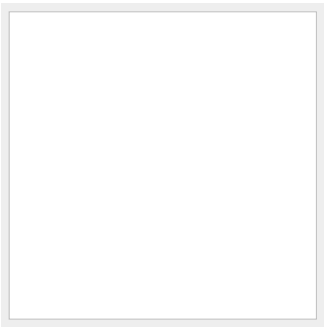
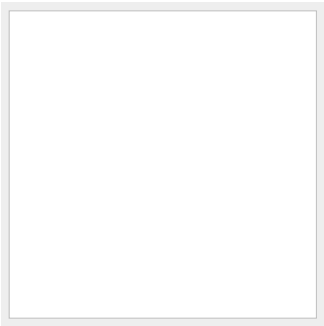


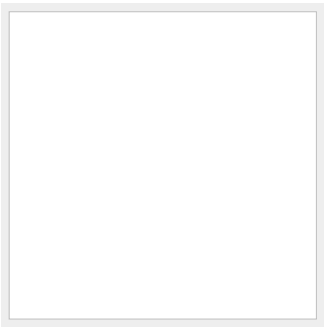
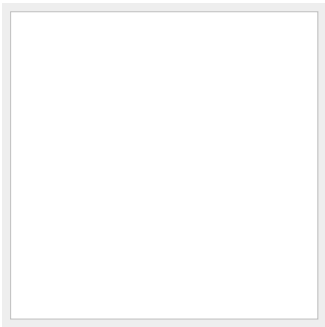
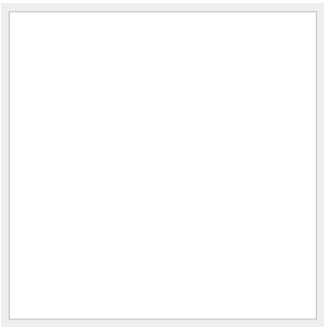
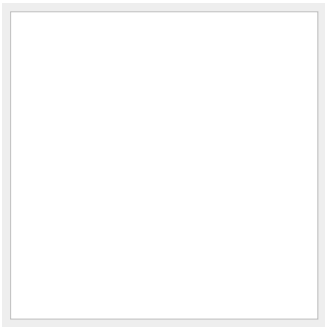
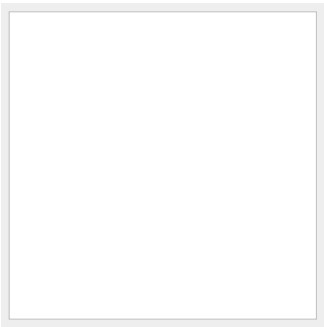
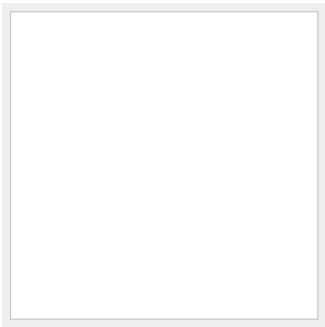
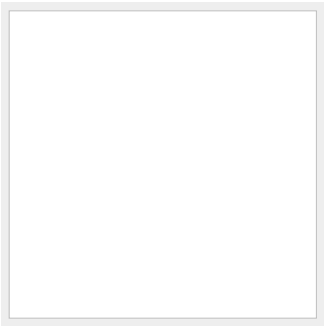
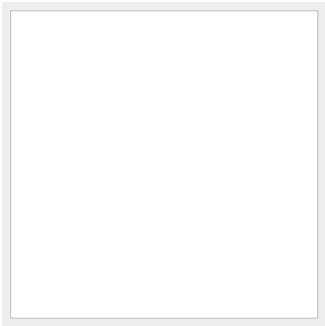


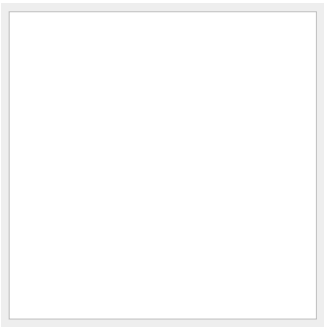
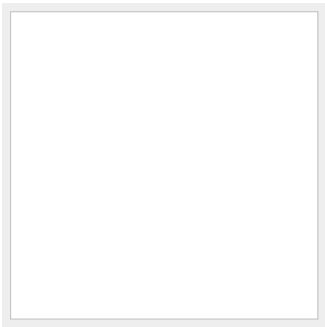
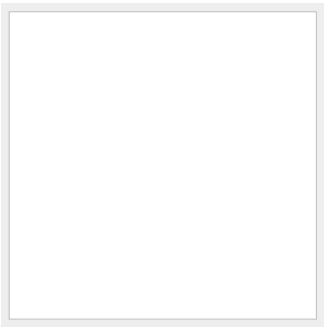
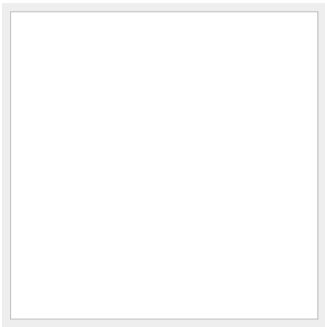
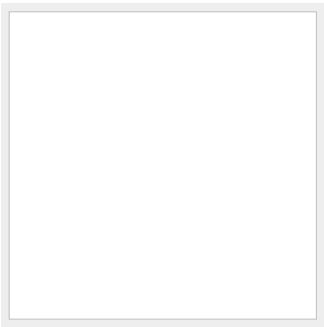
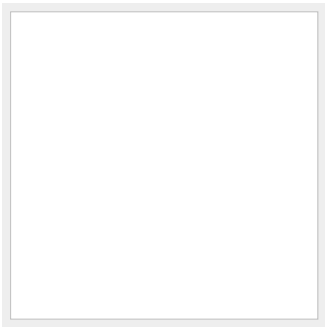
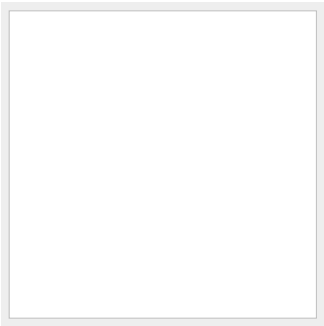
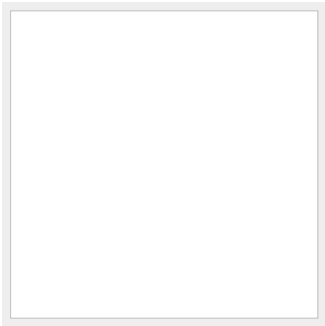


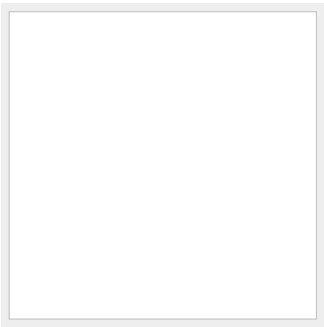
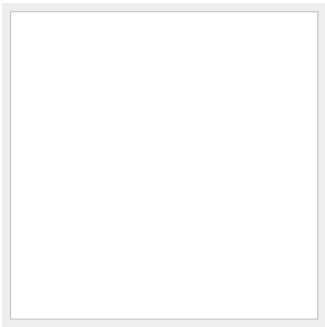
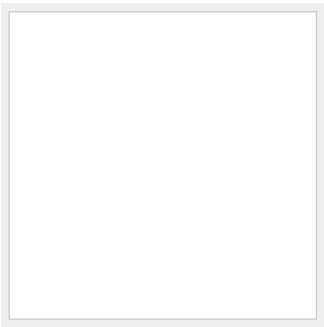
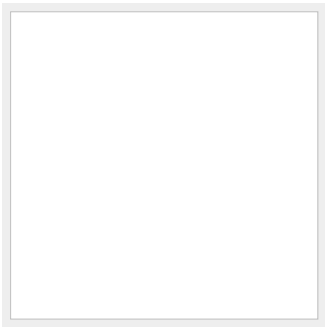
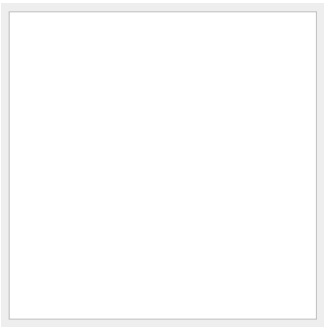
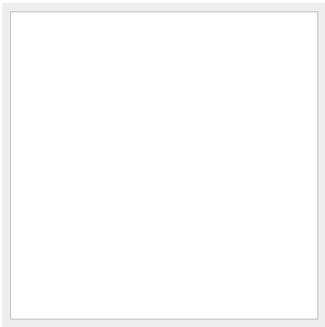
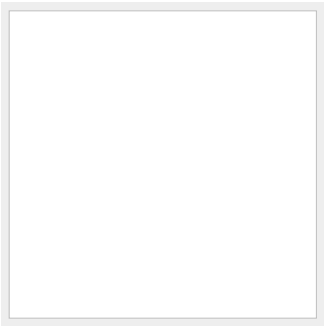
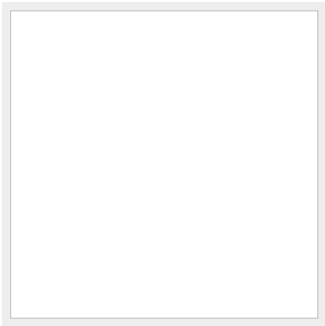


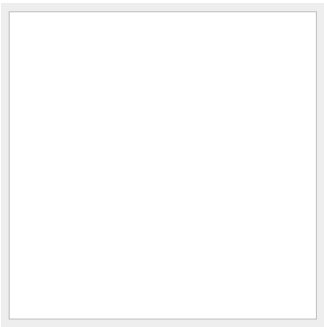
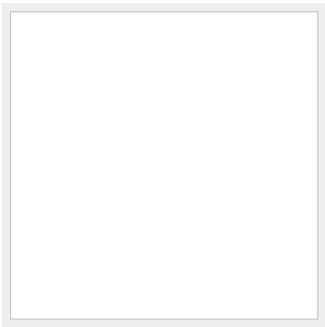
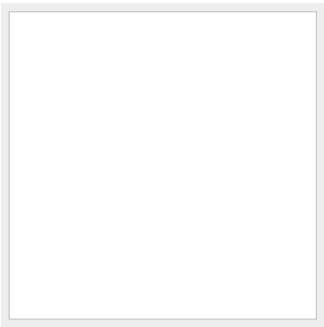
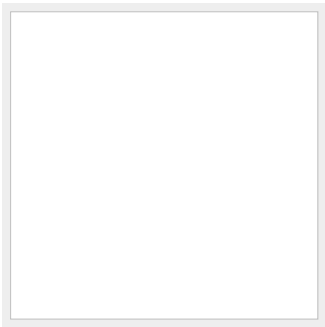
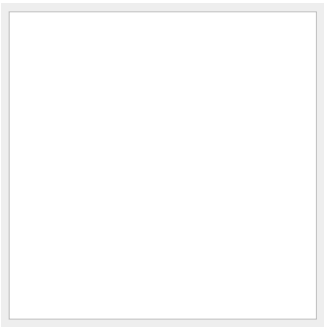
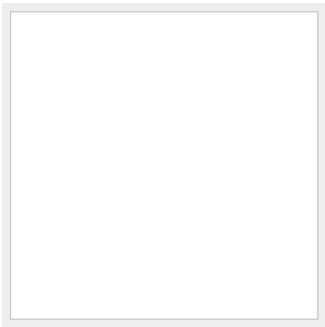
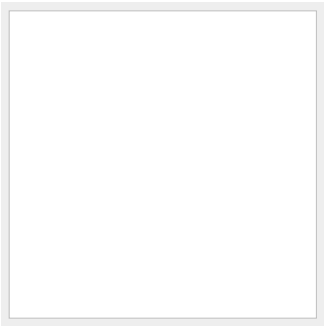
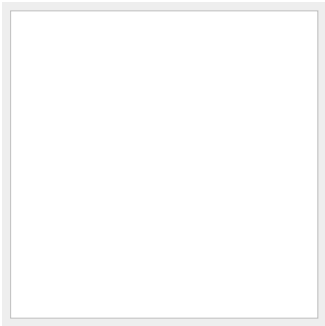


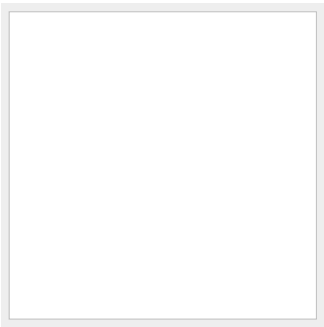
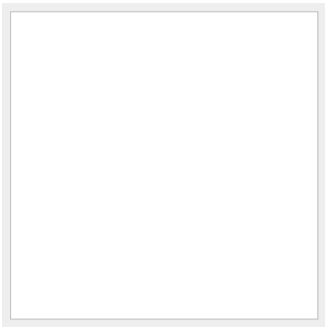
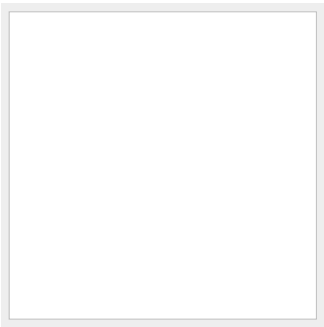
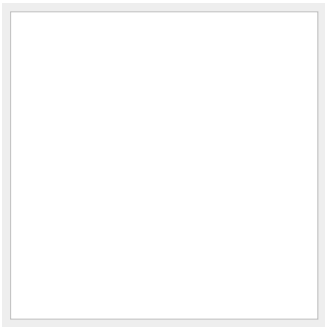
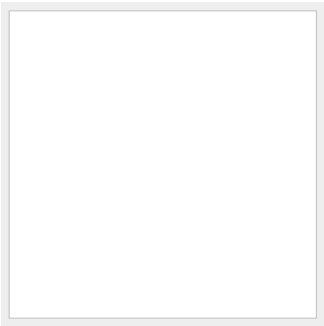
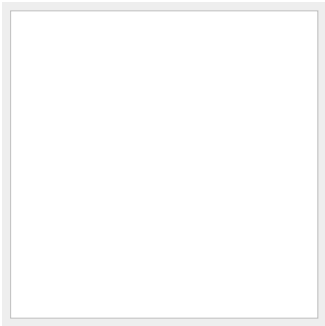












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