

MAVERICK — KUIPERS DOGGERSBANK



Builder: KUIPERS DOGGERSBANK

Year Built: 2002

Model: Expedition Yacht

Price: PRICE ON APPLICATION

Location: New Zealand

LOA: 95' 0" (28.96m)

Min Draft: 6' 8" (2.03m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 14 Kts. (16 MPH)

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SPECIFICATIONS

Basic Information

Category: Expedition Yacht

Model Year: 2003

Year Built: 2002

Country: New Zealand

Vessel Top: Hardtop

Fly Bridge: Yes

Dimensions

LOA: 95' 0" (28.96m)

LWL: 86' 7" (26.39m)

Min Draft: 6' 8" (2.03m)

Clearance: 23' 6" (7.16m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Cruise Speed RPM: 1340 Kts.

Max Speed: 14 Kts. (16 MPH)

Max Speed RPM: 1825 Kts.

Displacement: 529109.4288 Pounds

Gross Tonnage: 179 Pounds

Water Capacity: 2335 Gallons

Holding Tank: 3200 Gallons

Fuel Capacity: 11471 Gallons

Fuel Consumption: 15 Gallons

Accommodations

Total Cabins: 3

Total Heads: 7

Captain Cabin: True

Crew Cabin: 2

Crew Berths: 3

Hull and Deck Information

Hull Material: Steel

Hull Designer: Vripack

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: 3196 DI TA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Walk Through MAVERICK

Interior Layout: **Overview** MAVERICK was designed by Vripak Yachting international and construction was preformed by Kuipers shipyard, Woudesend, The Netherlands. The design was carefully analyzed and was an enlarged version of previously built Vripak/ Kuiper's expedition yachts. The yacht is a twin screw, round bilge, displacement hull, with flared bow, transom stern, and three decks. The first level is crew quarters, owner and guest staterooms, and engine room all separated by water tight bulkheads. The second level is the pilot house, galley, main salon, and aft deck. The third level is the flybridge and boat deck. The hull construction is of welded steel and the super structure is welded aluminum. The hull and superstructure are joined with a bimetallic strip according to DNV standards. There are 5 watertight bulkheads. The design requirement was for intensive cruising capability and long ocean passages with emphasis on simplicity of maintenance and reliable systems. MAVERICK has preformed well and met all the requirements during thousands of miles of ocean cruising. The current owner, an accomplished mariner has cruised approximately 5000 hours/ 48,000 nautical miles aboard Maverick. Other than cruising in New Zealand, all voyages were Ocean voyages from 1200 to 2800 nautical miles. Frequently seas in the 12'-15' range were encountered and one time seas were in excess of 25' feet and winds were in excess of 100 knots and the autopilot, oversized rudders, and hydraulic steering system kept the boat on course. Through this 45,000 nautical miles of cruising at 1340 RPM/ 9.6 knots average speed, fuel consumption has averaged 58 liters per hour (15.3 gallons per hour) for an average consumption of 1.6 gallons/ nautical mile, with the small generator running. The range at 9.6 knots is over 6,000 nautical miles with ample reserve. MAVERICK captures the essence of an expedition yacht, a rough and rugged vessel capable of traveling to out of the way destinations yet "rugged vessel" belies MAVERICK'S extraordinarily graceful exterior lines and interior features which make her a luxury yacht rivaling any cruising the world. With suburb fit and finish, custom stainless steel hardware, marble inlays, exquisite granite, lighting and entertainment systems, she offers luxury creature comforts for hardy seafarers. MAVERICK has three staterooms that sleep six and two crew cabins. She features a large main salon with separate dining area, a sheltered aft deck with dining table and settee and an expansive flybridge and boat deck. She carries 11,471 gallons of fuel for long range travel with her full displacement hull. The shrouded propellers offer protection from floating debris and increases efficiency. **Crew:** Forward on the lower deck are the crew accommodations. All the way forward is a V-berth with two very large single berths. The cabin is fully yacht finished with Cherry paneling. There is a large amount of drawers and locker storage. The crew cabin has a beautifully finished en suite bath with Corian vanity. The stateroom has book storage and two hanging lockers. There is an overhead escape hatch to the main deck and doors to the main passageway and the bathroom.

Captains Quarters: Aft on the port side is the Captain's accommodation which features a queen-sized berth with drawers underneath and reading lights on both sides of the berth. Again, this cabin is finished beautifully in Cherry with exquisite soft goods. There is a nightstand with cabinet, drawers, and bookshelves above. Also, a large hanging locker with shelves and a built in safe with lock set. There is an opening porthole in the cabin. The entertainment center includes a Sharp LCD TV, a CD/Tape/FM stereo system. The carpeting is beige.

Crew Lounge: Opposite the Captain's stateroom to starboard is the crew's lounge area. There is a comfortable built-in settee with a large fixed dining table. There is dry storage under the seats. The crew's galley has a Corian counter with stainless sink and under counter cabinets for further storage. There are over the counter cupboards with shelves. Opposite the galley to port is a full height cabinet with a built-in TV for viewing at the settee area. There is a stacked washer/dryer on the side of the TV cabinet. The bilge under the crew's lounge is fully floored with storage shelving with secured removable storage boxes, cupboards, and extra freezers. There are passage stairs to the wheelhouse.

Pilothouse: The pilothouse has a five-panel windshield with approximately 180-degree visibility. There are dogged and gasketed port and starboard watertight doors to the Portuguese Bridge Deck. The paneling and cabinetry is Cherry and the sole is varnished Maple. At the console, there is a pedestal mounted Stidd chair. Aft to starboard is a day head; aft to port is an L-shaped settee with fixed table. The bridge of MAVERICK is a visual work of art and is perfectly laid out for ease of operation. There is a chart table with drawers, cabinets for code flagrack, books, and tools, ECT. There are fitted receptacles for binoculars, handheld VHF radios, ECT. Again, the area has many cabinets, drop down doors and lockers for storage and an overhead instrument panel above the front windows. Aft of the raised Pilothouse is the galley.

Galley: The galley is on the port side with a huge U-shaped countertop with stainless grab rail. The oversized sink has a separate purified drinking water faucet. There are under counter cabinets for secured storage of pots, pans, and galley equipment. Starboard side of the galley there is a two person fixed half oval settee with table and storage under the drop down doors. There is large port and starboard electric opening windows and the area is both naturally and electrically bright. On the aft bulkhead is a large built-in refrigerator. On the centerline is a curved stairwell with skylight above that leads to the boat deck.

Dining and Main Salon: The dining and main saloon area is separated by a chair rail height Cherry counter with fitted and general storage. The paneling is all Cherry and the area has three large windows on the port and starboard sides allowing for fantastic natural lighting. On the aft bulkhead is an electric drop window on the port and starboard sides allowing for fantastic natural lighting. On the aft bulkhead is an electric drop window and passageway door to the aft deck opening up to the salon and aft deck in mild weather. The dining area is forward with a secured dining table with six

chairs. The table is surrounded by beautifully executed Cherry cabinetry again with fixed general storage. On the forward starboard bulkhead is a shelved display cabinet. The carpeting throughout the saloon is very high quality in a complementary neutral color. Aft of the dining area, the main saloon has two large L-shaped settees with a low table in the center and two fixed mounted low tables. Opposite to starboard there is a cabinet finished door with a dogged and gasket door to the engine room fidley. There are two freestanding occasional chairs in this area as well.

Guest Foyer: The guest foyer is accessed by the circular stairwell from the forward end of the saloon. In the guest foyer to port, there is a stacked washer and dryer combination. On the starboard side is a granite countertop. Beneath the stairs is the bilge storage access area.

Guest Staterooms Port & Starboard: Forward are two guest staterooms very similar in size. Each has two large twin berths and opening portholes. Entertainment is provided by a Sharp flat LCD screen TV and AM/FM radio with CD player. Aft each stateroom has a private bathroom finished in Cherry, granite, and marble with toilet washbasin and enclosed shower. Each head has a heated towel bar and heated marble sole. There is an escape hatch in the port guest stateroom into the captain's cabin. The soft goods in both staterooms are very tasteful and complement the Cherry paneling perfectly.

Master Stateroom: The Master stateroom is aft down three steps. The stateroom is full beam width with a centerline King sized bed. There are opening portholes port and starboard. There are drawers under the berth and there are nightstands built-in on both sides of the bed. On the starboard is a built-in occasional chair with ottoman. Forward of the chair is a cabinet with 5 drawers and aft is a locker. The port side of the master stateroom has a built-in desk. There are two large closets in the master. There are two heads forward. The larger head is to port. Each bath has heated marble sole and granite countertops. The starboard head has a toilet, washbasin, and enclosed shower. The port head has a large shower that is also a stream shower. Both baths have heated towel racks. The master stateroom has a lift TV in a cabinet at the foot of the bed.

Entertainment consists of:

Samsung Model #SV-7000 VHS worldwide video Phillips DVD player Sony component systems model MHCS3 AM/FM radio, CD player, and dual cassette Sony Plasma 42' on lift

Note: There are smoke alarms and handheld fire extinguishers through out the living accommodations. There are PDF's in the closets for each bunk. All of the lower accommodations have pullout DC flashlights, which act, as emergency lights should power fail. In the master stateroom is an escape in the portside closet into the saloon couch.

Aft Deck: The aft deck is enclosed with full-boxed bulwarks, on top of which is a varnished teak handrail on stainless steel stanchions. There are two weatherboard doors (port and starboard) aft to the walk down swim platform. This area is protected by the hardtop overhang. In the overhead are stainless steel grab rails. This whole area is protected by a canvas and clear vinyl enclosure. Aft is built-in seating with a varnished teak table on a pedestal mount. There are four loose chairs. Port side forward is a small granite bar with sink and Frigonautica stainless steel under counter refrigerator. Starboard aft is a control station with engine, bow thruster, and steering controls. Port and starboard on the aft deck are two Muir warping windlasses with foot switches. Forward centerline is a door to the main salon. Starboard side forward are circular stairs up to the boat deck.

Swim Platform The swim platform is accessed from the two walk down steps on the aft deck. The swim platform is protected by removable hoop rails. The center rail folds down to become a swim ladder. On the port side is a hatch for the Glendinning shore cord, telephone, and shower. To starboard is a hatch for the passarelle. Centerline is a watertight door to the engine room.

Lazarette The lazarette is entered via a centerline quick locking watertight transom door with lock and alarm. The space is well lit with (4) 24" fluorescent lights in the ceiling. The space is partially finished with white plastic panels. The aluminum deck plates are painted white and are removable. There is a 4-step stainless steel ladder. The engine room area is well painted and predominately white.

Flybridge:

The fly bridge is protected by a full-boxed bulwark, on top of which is a Plexiglas windshield and stainless steel handrail. Overhead is protected by a welded aluminum hardtop on stainless steel stanchions attached to the aluminum radar arch. At the console is a pedestal mount leather helm chair with arm controls for the port and starboard video screens and the steering pilot.

There is a built-in seating port and starboard. Starboard side aft is a circular lounge with a pedestal table. There is storage beneath all the seating areas. On the port side is a Corian bar with double Miele electric grill, stainless steel sink, Vitriigo under counter refrigerator, and U-Line bin type icemaker.

Flybridge Hardtop:

Access to the fly bridge top is via a flush circular hatch. On the top is a stainless steel grab rail down the centerline. Mounted aft are two large domes, one for the Sat Com and the other for the satellite TV. Mounted forward is an aft facing quartz light, which illuminates the arch and mast. On top of the radar arch is a hinged mast. Mounted on the mast radar arch is the following:

- 6-foot radar scanner

- 4-foot radar scanner
- Large remote control spotlight
- (2) Aft facing quartz lights illuminating the boat deck
- Kahlenberg triple trumpet model #T-3A pneumatic horn
- Various radio and GPS antennas

Boat Deck:

The boat deck is four steps down aft of the fly bridge. On the centerline forward is a door from the salon. Starboard side aft is a two-part hatch to the aft deck. The boat deck is protected by full bulwarks, on top of which is a stainless steel handrail. There is an opening bulwark door port side forward and starboard side aft. Port and starboard are large dunnage boxes. Also port and starboard are throw rings with lights. On the port side is Siemens Mark 4 Inmarsat-E-EPIRB in a float free location. In the starboard dunnage box is seen a line thrower.

Outboard of the bulwarks are two Viking 6-person SOLAS "A" canister life rafts on hydrostatic releases. These are in stainless steel cradles and fitted with full covers. Carried inside the bulwarks to starboard is a fore and aft mounted diesel Novurania tender. Aft outboard of the bulwark is a 16' Nautica tender with 70 Hp 4 stroke Yamaha outboard motor. Mounted in the centerline aft is the custom low profile hydraulic davit.

The primary tender is a 24-foot Nautica hard bottom inflatable catamaran, 20" in length. It is a Nautica International model #RIB0CAT, powered by a Volvo 4-cylinder inboard 150hp diesel model #K1.7L. The drive is a Mercruiser Alpha One outdrive serial #OM815354 with 5-bladed stainless steel propeller. The catamaran has a fold down boarding ramp on the bow. The hulls are protected with aluminum diamond plate overlay. The date plate indicates a capacity of 16 persons and 150hp. The Nautica features:

- Full cover
- Separate helm cover
- Aluminum framed Bimini top
- Lowrance digital depth finder
- Standard Horizon Eclipse VHF radio
- Leaning bench
- Running lights
- Compass
- Depth gauge
- Full set of engine gauges
- Speedometer
- Bimini top
- Ground tackle
- (2) fuel tanks
- Gel cell battery

- GPS

Deck Equipment:

The foredeck is protected by a low-boxed bulwark with welded stainless steel handrail and stainless steel flagstaff in the stem. In the bulwarks are welded stainless steel fairleads to welded stainless steel bitts. There are large freeing ports. The anchor windlasses are mounted on a raised, guttered platform. Forward on the platform is a 37" circular watertight flush hatch into the forepeak area. Immediately aft is a welded stainless steel bell stand with a bronze bell. The two windlasses are hydraulic by Muir. There are vertical with capstans and gypsies. Each has a footswitch and a wired remote. There are also remote windlass controls on the wheelhouse and fly bridge. The windlasses are fitted with heavy devil's claws and chain clamps. The chain runs over double grooved rollers. The anchors are 150-kilo stainless steel Poole N Stockless fitted with approximate 15mm open link chain. The stop waters are foam balls. The chains are reported to be 80 fathoms on the port side and 44 fathoms on the starboard side.

Centerline aft of the winches is a flush Plexiglas hatch into the crew area. Aft port and starboard are built in seats in front of the weatherboard. The Glendinning shore power comes out through one of these seats. On the centerline is a door through the weatherboard to the Portuguese bridge. The weatherboard is full welded box aluminum with a varnished teak cap. On the aft side of the weatherboard are hatches leading into general storage. On the starboard side is a waste pump outfitting.

Mounted port and starboard on the wheelhouse are two throw rings with man overboard lights. There are wing stations port and starboard. Each wing station has start/stop switches, engine controls, steering, and bow thruster controls. There are opening door port and starboard to the wheelhouse.

Side Decks:

The side decks are several steps down protected by the house overhang and waist high boxed bulwarks with a varnished teak rail on the stainless steel stanchions. In the house overhang is the lighting. In the bulwarks are large freeing ports and welded stainless steel fairleads to stainless steel fabricated bar cleats. There are opening bulwark doors port and starboard amidships and teak wing doors port and starboard aft. Port and starboard inside lockers are fire mains. On the port side is a water fill; on the starboard side is a fuel fill. In the starboard side bulwark is a built-in hydraulic side boarding stairs / passerelle for tender or floating dock boarding. On the starboard side aft is a door into the engine room fidley. Aft of the wing door on the starboard side is a storage locker, in which is located the fire and emergency shutdown pulls.

Crane for Tenders:

Mounted in the centerline is a custom made fabricated aluminum low profile extending crane with all hydraulic lift, jib, and Kevlar cable. It is a hydraulically actuated crane. The

crane receives power via the Cramm central hydraulic system. It booms up, down, hydraulically rotates and hydraulically telescopes. The mainframe of the crane is approximately 11 feet long. It is a custom made crane reported to be rated a 2,200 capacity at full extension.

Main Engines:

The vessel is powered by a pair of Caterpillar 3196 fresh water cooled marine diesels rated at 380 HP@ 1800 RPM. The reversing gears are Twin Disc with a ratio of 3.43:1.

The engines are fresh water cooled through raw water-cooled heat exchangers located at the front of each engine and have gear driven raw water rubber impeller pumps for cooling. The transmission and inner coolers are raw water cooled with engine oil fresh water-cooled, as in the turbo charger. The raw water feeds are from the port a starboard sea chest with a crossover pipe and valve all made of C-PVC.

Both main engine exhaust consists of insulated steel exhaust risers with flanged stainless steel bellow flex sections that are hung from the overhead steel frame and is isolated through rubber mounts. The exhaust system continues on the outboard sides to water injection stainless steel exhaust water feed ring and a low speed shower feed downstream from the spray ring. The exhaust system passes through fiberglass mufflers located behind the engine room paneling that then discharges on the stern outboard quarter on their respective sides. The transition hoses from the stainless steel pipe to the fiberglass muffler are connected with blue silicone exhaust hose and T-bolt clamps.

Both main engines and reverse gears are bolted to a steel skid plate that is isolation mounted on top of the engine beds. The reversing gears and main shafts are isolated through an Armatek flexible coupling and thrust bearing with a dripless shaft seal that is cooled by a raw water takeoff fed from each engine. Each transmission has a Creusen Roermond electric gearbox trialing pump, for single engine operation.

Hydraulic PTO pumps are driven off the front of each main engine and are Cramm/Parker that feeds the central hydraulic system.

The engine controls are electronic ZF Mathers MS565-13050 with stations located at the aft deck; port and starboard wing stations; fly bridges; wheelhouse.

There is also an emergency throttle electronic control located at the rear of each engine. Each main engine has its own 24 volt start battery bank consisting of two 8D gel cell batteries in series to produce 24 volts and is fed by an isolation switch to the starters. These batteries are charged by belt driven 24-volt alternators and by an amp

charger.

Each main engine shares a dual Racor 1000 MA fuel/water separator filter with vacuum gauges and water sensitive alarm with the respective generator and has associated valving to select either one or both of the filters.

Each main engine has a local gauge panel with: Digital tachometer; Analog oil and fuel pressure gauge; Emergency stops, Analog crank pressure gauge.

There are Caterpillar premium electronic displays on the panels in the wheelhouse and fly bridge and on the DMP ship's monitor panel.

Engine Room Ventilation:

Located in the overhead of the port side engine room is a 25' x 24" main air intake plenum with an 18" axial variable speed fan. The controls are by Heinman & Hopman and are located just outboard of the port generator. The system can work on either auto or manual and derives its information from both a temperature probe and pressure sensor located in the engine room. On the opposite side of the engine room is a small 8" x 8" passive exhaust plenum the port and starboard louvers are located on the aft boat deck. The intake louver measures 20" x 24" and the exhaust louver measures 12"x 12"". Both plenums are fit with manually controlled fire dampers and demisters. In addition to the above-mentioned ventilation, there are two engine room cooler fans manufactured by Heinman & Hopman. The engine room cooling fans are 16" variable speed fan. The system uses a seawater heat exchanger process that supplies cool air to the port and starboard engine room via these two variable speed fans. They are controlled by Heinman & Hopman variable speed control unit.

Generators:

The vessel has a pair of Northern Lights generators. The port side generator is rated at 45 Kw, 56.3 KVA, 230/400 volts, three phase, 50 Hz, 1500 RPM at 81 amps per leg. This generator consists of a Marathon electronically regulated electrical end that is driven by a John Deere four cylinder turbo charged, fresh water-cooled marine diesel. The starboard generator is rated at 25 kW, 31.3 KVA, 230/400 volts, three phase, 1500 RPM at 45 amps per leg. The engine is 4 cylinder Toyota engine that is driving a Japanese made electrical end.

Both engines are freshwater cooled through raw water-cooled heat exchangers with gear driven raw water pumps that are fed from the common sea chest. The exhaust systems are raw water cooled from the exhaust mixer elbows that dump into fiberglass aqua lift mufflers located outboard of the generator sets. The exhaust then passes through gas/water separators located outboard behind paneling whereas the exhaust gas is discharged above waterline and the water discharged below.

Each generator set is mounted on isolated mounts on a welded steel frame with oil pan

beneath the engines. Both generator sets are located in Northern Lights insulated hard sound enclosures with removable access panels for inspection and service.

Each generator has its own 24 volt start battery bank consisting of two 4K gel cell batteries located aft, starboard of the engine room that pass through the battery switch panel, which allows for paralleling between the two battery banks. These batteries are charged by the generator belt driven 24-volt alternator off the front of the engines and by a Mastervolt 24V/25 amp charger that is shared between the main engine start batteries through a battery splitter.

Each generator shares their respective main engine dual Racor 1000 MA fuel/water filter separator with metal bowls and has vacuum gauges and water sensor alarms. These filters are located inboard of the main engines and have selector valves between each filter and valves to the main engine and generator on their respective sides.

The output of the generator sets is fed to Merlin Gerin thermo-magnetic molded case breakers located on the main electrical panel.

Each generator has a Northern Lights series 3 stop/start and gauge panel with: Analog oil pressure and temperature gauges; manual preheat stop/start controls; service meter. Each generator can be monitored on the DMP ships monitoring system for engine performance and electrical output.

The ship's loads operate on either 230-volt for lighter loads or 400 volts, three phase for heavier loads. The main panel is set up as a single buss bar system whereby only a single power source can supply the vessel. The ship's load will automatically be switched to the active generator after a short delay on start up of the generator. The generators take preference over shore power source if a generator is activated. This automatic load switching can be bypassed with manual switches located on the main electrical panel. The 25kW unit is considered as the night generator to operate during light load periods. The port generator (45kw has 15,000 hours) and the starboard generator (25kw has 15,000 hours) Both generators operate at 1500 RPM which extends their life.

Oil Water Separator:

The vessel is fitted with an oily water separator located centerline on the forward engine room bulkhead. The unit is a Bilge Boy. The unit takes suction from a dedicated suction line from the engine room centerline bilge. It is isolated on rubber mounts and mounted inside a stainless steel drip tray. **Bilge and Fire System:**

The main fire system consists of a Sihi pump located in the engine room mounted on the forward bulkhead. It is close coupled to a Rotor electric motor. It is rated at 4-kW. It is 50-hz. The system doubles as an emergency bilge and chain wash. The pump and motor are soft mounted on rubber mounts inside a stainless steel drip pan.

AC power:

The vessel's primary AC electrical loads operate on 230 volts, single phase or 400 volts, three phase, 50 Hz wye configuration that can only be supplied from one of the three power sources (i.e. shore power, 25 kW and 45 kW ship's generators). The shore power system has two inlets, one located on the aft transom and other in the starboard bow seating area. Both shore power cords are 6/4, 100' cables that are on Glendinning shore power reels with aft unit in the lazarette and the bow in the crew bilge area. The shore power cables are automatically coiled in stainless steel bins. These shore power cords then feed 100 amp, three pole Merlin Gerin breakers adjacent to the bins that then feed the Atlas Smart Box that allows for a combination with single or three phase feeds to be combined. This smart box then feeds the Atlas frequency converter. The drawings indicate a galvanic isolator is installed in the shore ground system.

Atlas Frequency Converter

Input: 190-250 V and 340-520 VAC, 3 or 1 phase, 40-70 Hz

Output: 400-230 V, 51 amp, 3 phase, 50 Hz

The Atlas Smart Box is frequency converter is located in the lazarette. The output of the frequency converter feeds the main panel through a 63-amp breaker. The main electrical switchboard is located in the engine room on the aft port bulkhead. The panel is a custom built semi-automatic switchboard with a single buss bar system whereby the ship's load will automatically be transferred to the available power source with generator power having preference over the shore power source. Each power source is monitored on this main panel with analog meters and monitors: Voltage between phases and neutral; Frequency load current.

The ship's loads are protected through thermo-magnetic Multi 9 Merlin Gerin breakers located on the main engine room on the main electrical panel and the single sub panel located forward of the master stateroom. The main panel was built by Kuipers and a full set of electrical schematics is available.

Secondary sources of AC power are supplied from 3 Mastervolt MASS 24 volt/2500 watt inverters rated at 2500 watts located above the starboard battery banks. Two of the inverters are coupled together as master and slave to supply critical loads that demand constant power source. The third inverter of the same size, make and location supplies critical power to critical electronic equipment such as the DMP monitor. These inverters are normally online, but have bypass switches in the event of failure to switch to load to the normal AC power source.

DC power:

The vessel's primary house electrical DC systems operate on 24 volts that is supplied

from 12 2-volt Traction Sonnenschein 1,000 A/H, dry fit, gel cell batteries that are located in the lazarette and are mounted in stainless steel 2" lip trays with stainless steel retaining bins. The output of this battery bank feeds an output fuse located in the starboard trays with stainless steel retaining bins. The output of this battery bank feeds an output fuse located in the starboard corner and an isolation switch located in the DC panel. These batteries can also be paralleled to the main engines for starting through a switch located in the battery switch panel. The output of these batteries are divided into two sections labeled as "switched" and "not switched". It is believed the concept is to reduce the DC load of non-critical loads when the vessel is running on DC power with a single switch located on the main battery switch panel. The DC power supply to the main panel and sun panels is protected with knife fuses located in the main electrical panel. The lighting throughout the vessel is primary DC with some AC lighting, mostly indirect.

Each main engine has their own start battery bank consisting of two 8D gel cell batteries located in the engine room on the starboard aft bulkhead. These batteries feed the main engine starters through battery switch in the main battery switch panel and can be paralleled to each other or to the house battery bank. These batteries are charged by the generator batteries. The over current protection devices on the main sub panel are thermo-magnetic, single pole, Multi 9 Merlin Gerin breakers. The DC system is negative ground to hull.

Stabilizer and Hydraulic System: Stabilizer System:

"MAVERICK" is outfitted with a Cramm central hydraulic system for the crane, capstans, and anchor windlasses. The main controls and 53-gallon reservoir are located in the engine room outboard on the port side. The stabilizer system is Naiad Koopnautic model MK302 with pilot house and flybridge controls.

Air conditioning:

The vessel's air conditioning system is a chilled water by Marine Air systems of Pompano Beach, FL. Rated at 144,000 BTU's or 12 tons of cooling capacity with reverse cycle heat rated at 158,400 BTU's. The three Copland scroll compressor units are racked together and located in the engine room on the starboard forward side. Each compressor is rated at 48,000 BTU's or 4 tons of cooling capacity. The Marine Air control box is located on the forward engine room bulkhead and has digital displays with touch pads to the control system. A glycol heat exchanger loop cools the A/C compressors which means they never encounter salt water.

The circulating water in the system can be heated by four additional immersion heaters located under the passarelle power pack in the engine room with a master rotary switch and four individual rotary switches for each heater element. This system can be controlled through DMP control panel whereby the water is diverted through to the

immersion heaters through an electronically operated three-way valve.

The chilled water is circulated throughout the vessel via a Rotor 230 volt, .075 kW, 50 Hz, single phase circulating pump located aft of the compressor unit. The cooling water is provided to the system by a closed fresh water plate heat exchanger located forward of the port main engine. This heat exchanger is cooled by a Rotor 230 volt, .75 kW, 50Hz pump located directly beneath and draws water from the portside sea chest. This cooling system also provides seawater temperature air to two engine room recirculation fans located port and starboard. The closed fresh water cooling water is circulated by a Rotor 230 volt, .75 kW, 50 Hz pump located adjacent to the raw water cooling pump.

The fan coils throughout the vessel are by Marine Air with individual screens located at each fan coil unit. The units are fitted with three way valve thereby bypassing the water system to the fan coil unit once the desired temperature has been reached. The fan coil control temperature and fan speed are by Heinman & Hopman and are digital controls with each having frequency drive to control fan speed.

The vessel also has two Heinman and Hopman make up air units type SA, with one unit located in the crew bow compartment to service the forward section of the vessel and the other unit located in the midsection coffer dam to service the aft section of the vessel. These units draw outside air that is then chilled and ducted to various parts of the vessel to make up for lost air from ventilation fans, ECT. And create a slight positive pressure within the vessel in the air conditioning.

Watermaker:

The vessel has one Matrix with low-pressure pump, sand media filter, and high-pressure pump set. There is an Atlantic ultraviolet sterilizer light. All of the water maker equipment is located in the starboard aft engine room and is supplied seawater by its own dedicated through-hull. The low-pressure pump supplies 50-Psi to the sand media filter. There is a 30-micron filter, and a charcoal filter. The system is fit with automatic back flush. A second water maker was recently added Sea Recovery 33 gallons/hr.

Potable water system:

The potable water system consists of 3 separate zones. The pumps are located in the cofferdam between frames 32 and 34. They are mounted outboard on the starboard side. There are two Sihi pumps. One is 230/240 volt and one is 24 volt. The pumps take suction directly from the water tanks just aft of frame 32.

Steering system:

Hydraulic power for the steering system is supplied by the Cramm central hydraulic system. The steering power is supplied by the primary pumps on the front of each main engine and is redundant with a secondary AC electric motor mounted directly to

the hydraulic reservoir. Located in the steering area in the aft lazarette are two 16" x 1 ¼" steering cylinder rams. The cylinder ends are fix mounted towards centerline and are yolk mounted to the port rudderpost. They work in a push/pull arrangement. The port and starboard tillers are connected with a 3" adjustable tie bar. The rudderposts and bearings are well supported.

Features:

"MAVERICK" is a masterpiece of the finest Dutch Craftsmanship available today. From the exquisite joinery in the interior spaces to all of the ships operating systems, the marriage of the Kuipers Shipyard and Vripack Design and engineering have made "MAVERICK" a true work of art while being a proven and capable expedition vessel for passages in excess of 6,000 nautical miles. She has crossed the Atlantic and Pacific Oceans and yearns for more. Her fuel efficiency (1.6 gallons per nautical mile) is believed to be partially due to her shrouded propellers that can be seen in the attached photographs that also offer propellor protection from logs, containers, and other objects at sea.

Main Salon/Dining

Separated by a cherry counter with fitted and general storage

Cherry woodwork throughout

Large windows allow for superb natural lighting

Passageway door to aft deck

Secured dining table with six chairs

Shelved display cabinet

(2) Large L-Shaped settees with a low table in the center and (2) fixed mounted low tables

(2) Occasional chairs

Cabinet with built-in 42" Panasonic TV and hideaway bar with granite top, stainless sink, and bottle storage

Electric window in aft of salon

Galley

Liebherr 2-door refrigerator with 2-drawer freezer

Granite countertops

Maple flooring

Double circular pocket door to saloon V-line bin type icemaker

U-shaped countertop with stainless grab rail

Boan trash compactor

Miele microwave oven

Miele Induction Series, 4-burner glass cook top with fiddle

Discharge vent above cook top

Miele classic oven

Miele dishwasher

Oversized sink with separate purified drinking water faucet

Under counter cabinets

Fixed small settee with table and storage under drop down doors

Large port and starboard electric opening windows

Large built-in refrigerator

Curved stairwell with skylight above that leads to boat deck

Entertainment center with:

NEC Plasma TV on a lift

Sony component system model #MHC-37A

Dual cassette,CD/DVD, and stereo

Samsung VHS model #SV-7000W Worldwide video

New Marantz Worldwide zoning DVD player

Guest Foyer:

Accessed by circular stairwell from the forward end of the salon

Stacked washer/dryer combination

Granite countertop

Wine cupboard

Samsung VHS model #SV-7000W Worldwide video

Philips DVD player

Beneath stairs is the bilge storage access area

Aft Master Stateroom

Full beam width stateroom

Centerline King sized bed with drawers underneath

Nightstands built-in on both sides of the bed

Built-in occasional chair with ottoman

Cabinet with (5) drawers

Hanging locker

Built-in desk

(2) Large closets

42' Sony Plasma TV on lift, in cabinet at the foot of the bed

Samsung Model #SV-7000 VHS Worldwide video

New Marantz Worldwide zoning DVD player

DVR and Satellite TV

Sony component systems model MHCS3 AM/FM radio, CD player and dual cassette

Port Guest Stateroom

(2) Large twin berths

Sharp flat LCD screen TV

DVR and Satellite TV

AM/FM radio with CD player

Escape hatch into the captain's cabin

Starboard Guest Stateroom

(2) Large twin berths

Sharp flat LCD screen TV

DVR and satellite TV

AM/FM radio with CD player

Forward Crew Quarters

Crew Cabin:

V-berth with (2) very large single berths

Sony Playstation

DVR satellite access and local TV through either cable and/or air

Cherry woodwork

Ensuite head with: Corian vanity, washbasin, enclosed shower, and heated sole.

Two ensuite heads with:

Heated marble sole

Granite countertops

Heated towel racks

Starboard head has a toilet, washbasin, and enclosed shower

Port head has a large shower that is also a steam shower

Ensuite head with:

Head

Wash Basin

Enclosed shower

Heated towel bar and heated marble sole

Finished in cherry, granite and marble

Crew Lounge:

Built-in settee with large fixed dining table

Dry storage beneath settee

Corain countertops and stainless steel sink in galley area

Microwave/oven

Induction cook top with (2) areas

Full-height cabinet with built-in TV

Stacked washer/dryer

Bilge under crew lounge is fully floored with storage shelving and secured, removable storage boxes, cupboards, (2) extra freezers, and (1) extra refrigerator

Passage stairs to the wheelhouse

Captain's Cabin:

Queen sized berth

Cherry woodwork

Entertainment center with Sharp LCD TV, CD/cassette/FM stereo system

Sony Playstation

DVR Satellite access and local TV through either cable and/or air

Ensuite head with: washbasin, enclosed shower, and heated sole. New marble in shower and new marble floor (2008).

Navigation and Electronics:

Wheelhouse:

Five panel windshield with 180 degree visibility

Port and starboard weather tight doors to Portuguese bridge deck

Paneling and cabinetry in cherry, sole is varnished maple

Recaro pedestal mounted chair

Day head

L-shaped settee with fixed table

Plenty of storage, chart table with drawers, cabinets, drop-down doors, lockets, ect.

DMP System with integrated panels at the helm station, port and starboard wing station, and flybridge

Maxi Ship monitoring system with 40 analog inputs and 64 digital inputs

(6) Pentium III computers model #RZ28 1, rack mounted for DMP system. (Three are main computers, three are backups all replaced in 2015)

(3) 15" TFT displays on main bridge

(2) 12.1" TFT displays on flybridge

12.1" TFT display in engine room

(2) Remote alarm panels (one in owner's stateroom and one in crew mess)

Knot meter, log, and water temperature in ship's monitoring system

Furuno model #FR2115B black box radar with 6-foot scanner (96 mile range)

Furuno model #FR2115B black box radar with 4-foot scanner (95 mile range)

Full ARPA on both radars

Transas charting system, Navi-sailor 3000 ECS-I

2008 World chart folio

Current monthly professional care to keep charts up to date

Auto identification system on Furuno radar and integrated with Transas System Complete Worldwide

Transas Chart folio

Transas Charts video signals to TV system

Backup Transas Charting System on standalone Compaq laptop

Radar overlay on Transas charting

Nav Tech messages reception on Transas Charting screen

Anschutz Gyro model #GYROST AR 2 (serviced 9/08)

Fluxgate compass model #RZ347 Garmin Plotter

Eco 510 Sea Pilot

Naiad Koopnautic stabilizer fins model #MK302

Eco 120 echo sounder with two transducers

Nero Fleet-it

Sailor Inmarsat C Model #I622G DGPS

Sailor Irridium radio model #SC4000

ICOM model #802 single side band with Sail Mail Pactor modem

Inmarsat D, Purple finder

Simard VHF radio model #RS8400 at upper and lower helm

(2) Simrad handheld VHF radios

Ericsson Tri-Band GMS phone

Panasonic model #KXTD8I6 PBX

(3) Panasonic phones model #KXT7536

(7) Panasonic wireless phones model #KX-TCA-155

Tip Tell answering machine

RZ marinized computer (server) Pentium III, 800 megahertz, 128-ram, 8-megabytes, video ram, 20.4 GB hard drive, AGPS3 Savage 4 VGA Casr, (2) USB, (1) parallel, (2) 100 MBS LAN card, analog 56. K6 modem

Hewlett Packard model #K-80 printer/fax/copier/scanner

(3) New servers (2007)

(2) Wireless systems throughout yacht; (1) for internet/printing access anywhere onboard and (1) for wireless DMP and Transas access via laptop anywhere aboard

Satellite TV system (2007) New High Speed Satellite internet & phone system SAILER FLEET BROADBAND (2017) New gyro compass 2016 New television system, INTELLIAN T80W 2016

Engine and Mechanical Equipment:

Entered either from centerline watertight door on the transom or via the engine room fidley at the aft end of the starboard side deck.

Engine room fidley has an outside side deck watertight door and from the salon is an interior door with a watertight dogged and gasketed door into the fidley.

Engine room is fully insulated behind solid painted aluminum panels

Bilge areas in most storage areas, engine room, and engine room floor plates have

been repainted

Super Mini Haman AG Marpol approved treatment system for black and grey water

Oil transfer pumps for ease of oil change and removal

Smoke and heat detectors in the overheads

All hull plating has glued sound plates attached

Ship's air compressor with 3-gallon receiver tank

(2) Heinman & Hopman fan speed controls

Stainless steel sink and faucet

Cramm central hydraulic system

Sihi main fire pump on forward engine room bulkhead

Bilge boy 2.5 gpm Oily Water Separator manufactured by Separation Technology

Sihi engine room freshwater circulating pump

Engine room raw water circulating pump

Alfa Laval heat exchanger, dedicated for the Aircon and hydraulics

Fuel fill and return manifold

Sterling Fluid Systems fuel transfer pump

Alfa Laval fuel centrifuge on the starboard side

Marine Air 12-ton air conditioning condensing and compressor unit

Heinman & Hop 16" air circulating fan

Besenzoni passarelle/side stage hydraulic control box and emergency pump Matrix sand filter, low pressure pump and inlet strainer

25" x 32" 9-drawer tool chest

Ladder to starboard side fidley door

Lube oil tank for clean oil- 100.4 gallons

Lube oil tank for dirty oil- 100.4 gallons

23"x 24" air intake plenum with 18" fan variable speed

15" DMP computer display

Engineers work/log desk and emergency alarm panels and lights

Vessel is powered by pair of Catipillar 3196 fresh water cooled marine diesels rated at 380 hp @ 1800 rpm. The reversing gears are Twin Disc with a ratio of 3.43: 1.

Dual Racor 1000 MA fuel/water separator filter

Each main engine has a local gauge panel with: digital tachometer, analog oil and fuel pressure gauges, emergency stops, and analog crank pressure gauge.

There are Caterpillar premium electronic displays on the panels in the wheelhouse and flybridge and on the DMP ship's monitor panel.

Electrical Equipment:

Northern Light 25 kW generator, with approx.. 12,800 hours

Northern Light 45 kW generator, with approx..15,000 hours

Main electrical switchboard in (3) primary housings 24V DC 230/400V AC

(7) Mastervolt battery chargers on aft bulkhead

DC switchboard for battery isolation

Miscellaneous Mastervolt gel cell batteries

The shore power system has two inlets, one located on the aft transom and the other in the starboard bow seating area.

Both shore power cords are 6/4, 100' cables that are on Glendinning shore power reels with the aft unit in the lazarette and the bow in the crew bilge area. New galvanic isolators have been placed on both shore cords.

Atlas frequency converter- Input: 190-250V and 340-520V AC, 3-phase or 1-phase, 40-70 Hz. Output: 400-230 V, 51 amp, 3-phase, 50 Hz. The Atlas Smart Box and frequency converter is located in the lazarette.

(3) Mastervolt MASS 24V 12500 watt inverters rated at 2500 watts located above the starboard battery banks

(3) Mastervolt, 24V, 100 amp battery chargers located in the engine room on the starboard aft bulkhead

Each main engine has their own start battery bank consisting of two 8D gel cell batteries located in the engine room on the starboard aft bulkhead. Generators have their own 24V bank of starting batteries located above the main engine batteries

consisting of (2) 4D gel cell batteries in series to produce 24V.

Engine and generator batteries were replaced in 2014. House batteries were replaced in 2016.

Deck and Hull:

Construction:

Her hull is all electric welded steel construction. Her house is all marine grade aluminum, using all 5mm and 6mm plate. The hull to deck joint is a fully welded tri-clad strip with the steel side welded to the deck and the aluminum side welded to the house. There is a fairly complete set of CAD on board in a CD format.

Teak in excellent condition

Port anchor is a stockless 150k with 110 meters of chain

Starboard anchor is a stockless 180kg with 150 meters of chain

Anchor windlasses are mounted on a raised, guttered platform

37" Circular watertight flush hatch into forepeak area

Stainless steel bell stand with bronze bell

(2) Muir hydraulic windlasses, vertical with capstans and gypsies, each with footswitch and wired remote (Also remote windlass controls on the wheelhouse and flybridge)

Anchors are 150 kilo stainless steel Poole N stockless, fitted with approximate 15mm open link chain, stopwaters are foam balls, chains are reported to be 80 fathoms on the port side and 44 fathoms on the starboard side

Flush Plexiglass hatch into the crew area

Aft port and starboard are welded seats in front of the weatherbreak, Glendinning shore power comes out through one of the seats

Centerline is a door through the weatherbreak to the Portuguese bridge

Weatherbreak is full welded box aluminum with a varnished teak cap

Hatches leading into general storage

Port and Starboard wing stations with start/stop switches, engine controls, steering, and bow thruster controls

Custom aluminum low profile extending crane with all hydraulic lift, jib, and Kevlar cable. (It booms up, down, hydraulically rotates, and hydraulically telescopes. The mainframe

of the crane is approximately 11 feet long, reported to be rated a 5,000 lb. capacity at full extension.)

Lazarette:

Entered via centerline quick active watertight transom door with lock and alarm

4-step stainless steel ladder

Fill-Rite 75-liters per minute 24VDC pump with fuel hose and gauge for diesel service to the tender

Hot and cold mixing valve for the stem shower

Glendinning model #CM-7 24V shore cord retrieval unit, with stainless steel shore cord storage drum

Kidde model #HC227 engine room fire suppression system.

It's charged weight is 46-kg. It is a FM200 fire suppression system.

Miscellaneous storm panels

(2) Handheld fire extinguishers 6-kg each; (1) Foam, (1) CO2

Bauer Oceanus drive compressor with 3kW motor on soft mounts

Nitrox dive compressor

(4) Aluminum dive bottles

4-bottle dive bottle storage rack

(2) Dive bottle charging pressure regulators

(6) General service batteries and rack- batteries manufactured by Dry Fit model #A600-WE

23"x 27" liquid filled radiator

(3) Rod holders and miscellaneous handrails and spare parts

24V DC primary fuse box

35kW Atlas Classic shore power system model #ICN6200 frequency and power converter

Spot filtration system

(6) Fenders with covers

Folding dock cart

25# Danforth dinghy anchor with chain leader and rode

(2) Custom built Cospolich freezer/refrigeration units

Liebher upright freezer

Flybridge:

Pedestal mount leather helm chair with arm controls for the port and starboard video screens and the steering pilot

Built in seating port and starboard

Starboard side aft is circular lounge with pedestal table

Storage beneath all seating areas

Corian bar with double Miele electric grill, stainless steel sink, Vitrigo under

Counter refrigerator, and U-Line bin type icemaker.

Mounted on the mast radar arch is the following:

6-foot radar scanner

4-foot radar scanner

Large remote control spotlight

(2) Aft facing quartz lights illuminating the boat deck

Kahlenberg triple trumpet model #T-3A pneumatic horn

Various radio and GPS antennas

Flybridge Boat Deck:

Aft of flybridge, with door that accesses salon

Protected by full bulwarks, on top of which is a stainless steel handrail

Opening bulwark doors, portside forward and starboard side aft

Port and starboard large dunnage boxes

Throw rings with lights

(2) COSPAS/SARSAT 406MHz EPRIBS

Viking 6-person SOLAS "A" canistered life raft on hydrostatic release, in a stainless steel cradle and fitted cover

Custom low profile hydraulic davit

Safety Gear and Equipment:

All safety equipment is meticulously maintained with proper annual services and all standard monthly checks preformed

(5) Watertight compartments plus bow knuckle

220V bilge pump with 5-bilge manifold, 4 kW, 50 cycle

220V fire pump with (2) fire mains plus chain wash, 4kW, 50 cycle (Note: Bilge and fire pumps cross connect)

(5) Automatic bilge pumps

(6) High water bilge alarms

(10) Survival suits

(44) Life jackets, including tenders

(4) Throw rings with man overboard lights

Line thrower

(18) Handheld fire extinguishers

(12) Approved smoke hoods

(2) Full BA fire fighting set ups, additional (2) BA bottles

Automatic/manual fire suppression system for engine room (FM200)

Fire Blanket

Fire Axe

Remote fuel shutoffs

Remote fire dampeners for engine room ventilation

Offshore trauma first aid kit

Basic first aid kit

Defibrillator

Oxygen kit

Optical smoke alarms tied into alarm system

(3) Full sets of SOLAS flares

Full set of required running lights

(4) Security cameras; (3) on deck articulated, and (1) fixed in engine room

Smoke alarms and handheld fire extinguishers throughout accommodations, PDF's in closets for each bunk, all lower accommodations have pullout DC flashlights, master stateroom has an escape in the portside closet into the salon couch.

(2) 6-man Solas A life rafts

Spares

There is a huge inventory of spares and parts on board for all systems

Remarks:

MAVERICK is a custom designed and built steel hulled, aluminum superstructure, all electric welded motor yacht, designed by Vripak Yachting International and built by the Kuipers Shipyard of Holland, in 2002. Her keel was laid in 2002, however. Her delivery date was 2003. She is an offshore expedition type motor yacht with a raked bow, transom stern, raised foredeck, raised wheelhouse, and is twin diesel engine powered. She has crossed the Atlantic and Pacific Oceans and is ready for more. Current owner has crossed the Pacific from San Diego to New Zealand via Marianas Islands (2800 nautical miles non stop) and Fiji. He has also cruised to Australia and Vanuatu a few times. She is a proven passage maker who can be operated by a small crew because of the extensive back up systems. Maverick is offered for sale only to purchase a larger expedition vessel. She is in excellent condition with a recent complete paint job with slight color change on the hull (stars and stripes blue). Most cruising is at 9.6 knots burning 58 liters (15.3 gallons) per hour. This is incredibly efficient (1.5 gallons per nautical mile).

Maverick has received continual maintenance attention by an owner who operates aircraft and is very familiar with good maintenance schedules. Oil samples have frequently been taken on the engines and the generators. Other than oil changes, sensor replacement, injector replacement, zinc replacement, and heat exchanger replacement very little work has been necessary over 45,000 nautical cruising miles on the engines and generators. They do not smoke and use hardly any oil. During purchase survey a borescope should be conducted on the engines and generator. Due to the low RPM the diesels have been running at, it is difficult to predict when in frame overhauls will be required on the four diesel engines. The total cost of this work for four diesel engines will be approximately \$100,000.00 in the USA. Recent maintenance

includes: New computers for the DMP system, new LED overhead lighting, new gyro compass, two new dishwashers, two new washing machines, two new ice makers, new eisenglass curtains, complete exterior repaint, rebuilding of both tenders with new tubes on the large tender, one new Sea Recovery 33 gal/hour water maker. These are preliminary specifications, subject to correction in future. EXCLUSIONS:

All artwork

All artifacts

All fishing equipment

All dive and snorkeling equipment

Owner's personal equipment/ effects (binoculars, clothing, ect.)

Potential purchasers should assume that items on the vessel at the time of viewing, but not specifically listed on this sheet, are not included with the sale of the yacht. These specifications are believed to be true and correct but cannot be guaranteed.

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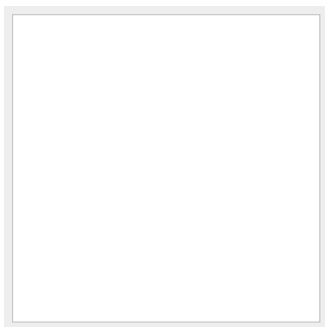
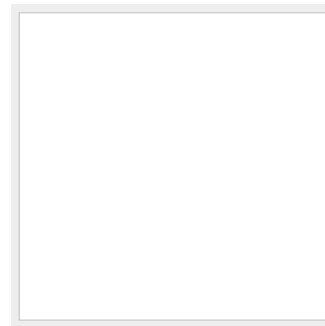
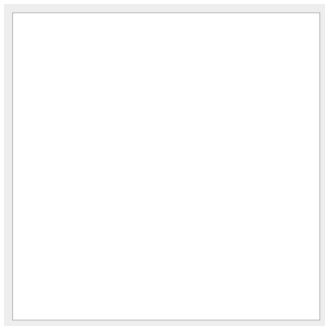
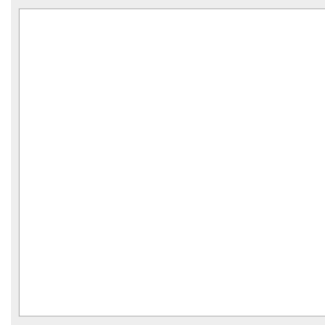
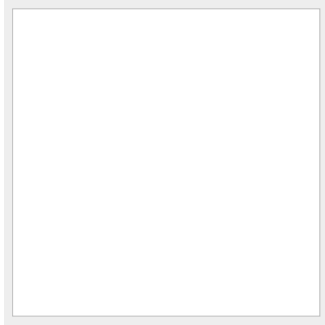
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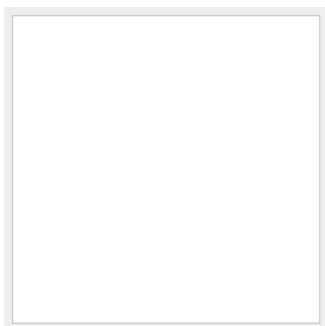
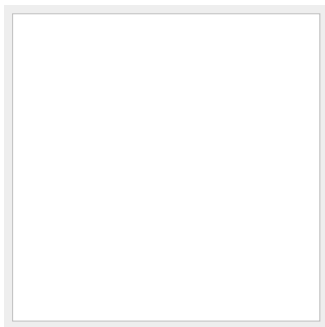
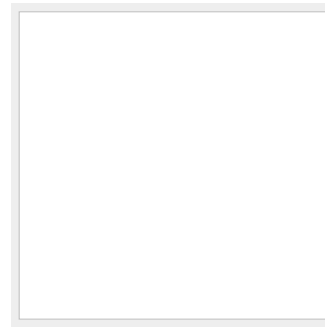
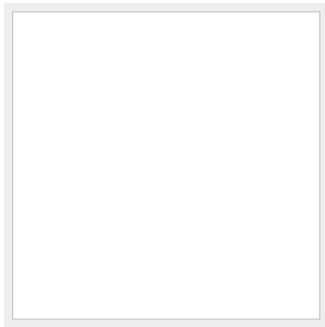
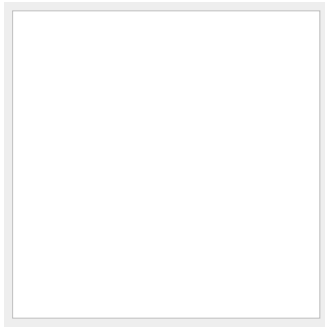
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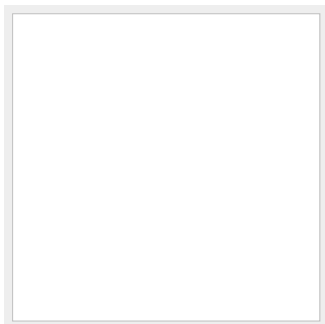
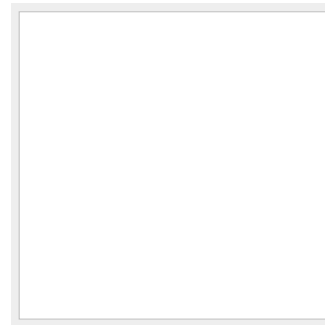
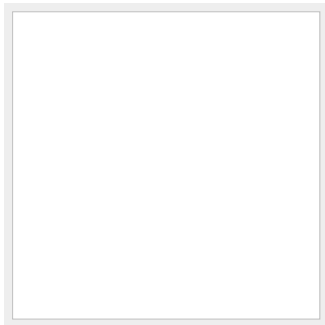
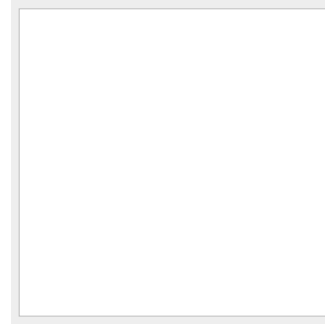
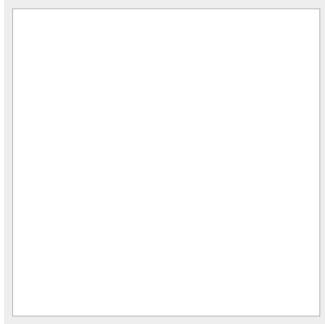
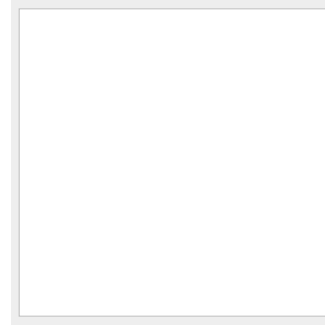
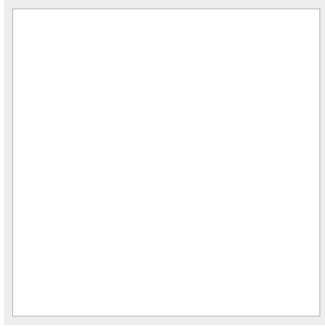
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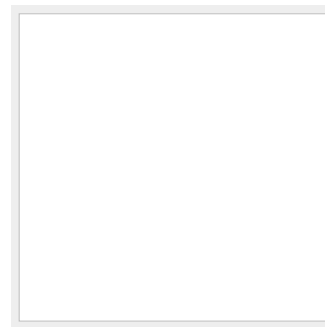
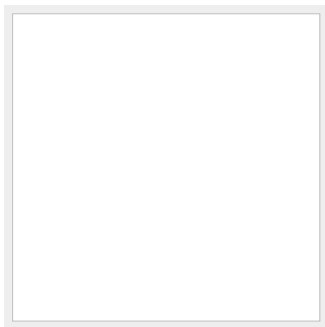
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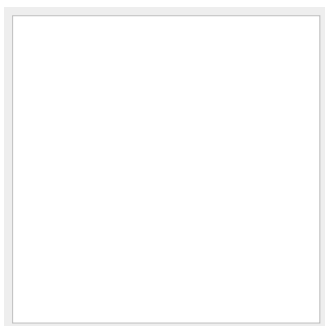
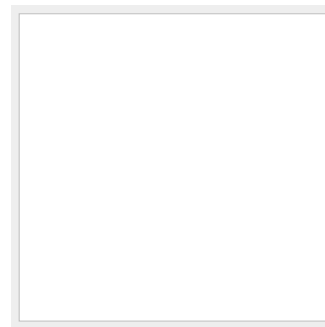
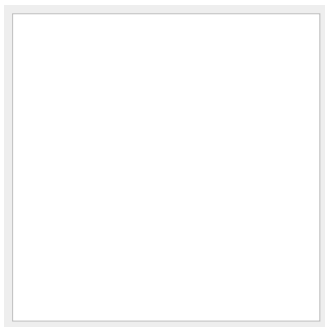
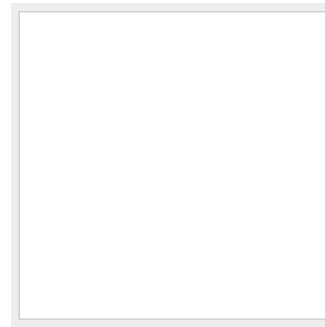
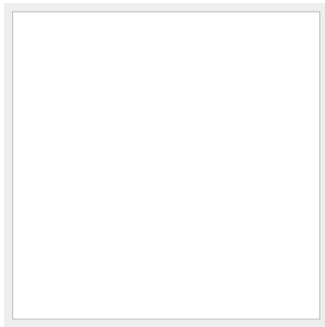
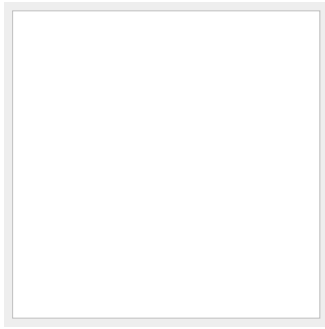
PHOTOS

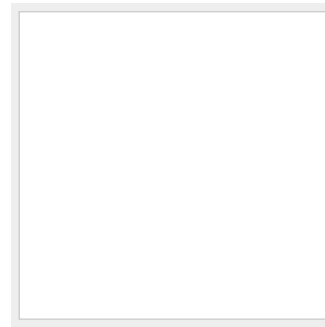
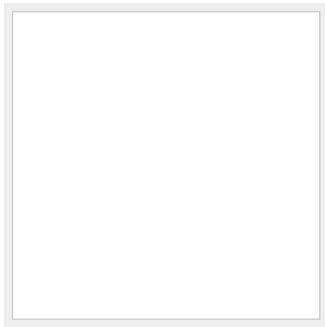


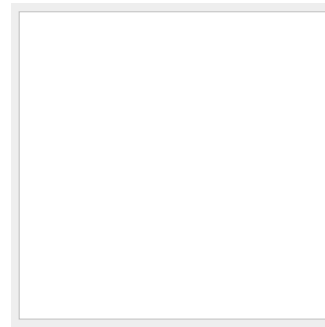
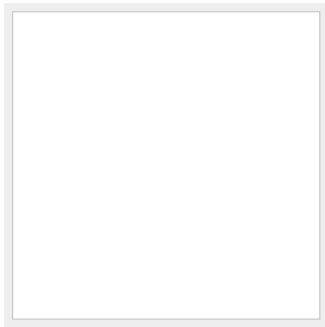


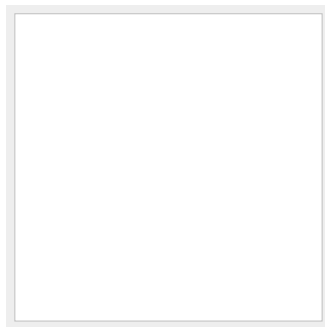
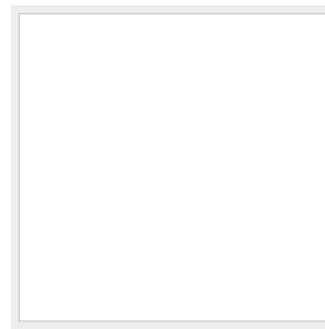












CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: **andrey@shestakovyachtsales.com**

Web: shestakovyachtsales.com/en/

Telephones

USA: **+1(954)274-4435**

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004