

SMART TRAWLER — #1 HULL



Builder: #1 HULL

Year Built: 2002

Model: Trawler

Price: PRICE ON APPLICATION

Location: Canada

LOA: 52' 0" (15.85m)

Beam: 16' 2" (4.93m)

Max Draft: 5' 4" (1.63m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Smart Trawler — #1 HULL** 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 **Smart Trawler — #1 HULL** 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

Dramatic \$54,000 price reduction indicated owner's motivation in having Smart Trawler's new owners begin their Canadian Maritime cruising this summer! The Smart Trawler is a full displacement motor cruiser based on successful traditional North Atlantic working craft hulls. It is designed for unrestricted ocean use and extended offshore cruising. The vessel is built to ABS and Lloyds scantlings with a steel hull construction and aluminum superstructure. It meets applicable ABYC standards. SuperPort Marine Services built this small ship with the quality and experience that enables them to be a major Canadian maritime supplier. The Smart Trawler provides sea kindliness, handling ease, easy maintenance and operational economy. Lightly used and in excellent condition, still owned by her original builder/owner, Smart Trawler 52 is ready for her next owners' voyaging.

Basic Information

Category: Trawler

Sub Category: Raised Pilothouse

Model Year: 2002

Year Built: 2002

Country: Canada

Dimensions

LOA: 52' 0" (15.85m)

Beam: 16' 2" (4.93m)

Max Draft: 5' 4" (1.63m)

Clearance: 24' 0" (7.32m)

Speed, Capacities and Weight

Displacement: 70000 Pounds

Accommodations

Total Cabins: 3

Total Berths: 2

Sleeps: 4

Total Heads: 1

Hull and Deck Information

Hull Material: Steel

Deck Material: Aluminum

Hull Configuration: Displacement w/
Bulbous Bow

Hull Color: light green

Engine Information

Engines: 1

Manufacturer: Detroit Diesel

Model: Series 60

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Walkthrough

The Smart Trawler features an upper level salon, galley and pilothouse and lower accommodations with a master stateroom, double cabin, and a workshop/office area. The interior features the Mediterranean layout with a curved stairway from the pilothouse to the accommodations below. The workshop/office area can easily be converted to a third cabin with several layout options. One head with shower is located between the master stateroom and the double cabin with access to it from the central hall. A second head with a shower can also be installed.

Salon

Entry into the salon is from the watertight Beclawat aft deck door. Large windows provide generous natural lighting. U-shape dinette provides comfortable seating, large dining area, and stowage beneath. Longleaf yellow pine sole.

Galley

Designed for safety and comfort for cooking at sea, as well as for allowing the chef to be included with the guests in the salon, the galley offers all conveniences necessary for full time life at sea. Cabinets and interior joinery are constructed from indigenous hardwoods and have a natural finish. The sole is industrial rubber for comfort, safety, and ease of maintenance. Seward (3) burner LPG stove w/oven Microwave Nova Kool Refrigerator/freezer Double SS sink Surell counter ops Upper & lower cabinets (2) 40# aluminum LPG tanks

Pilothouse

The pilot house is on a higher level than the salon to allow for 360 degree visibility. The ceiling of the pilot house has a textured metallic surface to reduce reflections and provide good light distribution. Weathertight dutch doors port and starboard provide convenient access, natural ventilation, and additional visibility. Industrial rubber sole. (2) VHF radios; ICOM IC-M45A, ICOM IC-M59 Raytheon Pathfinder 24" 4kW scanner with HAB CRT Radar Simrad Robertson AP209 autopilot RFC35R compass JRC FF30 depth/fish finder Air horn 24V Ritchie compass Chelsea clock/barometer Hella 24V Flood light ACR Electronics model RCL-100D (dual bulb, 24V) search light remote controlled with point pad. (3) Wipers Wynn

Mechanics

The engine room is large and well laid out to provide easy access to all equipment and systems.

The vessel is powered by a 360hp, Series 60 Detroit Diesel with a ZF 350-A reduction gear. The engine is electronically controlled and meets strict emissions standards while extending a high level of fuel economy. The vessel's hydraulic system is driven off the main engine gearbox and powers the bow thruster and windlass and provides two additional hydraulic ports for equipment such as davits and stabilizers. All equipment and hardware were selected to be tough, reliable and readily available.

Detroit Diesel 60 Series, 360 Horsepower, electronically controlled, Kobelt single lever mechanical shift/electronic throttle controls (800 hours).

Bow thruster: Key Power, 12" HD, hydraulic, 38 hp Fresh water keel cooling with Fernstrum Gridcoolers Dry exhaust S/S pipes Composite grating with nonskid surface Racor 75/900FG x 2 fuel filter/water separators Dual action anti-vibration engine mounts ZF IRM 350-A (2:1 ratio) with live PTO hydraulic pump for windlass and bow thruster Propeller High Torque, 4 blade, 32" x 29" 2.5 inch, 316 S/S prop shaft Rudder and shaft: Stainless steel Shaft seal: Duramax Marine Shaft Seal - mechanical, drip-less Coupling: Drive Saver model 8010Z Steering: Kobelt manual hydraulic system with rudder angle indicator, Destroyer 18" wheel. Bilge pumps: 1- Pacer 2 in, 240V electric bilge pump. 1- Jabsco 1.5 inch engine driven bilge pump with 24V clutch SeaLand vacuum generators SeaLand Model 806 Vacuflush Toilet (fresh water) SeaLand 40HTS, 40 US gal. Holding Tank (117 flushes) with overboard discharge and pump out connections Tankwatch 4 level monitor system Engine room blower: Delta T Systems, Inc., 11" Axial Fan, 24VDC Engine room fans: Delta T systems, Inc., 9" Axial Fans, 24V Paragon Hot/cold water pressure system SS grey water holding tank Torrid hot water tank w/engine heat exchanger

Electrical System

The vessel has a 24V DC system with separate battery banks for ship services and engine starting. DC power is supplied by a 100A alternator on the main engine and a 65A battery charger. A 24V to 12V power converter provides power to the VHF radios, the depth sounder, a power outlet in the pilot house and some instrument lighting. AC power is provided by a 20 KW diesel generator. A 240V, 50A shore power service feeds a 15 KVA isolation transformer and 120V/240V power is available on the vessel. The air conditioner, water heater, bilge pump and other heavy loads are 240V. A 2500W inverter provides 120V power to separate AC outlets and the engine room lights so that if high load AC equipment is inadvertently left on it will not drain the batteries. When AC is available to the inverter, it bypasses up to 30A to the output rather than drawing power from the batteries. Northern Lights, model M844LK 20 KW (83.3A @ 240V) with

sound enclosure, remote control panel in pilot house (Lugger 32 hp marine diesel, 1.7 gph at full load, wet exhaust). 650 hrs. Shore power: 220V, 50A shore power service with an isolation breaker 15 KVA Delta isolation transformer Hubble connectors and 50 ft. power cord Alternator: 24V 100 amp Services batteries: 2 - 12H - 8D, 221 amp hours, 489 reserve minutes, 1150 cold cranking amps Starting batteries: 2 - 8D-1250, 1250 cold cranking amps Generator battery: 1 - 4D - 1000, 1000 cold cranking amps Battery switches: Perko heavy duty Battery boxes: Blue Sea System Battery combiner: Heart Interface PathMaker model 100 AMP Two with remote control. Main electrical panel: Paneltronics, 100 AMP DC main breaker, 24V DC double pole breakers, 250 AMP fuses on main 24V supply cables, 50 AMP AC main breaker for shore power, 100 AMP main breaker for generator, analog voltage and current meters. Charger/invertor: Heart Interface Freedom 25 Combi Inverter/Charger, 2500 Watt (5200 watt surge), 3-stage 24V, 65 Amp battery charger, 30 Amp AC automatic transfer switch, remote monitor in pilot house Power converter: Newmar model 48-12-18I, 12V, 18 AMP power supply for selected electronics. 24V & 110 VAC lighting throughout GFI outlets in galley and heads GFI outlet on aft deck 12V outlet in pilothouse 24V exterior deck lighting, 120V engine room outlet Wiring: ABS and Coast Guard approved Shawflex marine cable

Deck

Wide walk-around decks with large open foredeck.

Windlass: Maxwell hydraulic with deck mounted foot operated electric controls Davit: Atkins & Hoyle model 6500T, rotating, 24V, 650 lb capacity Bruce 30 kg anchor with 400 ft of hot galvanized G-30 chain Double S/S anchor rollers S/S chocks, cleats, and fairleads Large storage locker for LPG Boat hook, Dock lines Fenders Swim platform: Steel, integral with hull

Superstructure

3/16" 5083 aluminum plate, 6061-T6 for frames and structural components. Aluminum superstructure is welded to the steel hull with DYNACLAD explosion bonded bi-metal transition joint material between the components.

All windows and exterior doors are coast guard approved for offshore applications. Interior partitions are constructed of 1" x 2" steel supports and sheathed with marine grade plywood and high quality laminates.

The exterior doors are Beclawat, aluminum weld-in with large windows, sea dogs. The Beclawat, aluminum fixed non-opening windows are heavily constructed bolt-on types used on front of pilothouse.

Portlights are stainless steel, opening type with screens.

Hull

Hard chines and a substantial keel minimize roll and a bulbous bow reduces pitching and improves fuel efficiency. Two longitudinal fuel tanks keep the weight low while minimizing free surface effect providing a more comfortable and stable ride. Optional stabilizers can be added. The vessel is subdivided in four compartments by three water tight transverse bulkheads; a collision bulkhead isolates the forepeak, a bulkhead with a watertight door separates the lower accommodation area from the engine room, and a bulkhead with a watertight door isolates the lazarette.

The boat is heavily insulated throughout for thermal as well as acoustic benefits. There is an aluminum deck head in the engine room and a second deck under the salon/galley. This provides a dead air space and heavy insulation between the machinery and accommodation areas which mitigates noise and provides fire protection equivalent to that found on commercial passenger vessels. Bulwarks are plated inboard as well as outboard which gives a clean profile and eliminates high maintenance stanchions and framing.

Class approved steel for plate and structural components,

Hull - 3/16 in. plate Bow section ice shield - 1/4" plate Keel - 3/8" plate, keel shoe - 3/4"

Insert plates behind grid coolers and above propeller - 3/8" Frames and bulkheads - 3/16 in.

7/16" steel with 3/16" domed stainless steel bow cap.

Construction

Exterior doors are Beclawat, aluminum weld-in with large windows, sea dogs, Dutch doors in pilothouse. Windows are Beclawat, aluminum fixed non-opening. Heavily constructed bolt-on types used on front of pilothouse. Portlights are stainless steel, opening type with screens Hatches: Freeman, aluminum hatch provides access to forepeak, engine room and deck locker. Hatch on escape way from lower accommodations with skylight. Handrails: Main deck - 1.25" dia S/S welded to bulwarks, cabin top - 1.25" dia aluminum welded to deck. Insulation: All exterior surfaces except engine room - 2" rigid spun glass Paroc marine insulation + 1" rigid spun glass Paroc marine insulation + complete foil vapor barrier with air gap adjacent to steel hull surfaces for moisture drain. Fuel tanks: Two integral steel tanks in the engine room, baffles, three large (400 mm x 500 mm) bolt-on access covers on each tank, 2" dia vents with anti-flood device.

Paint & Anti-Corrosion paint

Complete paint/corrosion protection system. All steel has been wheelabrated and primed with a weldable primer, Ameron Dimetcote 225". All welded joints blasted and primed after welding. Interior steel surfaces covered with 4 coats of Ameron Bar-Rust 235. Ameron, Amercoat 5401 Alkyd enamel topcoat then applied to exterior of the hull and superstructure. Amercoat ABC#4 anti-fouling paint applied to the bottom. Zinc anodes bonded directly to the hull. The exterior decks have a non-skid surface applied.

Safety

Viking 6 man, Type 6 DK+ with type A Emergency Pack. Life jackets, Life ring MOB lights Fire extinguishers Smoke alarms Rescue/swim platform Engine room fire smothering system

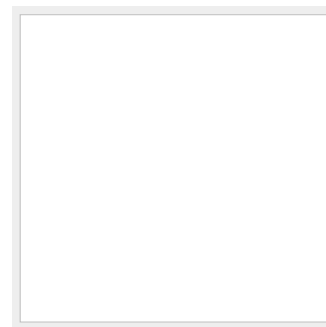
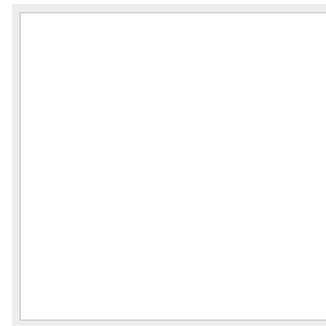
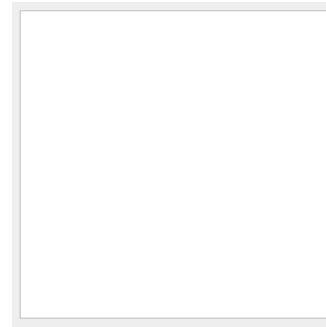
Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS







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