

62FT 1987 DEERFOOT 2-62' — DEERFOOT



Builder: DEERFOOT

Year Built: 1987

Model: Cutter

Price: PRICE ON APPLICATION

Location: United States

LOA: 62' 0" (18.90m)

Beam: 14' 4" (4.37m)

Max Draft: 6' 6" (1.98m)

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs 62ft 1987 Deerfoot 2-62' — DEERFOOT 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 62ft 1987 Deerfoot 2-62' — DEERFOOT or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call +1(954)274-4435

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	4
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	5
Engine Information	5
DETAILED INFORMATION	6
Deerfoot 2-62' "THE ULTIMATE CRUISING MACHINE"	6
Exclusions	18
Disclaimer	18
PHOTOS	19
Deerfoot 62' - sugar scooped transom	19
Deerfoot 62' - sailing	19
Deerfoot 62' - profile with full mast	19
Deerfoot 62' - view of underbody	19
Deerfoot 62' - with tender	19
Deerfoot 62' - foredeck	19
Deerfoot 62' - foredeck 2	20
Deerfoot 62' - aft cockpit	20
Deerfoot 62' - Boom rack holds mail sail	20
Deerfoot 62' - center cockpit dodger	20
Deerfoot 62' - helm	20
Deerfoot 62' - aft Cockpit	20
Deerfoot 62' - pilot house	21
Deerfoot 62' - pilot house 2	21

Deerfoot 62' - pilot house aft view	21
Deerfoot 62' - cockpit dining table	21
Deerfoot 62' - salon aft view aft	21
Deerfoot 62' salon forward view 2	21
Deerfoot 62' - Salon facing forward large hatches with air lifts	22
Deerfoot 62' - nav - station	22
Deerfoot 62' - galley aft view	22
Deerfoot 62' - galley forward view	22
Deerfoot 62' - master aft view	22
Deerfoot 62' - master forward view	22
Deerfoot 62' - master head with separate shower/tub	23
Deerfoot 62' - master settee	23
Deerfoot 62' - master head	23
Deerfoot 62' - port guest	23
Deerfoot 62' - starboard guest	23
Deerfoot 62' - guest head	23
Deerfoot 62' - walk-in/stand-up engine room	24
Deerfoot 62' - Layout with hull lines	24
Deerfoot 62' - Layout with discription	24
CONTACTS	25
Contact details	25
Telephones	25
Office hours	25
Address	25

SPECIFICATIONS

Overview

PRELIMINARY LISTING PENDING OWNER'S APPROVAL

2 boat owner wants his pride & joy to go to a good owner soon!

New Yanmar 160hp Diesel 2017, New Air-Conditioning 2016

The “ultimate cruising machine” by Steve Dashew, reduced for prompt sale & sailing!

Original owner, captain maintained with continuous upgrades make her one of the finest "Deerfoot" afloat. Designed and equipped for worldwide cruising in comfort and safety. World-class cruising yacht, ready to take you in pursuit of your dreams...

- New 160 hp Yanmar main engine 2017
- Carbon Fiber Mast
- Stainless steel shoal draft keel with tankage
- Walk-in stand-up engine room
- Generator
- Watermaker
- Air-conditioning (one new unit 2016)
- Full electronics with redundant systems
- Separate water-tight compartments

Broker's notes after sailing on a sister ship from San Francisco to Hawaii traveling over 2500nm in 11.5 days (racing), 8.5 days with the spinnaker flying 24 hours/day I am a believer! We were surfing at 16.8 knots while the cook prepared a 17-pound turkey dinner with all the fix 'ins for our ½ way party! Double digits were the norm on the knot meter. The last of these iconic cruising machines built, is seriously for sale personal inspections and offers are encouraged.

Basic Information

Category: Cutter

Sub Category: Center Cockpit

Model Year: 1987

Year Built: 1987

Country: United States

Dimensions

LOA: 62' 0" (18.90m)

LWL: 56' 10" (17.32m)

Beam: 14' 4" (4.37m)

Max Draft: 6' 6" (1.98m)

Clearance: 87' 0" (26.52m)

Speed, Capacities and Weight

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 10 Kts. (12 MPH)

Max Speed Range: 1400 Kts.

Displacement: 50000 Pounds

Water Capacity: 264 Gallons

Holding Tank: 15 Gallons

Fuel Capacity: 264 Gallons

Accommodations

Total Cabins: 3

Total Berths: 9

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Hull Configuration: Monohull

Engine Information

Engines: 1

Manufacturer: Yanmar

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Deerfoot 2-62' "THE ULTIMATE CRUISING MACHINE"

INTERIOR LAYOUT

The main saloon is bright and airy providing an impression of warmth and comfort. At the aft, starboard end of the salon is a large nav-desk and walk-in engine room behind. To port is a huge L-shaped galley and pantry. The Master cabin is forward with a large Pullman berth, en-suite head separate shower/tub. Aft of the galley there is two almost identical guest cabins with a head/shower.

MAIN SALOON / DINING AREA

A large dining table that comfortably seats 6 to port with L-shaped sofa and a large sofa that would seat 3 to starboard. The sofas both come with lee-cloths and can be converted very quickly into extremely comfortable sea-berths, in rough head seas, this is the choice spot to sleep. All upholstery is finished beautifully in cream leatherette. All cushions can be easily removed to allow access to the house battery bank to port with the inverter plus stowage to starboard. Two folding chairs for guests in the saloon.

HEADLINER

Upholstered in cream leatherette, maintenance and access to the various 12V wiring bundles is provided by firm Velcro fasteners. Access is a simply a matter of carefully unhooking the Velcro on a panel, with a specially adapted tool that ensures no damage to woodwork or upholstery.

INTERIOR VARNISH

The cabin soles have been sprayed in gloss varnish to a mirror finish, they have been buffed annually to retain the finish. The remainder of the interior varnish has been finished in a mixture of matt and gloss to a high professional standard.

OWNER CABIN

Owner's cabin is fwd of the saloon with the head of the bed at the mast for comfort in a seaway. There is a full-size double to port the was handcrafted by HMC, Santa Ana California, springs are powder-coated for corrosion protection, there is a thick latex pad for comfort on top and the whole mattress is hinged to give access to a huge storage area below the bed with 5 drawers under the bed. There is a hanging wardrobe to starboard, then fwd on the same side is a small sofa with a large shelving cabinet fwd. On the port side of the master bed outboard there is a large video/book storage area, with a flat-screen TV that hinges cleverly away new 2011 and at the foot of the bed, there is a small linen cabinet.

OWNER HEAD

The owner's head and shower is ensuite fwd of the master bedroom, it comprises a sink unit with updated plumbing. The Head is an electric TMC with macerator, new in 2014. This is plumbed to a Saniloo waste treatment system which treats the waste prior to discharge overboard or storage in the solid 15 gallons holding tank, which is on the forepeak side of the bulkhead. The Shower/tub unit is to port and comprises a newly plumbed high-pressure shower head over a two-level hip-bath with a shower curtain. This allows you to shower sitting down while the boat is on passage and you can have a soak in your anchorage. Outboard to starboard is stowage cabinets for toiletries and below the sink is further stowage for cleaning products.

GALLEY

The L-shaped galley is to port and aft of the main saloon. There are massive counter spaces both inboard & outboard. There is shelving in the cabinets that provides storage for pots and pans, 1 full sized hinge-out trash bin. The gas stove by Force 10 with 4 burners and oven below is fully gimballed with pot holders for use at sea. There is a harnessing point nearby should that ever become necessary, (never used!). There is a large 110v microwave. The custom-built stowage area for china and glassware as well as all the usual kitchen implements that you would expect to find in a normal kitchen. A large two basin sink with updated plumbing is inboard close to centerline for drainage on either tack. Ample below sink stowage and a large chest of drawers for cooking implements and cutlery. Aft of the galley is a large pantry providing 35 cubic foot of stowage for dried and canned foods. The galley has a non-skid protective floor covering that includes a half-inch thick strip of neoprene. Great to avoid sore knees and ankles from hours spent in the galley. Several large opening ports and fans provide plenty of ventilation with an air-conditioning duct for comfort. The owner reserves the right to keep the current onboard chinaware and all art on board as it holds sentimental value.

REFRIGERATION

The fridge/freezer area provide generous cold stowage combined with the huge pantry, you can really stock up for long passages. Glacier Marine reconditioned to run on very efficient 406 refrigerant, pipes renewed 2008. A 12VDC fridge/freezer 2011 provides redundancy in the event of main fridge failure.

AFT HEAD

Aft of the galley to starboard is the guest head that services both aft cabins, with a full sized TMC electric head. This discharges outboard via its own Saniloo treatment system. There is a storage cabinet outboard that has 6 separate shelves for storage of toiletries and towels etc. The sink has a stowage cabinet beneath it that stows cleaning items. The faucet has a hose long enough to allow guests to shower comfortably. The area has a shower curtain and drains serviced by a Par sump pump.

STBD AFT GUEST CABIN

Upper and lower berths, the upper being a single that hinges upwards and the lower being a very large single or a very cozy double. Good stowage beneath the bunks and a 4 drawer cabinet.

Separate reading lights for each berth, Hella Turbo fans for each berth and a full-length mirror on the back of the door. There is a Furuno instrument repeater here for the Captain on passage.

PORT AFT GUEST CABIN

Upper and lower berths, the upper being a single that hinges upwards and the lower being a very large single or a very cozy double. Good stowage beneath the bunks and a 4 drawer cabinet. Separate reading lights for each berth, Hella Turbo fans for each berth and a full-length mirror on the back of the door.

NAVIGATION DESK AND ELECTRONICS

A large full sized chart desk to starboard of the companionway, and communications desk outboard.

- Furuno Chart-plotter VX2 with full C-Map NT Max, currently running Caribbean/ Florida charts.
- Radar Furuno 1832 – 36 m range – 2002 with tracking & plotting, ability to interphase directly with the chart-plotter & overlay electronic charts.
- Furuno Weather-fax Data Box that feeds the Furuno Chart-plotter display-2009, with an active pre-amp Furuno Antenna-2008. This unit automatically stores weather-fax info as thumbnails that can be viewed full-size on the main display.
- Furuno Sailing Instruments – installed 2011.
- Furuno Depth Monitor –installed with new transducer 2015
- Furuno 500 nav-pilot – primary autopilot, operated from nav-desk or helm, installed 2003 Hydraulics renewed with new pump 2014.
- Furuno 511 nav-pilot – backup autopilot, operated from the nav-desk or helm, installed 2003 Hydraulics renewed with new pump 2014.

COMMUNICATIONS DESK

- Icom IC-M100 VHF Marine Transceiver main VHF, aerial at the top of the rig and was completely renewed with new coax in Feb 2009, an emergency aerial in the comms desk.
- Icom M-710 SSB transceiver with a full range of frequencies, installed 2011, running through a smart-tuner located in the lazarette, grounded into a wire/copper mesh in the lazarette with a whip antenna mounted deck level, port aft transom, original.
- The Icom SSB connects to Sailmail using the latest Pactor 4 Dragon modem with Bluetooth and USB connectivity. This is the fastest modem available and allows to quickly download email using the Airmail program. The Sailmail address can be transferred to the new owner. All you would have to do is download and configure Airmail.
- Sailor 150 FBB SATELLITE PHONE 2011 is a reliable cost-effective means of staying in touch. It has excellent coverage worldwide providing very clear, reliable voice communications. Hooked up to a laptop running Microsoft Outlook you can send and receive emails from the most remote anchorages.

ENTERTAINMENT

AM/FM tuner/cd with MP3 output plays an individual cd or a 10 disc changer. Interior speakers are Integra 80W, exterior speakers are in the cockpit. Sound levels can be altered between the rear and fwd speakers. A 40 inch flat-screen TV/DVD, new in 2014, forward of the nav-desk, facing the wraparound seating area. The TV sound outputs to the stereo speakers giving surround-sound.

ELECTRICAL

The wiring is tinned copper with plastic sleeves. A full wiring diagram to the yacht is on board along with schematics showing the more recent upgrades to the 12V system.

BREAKER PANEL

Behind the nav-desk is the Bass main breaker panel, with all AC and DC breakers, and remote panels for the inverter and generator. The whole breaker panel is hinged on one side, to swing out for access.

Almost everything is marked with a tag that is numbered. The numbers correspond to a giant schematic giving the original wiring diagram for the vessel. All wiring was inspected in 2009 and again in 2012.

INVERTERS

The inverter is a Mastervolt providing 110v AC 2000W, located beneath the sofa on starboard side saloon. A 1000W inverter at the communications desk provides 220V to charge international phones and laptops.

SHORE-POWER

Shore-power inlet and 80' cord are Marinco – 2007, currently with a U.S. fitting, easily modified to fit any country. For countries that supply other than 110VAC, a transformer located in the lazarette steps down 240V 50hz to 120 V 50 Hz.

Transformer is 1999 rewired 2008, all work on shore power has been by Australian or NZ certified electricians to conform to their high local standards. The vessel carries a current warrant of electrical fitness issued in Tauranga, NZ in December 2014.

BATTERY CHARGERS

No 1 Charger is by Mastervolt – 2003. It is a fully automatic “Superyacht” charger with battery monitoring system on the breaker panel.

No 2 Charger is by Lewco Marine, April 2000. 80 amp output. There are 6 settings on this unit, allowing for a fully automatic trickle charge all the way up to a full manually controlled equalization charge.

SOLAR PANEL

A removable solar Panel that stows in its own protective bag when not in use, mounts aft. This provides sufficient “trickle charge” to prevent the batteries from discharge during extended periods of a layup.

BATTERIES

Engine start batteries (2) sealed gel cell, 560 CCA located under the cockpit steps firmly strapped in place 2011. House Batteries are located under the saloon sofa to port, with over 1000 amp-hours in 8 Deep-Cycle lead acid batteries 2011. The House Bank and Crank Bank are completely separate, but can be linked with a switch to “jump start”.

ENGINE ROOM

The engine-room has a workbench with a vice and a whole bunch of tools and fasteners. It is a well-lit area ventilated by a blower and has full head-room, which is very unusual for a yacht of this size. It also is extremely well designed, access to everything has been well thought out. The floor plates were electro-polished July 2009.

Main Engine is a Yanmar 150 HP installed 2017.

SHAFT AND PROPELLER

The shaft is 40mm stainless entering the hull via a fiberglass shaft log and comes into the engine-room via a “Dripless” type shaft seal. Two new Hollex cutlass bearings 2008. The prop is a Right hand turning Max-prop 26 inch diameter, pitched at 22 degrees. Re-balanced by PYI in March 2007 the old prop is on board as a backup.

GENERATORS

2003 Mase 9.5KW providing 110V AC at 63Hz with super-sound shield, very quiet. This genset was rewound and comprehensively serviced during the refit of 2009. This genset has the ability to run virtually all systems at once, providing desalination, refrigeration, battery-charging, and water-heating simultaneously for efficiency, 6390 hours Oct. 2015

HYDRAULIC BACK-UP GENERATOR

Entec provides about 4KW of 110V AC running off the main engine at 2400rpm, with its own breaker on the panel is a back-up for the main generator, crankshaft replaced 2008.

WATERMAKERS

Sea Recovery provides 55 gallons or around 200 liters per hour. It has had regular service since new (1998) and the membranes have been continually replaced and are in good condition. Currently, in storage with pickling solution, will need flushing per manufacturer’s instructions prior to product water being introduced into the tanks.

There is a backup EchoTec water maker in the salon that runs off 12V and gives 50 liters per hour. Currently, in storage with pickling solution and will need flushing per manufacturer’s

instructions prior to product water being introduced into the tanks.

WATER HEATER

20-gallon tank that runs either via a heat ex-changer tapping into the engine fresh water cooling circuit or via a 110V element. Plumbed into the fresh water circuit to provide hot water on demand, 2003.

FRESHWATER PUMPS

Located in the saloon bilge a Shurflo 40psi, gives good pressure throughout the boat. There is a redundant fresh-water pump, as back-up.

AIR-CONDITIONING

Aqua-Air pipes renewed 2002 flushed in 2015. A new (2016) 16000BTU unit services the master cabin and saloon, running via a handler in the saloon. A 12000BTU unit services both aft cabins and the galley via handlers aft. Both units can be reverse-cycled to provide heat (typically 20 degrees warmer than water temperature).

VENTILATION

Passive ventilation into the interior via 8 Dorade vents replaced in 2009. There are Hatches for each cabin and head, plus two for the salon area. The hatches are by Weaver Marine and were installed in NZ in 2003. All the larger hatches are on compressed-air activated lifting arms.

TOOLS

Plenty of tools – listed in the Stowage Master Plan including power tools and a full rack of day to day work tools in a custom built holder on the inside of the engine room door for convenience.

CONSTRUCTION

The Hull is constructed of Glass Reinforced Plastic [GRP] with a balsa core sandwich.

As with most of Dashew's earlier yachts, the hull was beefed up with additional fiberglass on the area that the vessel would most likely lay if she were ever to ground. Heavily reinforced on both sides. We have never needed it. The deck is constructed of glass reinforced plastic [GRP] with a balsa core sandwich.

BILGES

The bilges were repainted with Brightside white in 2007. They are readily accessible via self – locking floor panels that ensure the contents can never spill out in case of inversion. There is a good amount of stowage below these floor panels for spare parts, paints, varnish etc. A full inventory of the bilge contents has been undertaken in Sept 2009 with a Master Stowage Plan that corresponds to a detailed bilge map.

There are 5 watertight compartments to the vessel, each serviced by a Rule 3500 Bilge Pump on float and toggle switches. Note that for safety, the pumps are hard-wired into the main electrical trunking, bypassing the main battery switch. This was done in NZ 2003 by Electrics Afloat. Wiring diagrams are provided in the onboard handover document.

KEEL

The keel was modified in 1991 at New England USA, to compensate for the taller rig. It is a stainless steel structure attached by keel-bolts to an interior flange with a cast lead torpedo shaped bulb on the bottom, to minimize drag and increase ballast. The fuel and water tankage is in the keel keeping the weight low and provides a multi-compartment “double bottom” for safety.

FUEL TANKS

2 - Fuel tanks, fwd 700 liters, aft 300 liters (264 gal total), monitored via Tank-tender system. A 40 liter Day tank in ER ensures air cannot enter the system and is very easy to bleed. An inflatable Turtle-Pac fuel bladder provides an extra 400 liters in the lazarette. Under engine power alone with no current and flat seas, she has a range of 1400 miles at 6 knots or 850 miles at 8 knots with a top speed of around 9.5 knots. Fuel tanks were last “polished” clean in 2009 and have been treated with biocide regularly.

WATER TANKS

There are two tanks, located in the keel and hold 500 liters each, giving us a total of 1000 liters or 264 gallons. The larger of two water makers can refill the tanks from empty in 4 hours.

SEACOCKS

There are 6 Marelan sea-cocks, serviced annually at each haul-out. As with most Dashew yachts, there is a minimal number of thru-hulls, reducing the likelihood of water ingress.

DECK STEERING COCKPIT AND INSTRUMENTATION

All necessary wind, depth, position, chart information, with autopilot at the steering position:

- GPS repeater provides COG/SOG, distance/bearing to WPT.
- Helm-pod with Furuno Chart-plotter 2008
- Furuno 511 autopilot remote control.

ENGINE CONTROLS

Engine controls are located aft in the steering cockpit, new October 2015.

The Yanmar instrument panel is next to the steering station with oil, water temp, volts and RPM, backlit for use at night. There are audible and visible alarms for engine problems to alert the crew.

PAINTWORK ON DECK

International cream, with non-skid mix and International cream gloss. All deck paintwork and superstructure paintwork was renewed in Vuda Point, Fiji, by Baobab Marine October 2009.

PAINTWORK ON TOPSIDES

Awlcat Aristo Blue, gloss topcoat, mirror-like finish. Topcoat completed by Marine Reflections, Tauranga NZ in 2012. Cut and polished at Bradford's Bahamas 2015.

PAINTWORK BELOW WATERLINE

All the antifouling was stripped back to bare by soda blasting at Bradford's, 2015. The bottom was then faired smooth and two coats of primer and two coats of self-ablative anti-foul applied. This should not need to be repeated until sometime early 2017.

EXTERIOR VARNISH

The on-deck varnish consists mainly of the capping rail and a few bits and pieces around the sailing instruments, refurbished at Bradford Marine in October 2015.

DECK DINING/LOUNGING COCKPIT

There is a removable dining table that seats 6 comfortably. The whole area is cushioned and is a very safe area for guests to lounge underway or at anchor. All cushions were made in 2009, with new covers made in 2015.

FOREDECK

The foredeck was heavily reinforced in 2003 to take the mounting chocks for the large tender. New Weaver hatches were installed in 2003 and the deck painted in Sept 2009.

FOREPEAK/SAILBIN

The forepeak/garage is a huge water-tight compartment with its own dedicated bilge serviced by the crash pump and a Rule 3500 bilge pump. Plenty of room for sails, lines, water-sports toys including wakeboard, towing biscuit, water skis, two sets of dive gear plus an assortment of snorkeling gear and spare inflatable dinghy. There is good access to the windlass motor and chain. The 15-gallon holding tank installed 2013 and pump for the fwd head is located here.

A large lazarette aft to port houses the pumps and hydraulics for the autopilot. The steering quadrant, the Navtec control pack and the Hydraulic reservoir for the cruising generator, for easy access. The shore power transformer lives here. The area is self-enclosed, with a watertight bulkhead and is served by a Rule 3500 bilge pump, new San Diego 1998 and is also one of the 5 areas that the crash pump can pump from. For long passages, a 400 liter (105 gals) fuel bladder stows on the floor of the Lazarette.

STERN SCOOP/BOARDING AREA

There is a stern scoop with non-skid paintwork and a drop-down swim-ladder, allowing for easy

access to the water and is a favorite spot to shower and watch the sunset at anchor!

BOARDING - PASSERELLE

Multiplex 14kg carbon fiber with handrail and a non-skid finish that folds away into a carry bag and stows in the forepeak. There are mounting brackets for bow-to, stern-to and alongside.

GAS LOCKER

Aft to port is a huge sealed self-draining gas locker with stowage for 2 large 9kg (20lb) propane tanks and 2 x 20-liter gas tanks, plus other items such as outboard oil, engine oil, fishing gear etc. new hatch 1998.

MAST AND BOOM

A Carbon Fiber mast by GMT Rhode Island built in 1992. The mast was stepped in 2004 by Gary Hassell at Matrix Marine, NZ for comprehensive service including strengthening the Truck, Crane and the spreader attachment points then sprayed Awlgrip Matterhorn White. A full report on the condition of the rig at that time is available. The original aluminum boom has updated gooseneck fittings and a stainless steel boom cradle. Stainless steel reefing hooks and slab reefing jammers are located at the fwd end of the boom for three reef points. A rig survey was done for insurance in 2014 and was in good condition.

POLES

There are an aluminum spinnaker pole and an aluminum reaching strut, both painted in 2015.

SAILS

Mainsail Doyle 2004 fully battened Dacron sail (stained) with Batt-car system, Park Avenue style boom cradle and lazy-jacks for quick stowage with white Sunbrella cover.

Staysail hank-on 10oz staysail by Marshall Sails, Fiji 2008, with a dark blue Sunbrella sail bag.

Headsail is a number 3 Jib or Yankee from Doyle's in 2011, in serviceable condition but stained.

Storm Staysail by Lidgard original hank-on heavy-duty orange staysail.

Storm Trysail by Lidgard original heavy-duty orange trysail w/slides on dedicated trysail track on the mast.

WINCHES

All winches are serviced annually

Main Sheet winch x 1 Barient 28

Genoa Winches x 2 Barient 36

Running Back winches x 2 Barent 28

Halyard winches on mast x 4 Barent 24

Reefing Winch on mast x 1 Lewmar 18 - 2003

Centrally located electric power winch x 1 Lewmar 55 - 2003

RIGGING

The standing rigging is Rigarna by GMT Rhode Island -1992. Discontinuous rod rigging fully serviced in Tauranga 2009 by Mike McCormick Rigging.

The head stay is a Roller Furling unit by Reckmann in 1995, with full service and foil replaced in 2006.

The inner forestay is on a "fast pin" for racing.

The backstay, inner forestay and boom vang controlled by a Navtec Hydraulic pack, serviced May 2008.

Two 5/8 inch Kevlar running backstays that provide support to the rig.

Tensioning the rig is a very easy process with this set-up as is loosening the forestay for a Travel-lift to haul the yacht. Full procedures for this are outlined in the Handover Document.

CANVAS

A canvas Dodger/pilothouse over the cockpit area has removable clear and mesh sections for ventilation. This provides a fully covered area to relax and dine on deck.

A steering awning over the helm with mesh covers aft to allow airflow and visibility aft 2004.

Full main awning, 2005 covers the entire deck area from aft of the mast to the radar post.

A foredeck awning, 1995, which covers the entire foredeck from fwd of the mast to the windlass area.

Sunbrella wind-scoop set up for the fwd cabin, 2006.

A full boat-cover provides ventilation and protection from the elements, 2009.

ANCHOR WINDLASS

Maxwell 3500 Power windlass with reversing solenoid and a remote control lead. The windlass is mounted on a heavily reinforced deck plate that prevents the chain from coming into contact with the paintwork.

BOW ROLLER

There is a stainless steel Bow Roller for the primary anchor.

GROUND TACKLE

Primary ground tackle is a 110lb Bruce anchor freshly galvanized in Fiji 2009, attached to 480' of 12mm Hi-Test

The chain that drops via a hawse-pipe into a large anchor well. The chain is marked in 10meter intervals and was end-for-ended in 2003.

Backup is a Fisherman anchor that dismantles into three parts and stows in a custom built area beneath the port saloon sofa. In the same stowage area is another 150' of 12mm Hi-test chain.

PULPIT - PUSH PIT

Heavily constructed out of high grade 316 polished stainless steel.

LIFELINES AND STANCHIONS

The lifelines are to NZ Cat 1 standard [offshore] installed in Gulf Harbour 2002. All the stanchions are of the highest grade 316 Stainless and have never had a rust problem in over 20 years of ocean sailing.

MOORING LINES/FENDERS

8 large fenders adequate for the yacht and a couple of smaller ones with fender covers in 2009

Six braided mooring lines 2005, plus a large selection of older mooring lines that could come in handy.

4 fairleads for mooring, two up fwd and two at the stern.

There are assorted old halyards and lines retired from years of cruising that still come in handy.

TENDERS

1995 14' Caribe dinghy center console continuously upgraded, structural strength added at the bow tow-point and heavy-duty stringers glassed in at transom to support the Evinrude E-Tec 50Hp outboard new 2012, serviced professionally on an annual basis since then. This boat provides capabilities to travel farther & faster than with a conventional small tender. The entire unit stows on a set of custom-built chocks on the foredeck and has a custom cover for use when deflated. Plus a spare inflatable dinghy.

LIFERAFT

The life-raft is a Lifesava 6 person raft, needs inspection.

SAFETY EQUIPMENT

For marking MOB position there is a horseshoe Life-ring with attached Dan-buoy and floating strobe-light for MOB retrieval we have a MOB sling with 150ft of floating line. There is a large selection of handheld and parachute flares on board. The recommended number is carried within the life-raft pack and the rest are in watertight containers in our stbd. deck locker. There are 7 adult life-jackets on board for guests.

STEERING GEAR

Steering is by means of a large GRP spade rudder with solid shaft, driven by a 34-inch diameter steering wheel linked by chain to a quadrant. With the autopilot, hydraulics bypassed this makes for fingertip control and great response at the helm. A true yachtsman will reveal the sailing experience that this yacht offers!

DECK LIGHTING

There is a bow-mounted running light and a stern mounted stern light.

There is a masthead tricolor light that serves as both nav light /anchor light on a selector switch at the breaker panel.

There is a steaming light midway up the mast at the fwd edge.

LED Spreader lights x 2 on the lower spreaders.

Foredeck light on the mast to illuminate the foredeck area.

Security light aft to illuminate the boarding area.

Cockpit lights –touch-sensitive LEDs – for reading and dining at night in the cockpit.

SPARE PARTS

A large number of spare parts are carried on board, along with the essentials for long-distance offshore cruising listed in the Master Stowage plan.

DOCUMENTATION

Original Ship's registration papers

Original Builder's Certificate

Original Cayman Island Tonnage Certificate

USA import duty paid receipt

A set of CDs with user manuals in Paper port format up to the year 2000. All manuals for upgrades since that time are on board. The departing captain will also provide for the following:

HANDOVER DOCUMENT

A comprehensive step by step guide in layman's terms how the systems on board operate.

MASTER STOWAGE PLAN

A full alphabetical list of items carried on board with their location keyed to a written stowage diagram.

EXCLUSIONS

The owner reserves the right to keep the current on-board china and all artwork as it holds sentimental value.

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

Deerfoot 62' - sugar scooped transom



Deerfoot 62' - sailing



Deerfoot 62' - profile with full mast



Deerfoot 62' - view of underbody



Deerfoot 62' - with tender



Deerfoot 62' - foredeck



Deerfoot 62' - foredeck 2



Deerfoot 62' - aft cockpit



Deerfoot 62' - Boom rack holds mail sail



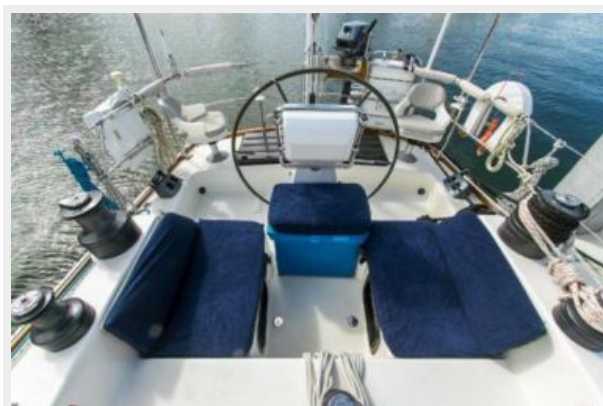
Deerfoot 62' - center cockpit dodger



Deerfoot 62' - helm



Deerfoot 62' - aft Cockpit



Deerfoot 62' - pilot house



Deerfoot 62' - pilot house 2



Deerfoot 62' - pilot house aft view



Deerfoot 62' - cockpit dining table



Deerfoot 62' - salon aft view aft



Deerfoot 62' salon forward view 2



Deerfoot 62' - Salon facing forward large hatches with air lifts



Deerfoot 62' - nav - station



Deerfoot 62' - galley aft view



Deerfoot 62' - galley forward view



Deerfoot 62' - master aft view



Deerfoot 62' - master forward view



Deerfoot 62' - master settee



Deerfoot 62' - master head with separate shower/tub



Deerfoot 62' - master head



Deerfoot 62' - port guest



Deerfoot 62' - starboard guest



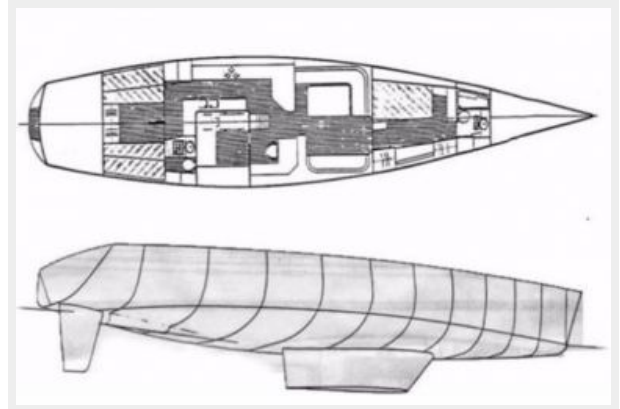
Deerfoot 62' - guest head



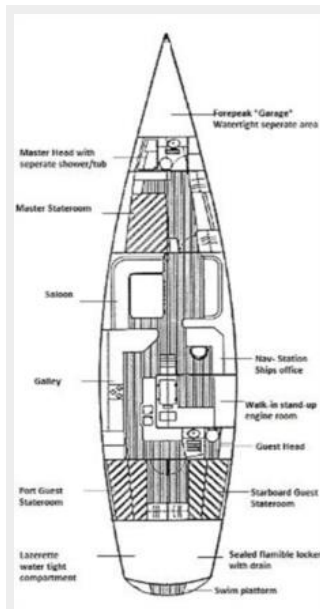
Deerfoot 62' - walk-in/stand-up engine room



Deerfoot 62' - Layout with hull lines



Deerfoot 62' - Layout with discription



CONTACTS

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