

ARCHER — MERRIFIELD-ROBERTS



Builder: Merrifield-Roberts

Year Built: 1989

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 55' 1" (16.79m)

Beam: 15' 0" (4.57m)

Min Draft: 7' 0" (2.13m)

Max Draft: 7' 0" (2.13m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 11 Kts. (13 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ARCHER — Merrifield-Roberts** 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 **ARCHER — Merrifield-Roberts** 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

ARCHER is a composite hulled sloop rigged diesel auxiliary with center cockpit and after cockpit with a winged keel, raised coach roof cabin, keel stepped mast, open foredeck with spade rudder. The vessel was built at the Merrifield & Roberts yard in Bristol, RI in 1989-90 to a Britton Chance design, as a 55 Custom.

Basic Information

Category: Cruising Sailboat

Sub Category: Sloop

Model Year: 1990

Year Built: 1989

Country: United States

Cockpit: Yes

Dimensions

LOA: 55' 1" (16.79m)

LWL: 47' 11" (14.60m)

LOD: 50' 10" (15.49m)

Beam: 15' 0" (4.57m)

Min Draft: 7' 0" (2.13m)

Max Draft: 7' 0" (2.13m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Cruise Speed Range: 620

Max Speed: 11 Kts. (13 MPH)

Displacement: 50000 Pounds

Water Capacity: 270 Gallons

Holding Tank: 80 Gallons

Fuel Capacity: 229 Gallons

Accommodations

Total Cabins: 3

Sleeps: 6

Hull and Deck Information

Hull Material: Composite

Deck Material: Composite

Hull Configuration: Monohull

Hull Finish: Stainless Steel

Hull Designer: Britton Chance

Exterior Designer: Britton Chance

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 4H-HTE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

SPECIFICATIONS

Main Specifications: **Type:** Cruising Sailboat **Rig:** Sloop **Builder:** Merrifield Roberts **Hull Designer:** Britton Chance **Year:** 1990/2016 **Construction:** Composite **Flag:** USA **Engine:** 1 x 127 hp Yanmar, 5056 hours as of 3/18 **Displacement:** 17 tons **Ballast Weight:** 6.8 tons *Dimensions* **LOA:** 55'1" **LWL:** 47'11" **LOD:** 55'10" **Beam:** 15' **Draft:** 7' *Speed & Range Under Power* **Maximum Speed:** Up to 11 knots **Cruising Speed:** 9 knots @ 1,800 rpm **Fuel Consumption:** 3.2 US gallons per hour @ 9 knots **Generator Consumption:** 10 US gallons per day **Range:** 620 nm under power with 10% remaining fuel *Capacities* **Accommodations:** 6 guests in 3 cabins **Fuel:** 160 US gallons **Fresh Water:** 270 US gallons **Watermaker:** 400 US gallons per day or 17 US gallons per hour **Holding Tanks:** 80 US gallons

HULL

To keep the hull light and strong, the hull is cored with 1/8" inner and outer skins of S-Glass Rovings, Plyform Biaxial over 6 lbs/cu ft Divinycell core using Vinylester resin exclusively. Carbon fiber matt is used in cabin struts and track areas and other critical strength areas. The cabin and deck are the same material with a balsa core in deck areas. Vinylester resin, in addition to its physical strength properties, prevents hull blistering and water migration.

ACCOMMODATIONS

ARCHER is ideally set up with her center cockpit, so that the helmsman and guests are both safe and secure and all of the necessary lines and winches are easily accessed without leaving the cockpit. The primary sails are entirely self tending as well. The reacher has to be tacked manually. There is a separate private access from the master cabin to the private aft cockpit. Here there is access to the opening transom with access to the water with matching cockpit hardtop. Forward are two cabins which share a spacious head with a generously sized stall shower. Aft of the galley is the new navigation station outboard of the electrical panel. All the way aft is the master cabin with a second large stall shower to starboard with access to the aft cockpit on the centerline and large berths to starboard and port.

GALLEY

Newly installed in the 2015/2016 refit with all new equipment, refrigeration and centerline custom sink and counter space. Note: The television is raised as needed on the starboard side of the centerline from this area.

MECHANICAL

Engine: 1 X 127 hp Yanmar diesel 4H-HTE **Engine Hours:** 5,056 as of 3/18 **Propellers:** Autoprop folding Gori propeller (new, 2016) **Air Conditioning:** 2 reverse cycle air condition heat/pumps, one forward and one aft - each 8,000 Btus **Watermaker:** Spectra Newport 400 (DC) **Toilet System:** Vacuum flush toilets (two systems) forward head and aft and holding/black water tanks for each system, new as of 2016 **Bow Thruster:** 2016, 3 kW **Steering:** Wheel, connected to the rudder via hydraulics **Water Pump:** Groco high pressure salt water pump **Bilge Pumps:** (4) - The main pump is a "Rule" pump located in the bilge at the bottom of the ladder in the main salon. The control switch is on the nav station panel. A small pump is located at the stuffing box area, manually operated. The third pump is a Par pump mounted in the engine room that has 2 functions. There is a "Y" valve and a manual switch. The fourth bilge pump is manually operated by a handle in the cockpit. **Horn:** Self contained electrical unit. Transom doors have electrical actuators. **Transom Doors:** Have electrical actuators

ELECTRICAL

The vessel's electrical system is complete. The vessel's electrical system is divided into 120 VAC and 12V DC services. The AC system is energized from either of the 30 ampere shore power or single 50A shore power connections located on the main deck starboard aft in the base of the radar antenna mast, the diesel generator, or the battery powered inverter. The 12V system is divided into house banks and engine starting batteries. The starting batteries for the main engine and the generator are charged by their respective alternators or the battery charger. The house battery bank is charged from AC powered charger/inverter. The electrical system is centrally distributed from the main panel, inboard of the navigation station, and is fitted with suitably sized wiring, connections and disconnects. Wiring has been renewed and is in good order. House bank is new as of 3/16. **Generator:** (1) 8 kW Westerbeke @1800 rpm **Generator Hours:** 3,103 as of 3/18

SAILS AND RIGGING

ARCHER is sloop rigged with new aluminum mast and boom by Sparcraft in 2015. The main mast is fitted with four aft raked spreaders, connected to the deck through chainplates connected to the large aluminum frames in the salon. The mast, rod standing rigging, running rigging, boom, running backstays and sails are all new as of 2015. The forestay is tensioned through a large sheave under the forward berths connected to a hydraulic tensioner. The forestay is fitted with a Facnor manual roller furling system. Running rigging on the main mast includes a spinnaker halyard, spare jib halyard and main halyard, new 2016. Running backstays are new and are composite cored with UMHW PE jacketing, new blocks and tensioning lines. All blocks were new as of the refit. The sail handling gear is extensive and includes the following: (2) Barient 36 electric/manual primary winches (2) Barient 27 electric/manual winches (2) Barient 28+ manual winches (1) Barient 27 manual winch Halyards are lead through Spinlock

clutches. The jib is self tacking. The main sheet is adjusted on the aft edge of the center cockpit. ARCHER's sails were fitted in 2016, adjusted and made ready for service by Doyle Sails. Sail inventory includes a new Doyle Stack Pack main, new jib and new "Code Zero" furling genoa.

ELECTRONICS

Brookes & Gatehouse system has four displays in the cockpit (one at the helm, three above the companionway) - displays VMG, apparent and true wind speed, heading, wind direction, and controls autopilot (with remote).

COMMUNICATION EQUIPMENT

VHF: 1 x COM 1C-M126DSC; 1 x Shipmate RS 8300 with 2 handsets **TV Dish:** KVH D3
Satellite Direct Nav Station Below Icom VHF Marine IC-M506 unit with distress B&G panel (same as cockpit) Furuno NAVNET 3D Model MFD12 Helm Furuno NAVNET 3D Model MFD8 B&G panel for wind B&G autopilot controller for Simrad autopilot system Icom handheld/wired model HM-195B On Board Icom floating IC-M36 radio

ENTERTAINMENT EQUIPMENT

1 x Samsung 21" high definition TV in salon (can also function as a computer monitor) 2 x Bose stereo speakers in salon and additional speakers in forward and aft cockpits

DECK EQUIPMENT

ARCHER is fitted with a single bow roller. A single 45# Suncor stainless steel plow style anchor was fitted with an electric windlass. This anchor is fitted with an all chain rode. The vessel is fitted with a complete complement of mooring lines and fenders. ARCHER is fitted with fiberglass hardtops with canvas dodgers for the after cockpit and the center cockpit. The canvas work is new as of 2016 and in excellent condition. Deck hot/cold shower is on starboard side of swim platform. Three underwater lights at transom and 4 multi colors.

ADDITIONAL EQUIPMENT

Other gear fitted aboard includes the following: Fixed Fireboy extinguishing system in machinery space Fireboy main engine/engine room ventilation generator shut down connected to the extinguishing system Bose surround sound system in salon Underwater lighting Portable fire extinguishers in every space Deck shower port side of swim platform New emergency signal kit aboard at survey New aramid cored lifelines "Barn Door" transom doors enclosing the swim platform 12V air cooled refrigeration - 2 on deck starboard,

starboard and port aft; 1 in salon forward under settee

REMARKS

At the time of her construction, WINDSTAR V (now ARCHER) was designed by one of the consummate designers of 12 meter yachts, Britton Chance. Chance, with his intimate involvement with the America's Cup, had tremendous experience with all aspects of design and construction, including all appendages. ARCHER is fitted with electric doors and storage for the life raft under the cockpit, and hot/cold shower. The doors open, exposing a ladder to the aft deck, with a remote that can be opened and closed from the tender as you approach the yacht. All accessory lines come back to the cockpit from the mast for ease of handling. ARCHER's keel, when built, was the latest in technology and design. This is one of the key reasons that ARCHER's performance is so exceptional. Additionally, her performance is directly related to displacement and in this regard, ARCHER'S divinycell cored hull, with its S-glass, kevlar skins and carbon, make for an extremely strong hull, though light enough to keep the performance character that Britton Chance had conceived and designed for her. In addition, during a MASSIVE REFIT/REDESIGN in North Carolina in 2015-2016, ARCHER underwent enhanced performance because of weight reduction and the following major modifications. 1. New aluminum mast and boom from Sparcraft 2. New standing rigging and running rigging 3. New Doyle sails 4. Redesigned aft area with an aft cockpit, dodger and hardtop to match the existing forward hardtop 5. New veneered interior in lieu of the existing Ultrasuede 6. New salon interior and equipment 7. New galley including island with custom sink and equipment 8. New headliner 9. Engine room redone with new wiring as required 10. Navigation station physically moved and all new equipment installed. 11. New head arrangement in the aft/owner's cabin 12. Bow thruster added ARCHER is now the consummate yacht with performance like the TP 52's but without the crew requirement or the work and with luxurious accommodations. Currently owned by a prominent East Coast NON-PROFIT organization, ARCHER is available with built-in financing on a three year, lease purchase.

Exclusions

Owner's personal belongings.

Disclaimer

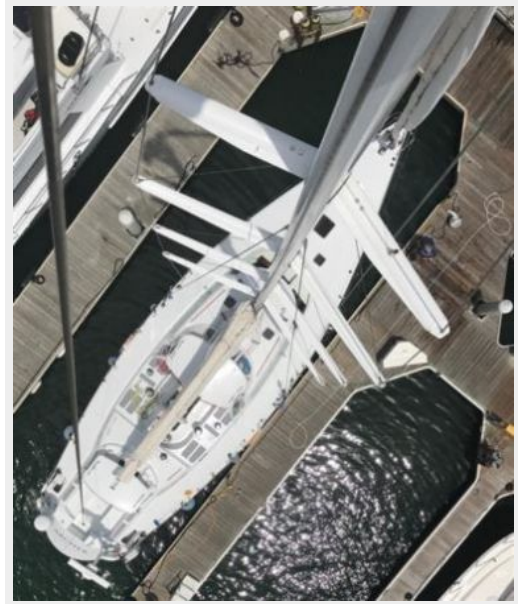
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PHOTOS

Exterior



Mast Head



Sailing



Out of the Water



Out of the Water



Center Cockpit



Aft Cockpit



All Line Sheets Lead Back to Cockpit



Starboard and Port Deck Refrigeration



**Performance of 9 Knots at 41 Degrees
Apparent in 11.9 Knots of True Wind**



Innovative Shore Power Location

Navigation Looking Forward to Galley



Open Transom Doors



Master Cabin



Master Head



Forward Head



Forward Cabin



Salon with TV Up



Salon Reclining Chair in Reclining Position



Salon Aft



Salon Aft



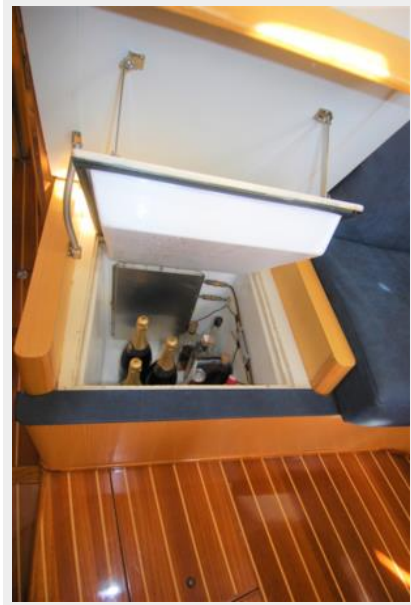
Salon Galley Forward



Non-Reclined with Electrical Panel



Additional Salon Refrigeration



Engine Room



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