

AGITATOR — SCARBOROUGH



Builder: SCARBOROUGH

Year Built: 1991

Model: Sport Fisherman

Price: PRICE ON APPLICATION

Location: Costa Rica

LOA: 52' 0" (15.85m)

Beam: 15' 0" (4.57m)

Cruise Speed: 30 Kts. (35 MPH)

Max Speed: 35 Kts. (40 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Agitator — SCARBOROUGH** 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.

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SPECIFICATIONS

Basic Information

Category: Sport Fisherman

Sub Category: Convertible

Model Year: 1991

Year Built: 1991

Refit Year: 2015

Refit Type: Full Deck and Hull Refit

Country: Costa Rica

Vessel Top: Hardtop

Fly Bridge: Yes

Cockpit: Yes

Dimensions

LOA: 52' 0" (15.85m)

Beam: 15' 0" (4.57m)

Speed, Capacities and Weight

Cruise Speed: 30 Kts. (35 MPH)

Cruise Speed RPM: 1960 Kts.

Max Speed: 35 Kts. (40 MPH)

Max Speed RPM: 2320 Kts.

Water Capacity: 180 Gallons

Fuel Capacity: 820 Gallons

Accommodations

Total Cabins: 1

Total Berths: 4

Sleeps: 4

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass Over Wood

Hull Color: White

Hull Finish: Aluminum

Engine Information

Engines: 2

Manufacturer: MAN

Model: R6-800

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker Remarks

The 52' Scarborough "Agitator" was purchased in 2014 and immediately delivered to Bayliss Boatworks in Wanchese, North Carolina. The goal in mind was to refit the vessel to create a no nonsense, functional and highly efficient fishing machine. The tremendously experienced owners wanted a vessel that could be easily serviced and maintained, performed well in every condition, and could house anglers comfortably for tournament fishing endeavors. Recently a Los Suenos Triple Crown winner, the vessel's performance is unparalleled and she maintains a world class pedigree reputation. Below are the details of the extensive refit performed in 2015.

Deck and Hull Refit Details

The refit began by stripping the vessel of all fittings, through hulls, all mechanical systems and engines and fuel systems. Furthermore, all decks, bulkheads, stringers, the transom, flybridge and helm were also removed. The interior of the hull was ground back to bare planking and the exterior bottom of the hull was tripped back to bare fiberglass. All of the through hull fittings, raw water discharges, exhaust system, and even the shaft logs were removed. Any evidence of rot or even suspected rot was removed and the affected areas were rebuilt and reglassed. The keel was cut off and faired into the hull.

The renewal of the vessel began by fiberglassing the bottom of the boat with three layers of 1708 and building a new transom out of okoume plywood and two inches of divynycell foam and three layers of glass inside and out. Moving into the interior of the hull, the entire vessel was reinforced. Every side and bottom frame were fitted with new knees, sistered with an additional layer of plywood and then wrapped in a layer of 1708. After, the entire bottom was planked over with a layer of plywood in between the frames and a layer of fiberglass was added. New laminate stringers built out of layers of clear douglas fir and plywood were constructed throughout the vessel. New bulkheads build of a sandwich of divynycell and okoume plywood encapsulated in fiberglass were built and installed.

The new decks were built out of a combination of nida core honeycomb, fiberglass, and marine plywood. New composite engine room deck supports were built out of fiberglass I beams.

Interior

The salon is appointed with booked matched teak cabinetry and padded panels with

matching VAN Brunt sofas on each side. There is a huge amount of storage below each sofa. The galley has two sets of sub zero refrigerator drawers. A microwave and stainless sink finish the galley. A 38" LCD TV sits across from the galley flush fit into the teak cabinetry.

Forward, just down the companionway, houses two 12 cu ft freezers and rod and reel storage in teak lockers. Ahead of this area are four berths with storage below each of the bottom bunks. The forward head has a massive shower and a 24 volt master flush head.

Flybridge and Helm Refit Details

The new flybridge and helm were built and widened from the original structure. A simple yet functional center helm, accessible from the front so there is more room to work on systems, was implemented.

The bridge has a Palm Beach Towers hardtop and a release helm chair. The electronics include Garmin 8215 displays, Standard Horizon VHF's, a FLIR System and three engine room cameras and a salon camera. There are gauges for the water tank as well as the forward fuel tank.

Cockpit Details

The cockpit has 24 volt receptacles for LP reels. The Mezzanine houses upper ice storage and bait trays to starboard and drink storage to port. The floor of the cockpit has a large in deck ice dump.

Engine Room Refit Details

New fuel tanks built by BESTANK in Florida were constructed, with the stern tank holding 640 gallons and the bow tank holding 180 gallons. A new 180 gallon fresh water tank was built into the hull integrally.

Once the heavy construction was completed, sights were turned to outfitting the Agitator with simple yet proven running gear and mechanical systems. 2.5" aqua met 22 shafts with an ASD spline and 5 blade 28x38.5 propellers run through new southeastern foundry struts. Shaft logs sit ahead of southeastern foundry dripless rudder tubes and 2" stock rudders. The power chosen for the refit was a set MAN R6-800s running through a set of ZF gears with a ratio of 1.76:1. Additionally a pair of Phasor 12kW generators were outfitted and new Racor 2020 filters with 24 volt priming pumps were installed. A 24 volt fuel transfer pump can be controlled from the bridge and has flow direction lights. The boat was outfitted with a 24 volt system for all its ship

service and engine and generator starts for system redundancy.

The freshwater pumps of choice were headhunter 24 volt x-caliber. A valve system allows use of one or both pumps. The raw water system runs through an Oberdorfer ¾ hp pump with a manifold system so that the individual domestic units and/or domestic eskimo 1000 can be flushed out or serviced without having to shut of the rest of the system. A FCA aqua miser reverse osmosis water maker was placed just inside the engine room access – just ahead of the ice make and across from the raw water pump.

A Seakeeper 6 is mounted on centerline just ahead of the engines.

Other Noteables

- Palm Beach Towers Hard Top
- Lumitec Underwater Lights
- Electric Marine Power Door
- Schneider 50 Amp Circuit Breaker House Panel
- Galvanic Isolator GI 50/60 Amp FSP
- Oil Transfer Pump 110 Volt
- Fire Suppression System
- Isotemp Hot Water Heater
- Vanner Voltmaster 60 Amp Battery Charger
- Pt 102 Head Hunter Pressure Tank
- Center Vernalift Mufflers

Performance

- 1875 RPM – 25 Knt GPH 50
- 1960 RPM – 30 Knt GPH 60
- 2320 RPM – 35 Knt

Exclusions

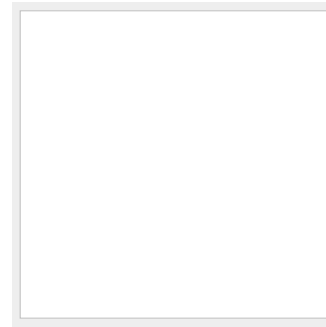
Owner's personal belongings.

Disclaimer

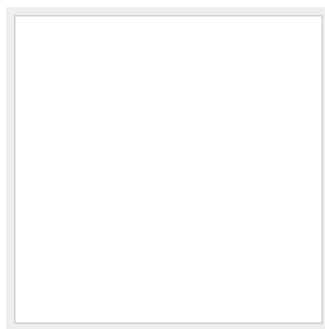
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PHOTOS







CONTACTS

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