

KOKOMO — COOPER



Builder: Cooper

Year Built: 1988

Model: Sloop

Price: PRICE ON APPLICATION

Location: Malaysia

LOA: 60' 0" (18.29m)

Beam: 15' 0" (4.57m)

Max Draft: 7' 8" (2.34m)

Cruise Speed: 9 Kts. (10 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 **Kokomo — Cooper** 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 **Kokomo — Cooper** 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	5
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	5
Engine Information	6
DETAILED INFORMATION	7
Overview	7
Deck and Hull	7
Accommodations	10
Electronics	10
Mechanical	14
Hydraulics	15
Water	15
Propulsion	15
Fuel Management	16
Electrical System	16
Rigging	16
Other	18
Exclusions	18
Disclaimer	18
PHOTOS	19
CONTACTS	23
Contact details	23
Telephones	23

Office hours	23
Address	23

SPECIFICATIONS

Overview

If you are looking for a well thought out, quality world cruising yacht, then look no further than KOKOMO.

Built in 1988 by Cooper of Coquitlam, and manufactured to endure the harsh environment of the northwest Pacific, this is a yacht that is designed to be sailed from the cockpit by one person thanks to her low aspect cutter rig, hydraulic winches and sail handling package. Push button sailing at its best! Whilst capable of sailing fine to windward, the 165HP engine and 630 gallons of fuel allow for sensible motoring when required.

A distinguishing feature on KOKOMO is the raised pilothouse. This fully air-conditioned area offers protection and fabulous views in all weathers and makes passage-making a pleasure.

She offers accommodation for up to eight guests in a two-cabin layout, which includes a forward cabin with a double Pullman-style berth and an aft cabin with twin berths. The starboard L-shaped settee in the salon can be converted to a double berth when fitted with a lee cloth.

KOKOMO underwent a refit in 2015 and 2016, which included mast removal, full Awlgrip paint, new teak decks and electronics upgrades. She is extensively equipped and has been fastidiously maintained by her very experienced owner.

Now offered seriously for sale, we look forward to introducing you to this fabulous yacht.

Features

- Raised Pilothouse
- New teak decks (2015)
- Hull, superstructure and rig painted in 2016
- Stunning teak interior
- Furuno navigational electronics
- Hydraulic winches and sail handling systems
- Bowthruster
- Twin generators (15Kw and 6Kw)

Basic Information

Category: Sloop

Sub Category: Cruising Ketch

Model Year: 1988

Year Built: 1988

Refit Year: 2016

Country: Malaysia

Registration #: 09069-E/17

Coast Guard #: Singapore

Dimensions

LOA: 60' 0" (18.29m)

LWL: 55' 7" (16.94m)

Beam: 15' 0" (4.57m)

Max Draft: 7' 8" (2.34m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 10 Kts. (12 MPH)

Water Capacity: 400 Gallons

Holding Tank: 85 Gallons

Fuel Capacity: 630 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 3

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak

Hull Designer: Stan Huntingford

Exterior Designer: Stan Huntingford

Interior Designer: Stan Huntingford

Engine Information

Engines: 1

Manufacturer: Perkins

Model: T6.3544M

Fuel Type: Diesel

DETAILED INFORMATION

Overview

Dimensions:

LOA: 68' LWL: 55.7' Beam: 15'
Ballast: 13,500 lbs. Draft: 7'8" Air Draft: 69'

Engine: Perkins

HP: 165 Model: T6.3544M
Hours: 5800 Cruising Speed: 8.5 Knots Max Speed: 10 knots.

Tankage:

Fuel: 630 gallons Water: 400 Gallons Holding; 85 Gallons

Deck and Hull

Kokomo is a displacement sloop with a moderately long fin keel and a rudder hung on a full skeg. The bow has a moderate overhang and the stern is a reverse transom with integral steps down to a swim platform. Her hull is hand laid fibreglass with ¾" foam coring and 2 layers of 16 ounce Combo-Fab cloth and an outer layer of 6 oz. cloth laminated with epoxy. Ballast is encapsulated in the fibreglass keel. The deck and superstructure are fibreglass with balsa end on coring for weight control, strength and thermal insulation. Decks are overlaid with teak (new 2015). The pilothouse top has a moulded in diamond patterned non-skid finish. The bottom has been painted in blue antifoul (2016) and the blue boot stripe, hull, superstructure, boom, mast and spreaders were painted in Awlgrip Snow white in 2015. A wooden rubrail is capped with polished stainless steel and located about 18" below the deck to protect the hull from damage. A four inch high teak toe rail surrounds the main deck and is coated in semi-gloss cetol. Three freeing ports are moulded into the caprail on each side. Closed chocks with stainless steel cleats are mounted forward and amidships. A stainless steel cruciform bit is located on the starboard quarter and a Maxwell Nilsson vertical hydraulic windlass with gypsy and capstan is located on the port quarter. Triple lifelines at 34" high run from pulpit to the boarding gates and then to pushpit. Stanchion bases are secured to the deck with stainless steel bolts threaded into inserts which were glassed into the hull /deck joint during construction to ensure a leak free environment and ease of removal.

Starting at the bow a U shaped bowsprit / anchor platform extends approximately 4 feet forward of the stem. A teak tread at deck level and a teak seat at mid height allows one to stand or sit on the pulpit / bow sprit. Red and green LED steaming lights are attached to the upper rail of the pulpit rail. Two massive stainless steel anchor rollers are incorporated into the stemhead with the rollers themselves machined out of bronze. A Stainless steel pad eye protrudes from the waterline. Aft of the 5/8" chain stopper, a Maxwell Nilsson hydraulic windlass features dual gypsies and drum ends. One is fitted for the 5/8' chain and a secondary is fitted for 1/2" chain. Control of the windlass is locally or the pilothouse. A stainless bar protects the windlass from sheets. A fresh water outlet with quick disconnect is mounted on the starboard side to assist with anchor wash down.

Working aft, a large bow locker is found which houses the chain and bow thruster. The hatch lid is assisted by a gas shock for ease of opening and the frame is guttered with 2 overboard drains. Hinges are countersunk into the teak to provide pain free operation. Storage for fenders, hoses, lines and the lexan storm covers for all glass surfaces can be found here. This space is wired with 12V lighting and power and weatherproof 110V. The staysail stay is mounted here. This is detachable should one wish to do so. It is stowed on the starboard side clear of the fore deck.

Despite a large hatch for the forward cabin, the foredeck space is large and free of obstructions, a perfect spot to set up a table and chairs for alfresco dining. A raised coach roof extends from five feet forward of the mast to the pilothouse. The structure is 28" high, an ideal height for sitting, yet easy to climb on. At night, coach house and pilot house LED courtesy lights provide illumination for safety and to highlight the vessel whilst at anchor. "Granny bars" are mounted each side of the mast while stainless hand rails run the length of the coach house and pilot house. There are 5 opening hatches mounted on the coach house roof. A smaller one has been installed above the galley to increase airflow during tropical passages. Large 10mm thick laminated safety glass windows are secured by stainless steel frames in the coach roof sides to provide light and visibility to the saloon and after cabin. All windows were removed and re-bedded in the last lay-up. There are no leaks. Stainless threaded inserts are provided to mount the lexan covers should one decide to round the Horn.

Clearly, the most prominent feature of Kokomo is the raised pilothouse. Wide decks allow easy access on deck via either side of the pilot house. The solid stainless grab rails are at waist height. The pilothouse roof is impressive in design and construction. The side overhangs are only outdone by the forward overhang which forms a visor and an attachment for the serious Buell Air horn. This well cambered top has a moulded non slip surface and a stainless grab rail. Aft of the pilothouse is the comfortable cockpit. This is protected from the elements by a heavy duty bimini that has withstood 50 plus knot winds. Cambered to ensure drainage and made of stainless, it enhances the lines of the boat while providing protection. A clear dodger can be attached to the bimini if needed. The cockpit is accessed through either a side door on the port side, or a moulded step on the starboard coaming. The cockpit provides great safety and protection in heavy weather. The steering pedestal is complete with all controls and systems to run the yacht, including 12 and 110 V power. All sail controls are mounted in this space. A leather covered 48" stainless destroyer wheel can be removed and stowed, providing sufficient space for the day bed. A custom teak drink holder mounts to the pedestal when entertaining. The

Mainsheet traveller and large hatch and two solar fans are mounted on the raised trunk cabin aft. This is at the same level as the coach house, giving smooth lines to the yacht.

A large lazette occupies the space between the transom and the after bulkhead. The hatch is guttered with 2 drains and has a gas shock to assist in opening. Below is the dedicated propane locker, fitted with solenoids and alarm sensor. This space is lighted and has 110V AC and 12 V DC power. The locker has a mount for the outboard and a large danforth anchor is mounted securely inside. Access to the after chain locker and rode is through this space.

A transom mounted stainless steel swivelling electric crane is situated so that heavy items can be lifted from the dock or dinghy and swung easily into the locker through the boarding gate in the stern rail.

On the port quarter, a self deploying, fold away stern anchor housing is mounted and can be deployed locally or from the steering position in the cockpit. Moulded in teak capped steps lead to the swim platform. A hot and cold water shower attachment is located between the steps on the transom. A 2 inch stainless steel solar panel platform is welded to the substantial dinghy davits. The dinghy blocks are harken and the lines pass through spinlock stoppers. The solar panel array is also the mounting point for an antenna cluster, keeping all antennas away from possible damage. Mounted on the teak and stainless swim platform is a folding stainless ladder with teak steps that extends almost 8 feet into the water, making easy entry and egress for divers as well as swimmers. There is a stern mounted docking light. The davits have 2 LED courtesy lights mounted in them that provide illumination when returning from ashore at night.

- (10) Stainless steel opening ports with stainless steel deadlights.
- Stainless steel and teak swim platform
- Fold down Stainless steel and teak swim ladder
- Docking light recessed into platform
- Recessed steps moulded into transom with teak steps
- Transom shower with hot and cold fresh water
- Maxwell Nilsson H 3000 hydraulic windlass with dual gypsies and drum ends
- 50KG Bruce anchor with new swivel.
- 450 feet 5/8" chain
- 150 feet 1/2" chain forward
- Anchor snubber line and hook.
- 90 lb Danforth anchor
- 50 feet 1/2" chain and 150 feet rode aft
- 35 KG Bruce stern anchor
- Maxwell Nilsson H700 vertical windlass and drum
- Large diameter wash down hose and nozzle
- Stainless steel midship boarding ladder with teak treads
- 2 sets jack lines
- 2 safety harnesses
- Bosun's chair
- 2 Stainless steel quick disconnect fresh water connections on deck

- Stainless steel dinghy davits and solar panel
- 4 glass deck prisms
- Stainless steel crane mounted with Rule 3300lb 12 V motor.
- Magma propane grill (new) with quick disconnect to propane system
- Covers for winches, toe rails, forward seat, hatches, winches, horn, pedestal, steps, dinghy, live sling and wheel.
- Main deck awning.
- White vinyl cockpit cushions.
- Windscoop for hatches.

Accommodations

The interior spaces of Kokomo are finished in varnished teak and teak veneer to world class standard. Cabin soles are solid teak and holly over plywood while removable overhead panels are soft off-white vinyl. Abundant overhead hatches allow cool breezes to filter through the boat. Large glass deck prisms (new in 2015) and the 14 x 10mm tempered glass windows around the coach house allow an extraordinary amount of light into the saloon, galley and after stateroom. The concertinaed curtains are housed in a beautiful teak valance and are out of sight when raised, giving exceptional views. Well placed area, task, reading and courtesy lights provide controllable lighting at night. Teak handrails overhead and on various surfaces throughout the yacht mean a secure handhold is always an arm's length away. Galley and head countertops and shower stalls are finished in light ceramic tiles and matching grout. Blue patterned upholstery on settees is tasteful and elegant. Cedar lined hanging lockers have automatic lights and solid teak louvered doors. There are many storage areas with dedicated drawers and lockers throughout the yacht.

Kokomo's accommodations center around the large living spaces and the operational areas but from an operational standpoint, the most alluring aspect of Kokomo is her air conditioned **raised pilothouse**. The yacht is entered via a teak sliding door and down into a pilothouse that provides a 360 degree view via its large laminated windows through which crew and guests will enjoy the surrounding scenery. Indeed, more time will be spent in this space than anywhere else on the yacht. To port is a dedicated locker containing tools and safety equipment. Forward of the locker are shelves for day to day items and a comfortable helm chair. To starboard behind a raised table is an L shaped settee. The longer section is 6'6" and is comfortable place for an off watch member to rest. Most navigational equipment is built into the overhead teak panel leaving space to starboard for the radar and to port for the huge chart table. The companion way to the lower deck can be closed off and the chart table can slide to starboard where one can stand and plot positions comfortably if desired. Sensibly placed handholds overhead and on bulkheads give confidence when moving about the boat. The high gloss varnish in the pilot house is stunning.

Electronics

In the pilothouse:

- Danforth Constellation compass with stainless steel hood and light.
- Furuno 1835 closed array colour radar with ARPA and AIS tracking.
- Furuno chartplotter
- Furuno Speed log and echo sounder
- Furuno Autopilot Nav pilot 700
- B Class AIS
- Furuno Flux gate compass
- Independent (and secondary) rudder indicator
- KVH digital Gyro compass.
- Icom 802 HF
- Icom 604 VHF
- Furuno RD-33 Multifunction display
- Simrad DGPS linked to Chart Plotters
- Fugawi Chart Plotter (on Laptop)
- Multi GPS inputs for both chartplotters
- Main Engine and Generator instruments
- Searchlight.
- Loudhailer
- Airphone station
- Remote windlass controls
- Wipers with washers.
- Fireboy fire detection and extinguisher release.

At the cockpit helm

- Danforth Constellation compass with stainless steel hood and light.
- Furuno Autopilot Navpilot 711 repeater/ control station.
- Main Engine instruments
- Furuno FI-502 wind instruments measuring true and app wind
- Furuno FI-504 Multi function display
- Icom VHF remote
- Airphone station
- Independent (and secondary) rudder indicator
- Search light control
- Remote windlass release for stern anchor
- All light and horn switches.
- Thruster control
- Get home control
- Roller furling and winch controls.
- Navtec back spring, boom vang and inner forestay pump and controls.

Descending down 6 steps of sensible, safe gradient you enter a large open galley and salon. Three of the steps are hinged to provide storage space.

To port is the well positioned **galley**. The cook will not be bothered by people passing by to cabins or machinery spaces, as is so often the case with passage way galleys.

The galley features a large industrial type refrigerator and a huge below counter freezer. Both compressors are located in the engine room. Countertops are tiled and stove has a stainless steel splash back. Ample drawers and overhead cupboards separate the space from the saloon. 3 LED lights are built into the bottom of the overhead cupboards proving ample lighting over the sink and preparation area. The large, lighted stainless steel lined fridge is outboard. Shelves and vegetable baskets are stainless steel. The refrigerator is fitted with a digital internal thermometer. A removable butcher block cover sits atop the stove when not in use. A top opening storage space is accessed through the forward counter top. Automatic lights are built into the overhead cupboards, storage space and lower cupboards. A trash compactor is located underneath the forward countertop.

- Broan 110 V compactor
- Panasonic V genius microwave
- Moen single lever tap, removable hand nozzle
- New Force 10 four burner stove and oven.
- Xintex propane sensor and solenoid
- Overhead extraction fan
- Remote freezer thermometer.
- Deep stainless steel double sink
- Soap dispenser.
- Fresh and Saltwater foot pumps.

Opposite the galley to starboard is the **navigation station / office**. Large varnished desktops, excellent lighting and overhead deck prism make this an excellent area to conduct ships business. Forward between the salon settee and this space is a cabinet with two large sliding drawers holding the liquor locker and glass and table ware. Elegant and convenient. Beneath the forward desktop are three very deep sliding drawers with wood dividers and partitions. Ideal for those items that one uses frequently. The lowest drawer is a file cabinet holding all original manuals and ships paperwork. The chair sits beneath a top opening desk. Next aft are 3 drawers and a slide out counter board. A weather fax folds out of the aftermost cabinet. Outboard is the main switch board with tank tender, hull potentiometer, battery switches and entertainment system. Below the companionway is a Raritan icemaker.

At the navstation:

- Furuno RD-33 multifunction display
- PDQ wi-fi and router
- Pioneer Stereo system with 240 Watt amp, powering 10 speakers throughout yacht. Each space has local volume control.
- Airphone station

- Alden TR1 weatherfax and antenna tuner
- 12V / 110V Flat screen TV in Saloon
- 110V RCA DVD and surround sound system (Saloon)
- Hull potentiometer.
- Hart Tank Tender.
- Battery switches
- Bass switchboard
- Chiming 6 inch Schatz Brass Clock
- Matching 6 inch Schatz Barometer
- 6 inch Brass Ships Bell
- Raritan icemaker.

The comfortable and elegant **saloon** is forward of the galley. Wrapped in a varnished teak veneer, the mast accentuates the elegance of this space. To starboard the L shaped settee easily converts to a double berth by sliding out the lower aft seat cushion. This berth is fitted with a lee cloth. Beneath the settee are the ships batteries while outboard and behind the settee back is the storage for the emergency tiller. Long, lighted bookshelves line the underdeck space port and starboard. To port is the U shaped dining area with a beautiful custom made teak dining table featuring an inlaid compass rose of mahogany and ash on a flip over condiment tray. The table seats 8 comfortably. There are 4 swing brass lights (LED) with pleated lampshades that encompass the saloon. Over the table a ships lantern illuminates the gorgeous teak table. The lighting in the saloon reflecting off the beautiful varnished surfaces gives a warm and inviting ambiance. It is a pleasure to sit in this space. A flat screen and DVD player are mounted atop the shelf under the forward facing windows.

Proceeding forward and down one step through the forward passage way is the **forward head**. This space is accessed through a pocket door to starboard. Aft is a separate shower stall finished in tile and contrasting grout. A tiled bench seat is outboard. All fittings and sinks have been upgraded by the current owner. The head is fitted with an electric fresh water toilet, built in teak toilet paper holder, electric heater, cabinets and foot fresh water pump.

The **Forward stateroom** has always been subject to debate as to which cabin is the “Master” It’s really a question of whether one desires to sleep in the twin berths (aft) or the large double forward. The forward stateroom is slightly larger in volume with a sofa to starboard, Cabinets are outboard and forward of the sofa. Forward and on the centreline is a hanging locker. A writing desk (or vanity desk) to port is fitted a sliding drawer and 2 lockable mirrored cabinets. The double sized Pullman-style berth is aft and to port. A nightstand is inboard of this berth and two swing arm brass reading lights are mounted above. In both the forward and after staterooms hull side finish is unique and very elegant. Varnished panelling is secured with varnished horizontal teak battens. Opening hull ports (with insect screens), overhead hatches, lee cloths, airphone, electric heater, strip lighting and air conditioning further enhance the comfort of this spacious cabin.

To starboard of the companionway and aft is the **aft passageway** with two sea bunks and machinery space door. Two comfortable bunks for crew or guests are located outboard. Each has

a reading light and louvered locker at the foot of each bunk. Two opening ports with deadlights are at the upper bunk level and a glass deck prism is overhead. Both bunks are fitted with lee cloths and are a desirable sleeping space during long passages. The upper bunk is easily converted to an aluminum work bench if needed.

Proceeding aft, passing the engine room, one passes through the **aft cabin** door where inboard, a stacked full size washer dryer combination is located next to a full height hanging cupboard. Outboard under the side decks are two laundry cupboards and two large hanging lockers. All have automatic lights and cedar lining. Twin berths port and starboard are separated by a chest of drawers / nightstand upon which is mounted an airphone. Sleeping comfort is enhanced by bowed springs beneath one mattress. Lee cloths are fitted on both bunks. Custom brass reading lights are at the head of each bunk and bookshelves are outboard. Next to the port bunk, a Furuno RD-33 multifunction display is mounted. Alarms can be set or information checked with a touch of a button. Two opening ports with deadlights and a large overhead hatch ventilate this space. 5 large windows give ample light. Forward on the centreline is a vanity desk with mirror and four drawers. Another hanging locker is to port prior to entering the aft head.

The **ensuite aft head** is forward and to port. Outboard a china basin and faucet are set into the vanity. The tiled countertop and splash back are sealed with contrasting grout. An electric toilet is situated inboard with teak toilet paper holder storage bin and electric heater. A full length mirror is on the rear of the door. Storage space is available under the vanity top. Forward and one step down is the massive shower stall / half bath. This area has an inbuilt seat as well.

Off the aft passageway is a proper **engine room**. Engine, gensets, pumps, compressors, Lewmar power unit, fans, steering motors, airphone and watermaker occupy this bright and well insulated space. Decking is removable aluminum diamond plate and a work bench is situated along the port hull where standing room is found beneath the cockpit settee.

Mechanical

Systems design and installation is set up for comfortable and reliable world cruising. The systems are more reminiscent of ships rather than a yacht. The reliable Perkins powers the vessel to a comfortable 8 knots giving a range of well over 1700 miles and 2000 miles can be exceeded with a lower speed. Coupled to the main engine gearbox is a hydraulic “get home” package that will power Kokomo to about 4.5 knots if required. This is powered independently from the Onan 15 kw generator. The main engine powers a large hydraulic pump for the 2 windlasses (one for’d and one aft on stern anchor) as well as the Keypower 25hp bow thruster. The main engine also powers a large emergency bilge pump.

The hydraulic windlasses may also be run by an independent electrically driven pump should you desire not to start the main engine and slip quietly from an anchorage.

The second generator is a dual capacity 6kw Fischer Panda that will produce AC power or at the touch of a button, produce 200+ amps directly to the 8 x 8D batteries.

The 400 gallons of fresh water is supplemented with a 700 gallon per day watermaker. Laundry and showers pose no threats to your cruising pleasure.

Hydraulics

- Lewmar Commander hydraulic pump for winches (5) and roller furling on main and genoa
- Navtec hydraulics for back stay, inner forestay, boom vang.
- 2 X 12V hydraulic pump for winches.
- Onan genset for get home system.
- Engine driven hydraulic pump for bow thrusters and windlasses.
- Stainless steel tank with temperature sight glass.
- Dual control station Wagner hydraulic steering system.
- 2 X Accusteer hydraulic pumps with selector switch.

Water

- Cruise RO water 2 x 40"membranes, driven by HRO pumps, producing 700 gal/day.
- 2 x Groco Paragon Senior Fresh Water pumps.
- Groco accumulator tank.
- City connection Shore spigot and regulator
- Isotemp stainless steel 12 gallon hot water heater with 1125W and 4500W heating elements.
- Fresh water wash down spigots with quick disconnects for'd and aft.
- Hot and cold shower at swim platform.
- 50 gallon grey holding tank with macerator pump and deck pump out.
- 85 black holding tank with macerator pump and deck pump out.
- 2 x Jabsco electric marine heads with freshwater flush.
- Tank Tender level indicator for all tanks.

Propulsion

- Perkins T6.3544M turbocharged diesel with 5800 hours. (Completed 6000 hrs service by Perkins)
- Hurth HSW 630A1 transmission
- Centraflex CF-AGM -80 flexible shaft coupling
- 2" Stainless Steel propeller shaft
- 25"x 18"right hand three blade Maxprop
- Morse cable controls from wheel house and cockpit
- Full engine instrumentation at cockpit and in wheel house
- Cooling water "no flow" alarms on main engine and generator
- Key power 12.5 hp bow thrusters with dual controls.

Fuel Management

- 630 gallons of fuel in 4 tanks. 3 Stainless, and one aluminium day tank (30 gal) situated above the engine for gravity feed.
- 2 x 2 micron Racor 100MA filters with changeover valve and vacuum gauge.
- Fuel manifold with 12v Jabsco 5 gal/ min transfer pump.
- Manual hand pump for transfer if needed.
- Independent Fuel tank sludge removal pump manifold for all 4 tanks.
- Independent Racor filter for 2nd generator.
- Lube oil change pump for all 3 diesels.

Electrical System

- Onan 15KW 120/240 AC genset in sound shield with 1800 hours
- Fischer Panda 6 Kw 120/240 genset in sound shield with integrated 250 Amp charger. 1000 hours
- Bass breaker switch panel at nav station.
- DC sub panels at forward cabin, nav station, aft cabin and pilothouse
- (8) 8D batteries, 2 for starting and 6 for house. (Trojan, new 2015)
- Link 10 battery monitor (pilothouse)
- High battery voltage alarm
- Battery isolation switches at nav station.
- Trace 2 kw inverter and 120 amp charger.
- 100 amp alternator on Main engine with auto Mac-II regulator controller in pilothouse.
- 4 x 50 watt solar panels mounted on dedicated surface above the tender davits.
- Westinghouse Isolation Transformer (12 KVA)
- 1 X 75' + 1 x 50' 50 amp shore cables
- Smart Plug ship connection
- 2 x 40 amp Trucharge battery chargers.
- Hull protection stray current monitor
- Deck courtesy lights and deck lights.
- LED steaming Nav lights
- Nav , anchor light and strobe light on Masthead.
- 2 ammeters for Lewmar electric motors.
- 9 electrical heaters.
- 4 Airrr Marine reverse cycle air condition units totalling 40,000 BTU.
- 5 Guest fans

Rigging

Kokomo is a gentleman's yacht designed to be sailed from the cockpit by one person. Her low aspect cutter rig employs Hood hydraulic stowaway mainsail, hydraulic furling genoa, and fixed

furler on the staysail. Five hydraulically powered winches control lines led aft to the cockpit will allow even the smallest member of the crew to single hand this yacht. The sum of parts is definitely **pushbutton sailing** at its best. While capable of sailing fine to windward, the 165hp engine and 630 gallons of fuel will allow sensible motoring when required.

Sail area is 1300 sq. feet. The rig is supported by 7/16" and 3/8" 1 X 19 stainless steel continuous wire rope with fore and aft lowers, single continuous upper cap shrouds. There are twin backstays with outboard chainplates allowing access to the transom steps. A Navtec hydraulic pump, gauge and selector are mounted on the steering pedestal and tension hydraulic backstays, boom vang and staysail stay. The stay sail stay is easily removed for inshore sailing by releasing the hydraulic ram.

- Dobson in mast furling sail.
- Dobson 135% genoa
- Dobson 110% genoa
- As new Gennaker.
- Spare main sail
- Storm trysail and independent mast track.
- Hood stowaway 12"x 7" mast with hydraulic in mast furling mainsail, double spreader, keel stepped, painted snow white awlgrip.
- Fixed mast steps from deck to crowsnest at first spreader.
- Masthead windex wind direction finder.
- 2 deck lights mounted on lower spreader
- 2 signal halyards with swivelling flag clips.
- 3 Lewmar 40 self tailing halyard winches on mast
- 1 Lewmar 46 self tailing halyard winch on mast
- Stainless steel crow's nest platform / radar guard.
- Remote control stainless steel searchlight.
- Port and starboard spinnaker halyards
- Mast mounted Forespar telescoping whisker pole with topping lift and inboard lift.
- Aluminium 8"x 5" boom painted snow white Awlgrip
- Profurl headstay furling with Lewmar hydraulic furler
- Profurl staysail furler.
- 1 Lewmar 55 self-tailing halyard winch in cockpit for halyards.
- Stay sail furling line, Starboard spinnaker halyard, topping lift and main sail haulout line run along starboard side of pilot house through Lewmar sheet stoppers to powered winch.
- 2 x Lewmar 65 hydraulic self-tailing primary winches on port and starboard side of cockpit.
- 1 x Lewmar 55 hydraulic self-tailing winch for main sheet on centre aft cockpit
- 2 x Lewmar self-tailing secondary winches for staysail sheets port and starboard of cockpit.
- Lewmar "T" shaped aluminium tracks for adjustable genoa lead cars on caprail
- Lewmar "T" shaped aluminium tracks for adjustable staysail lead cars outboard of coach house.
- 4 Merriman opening sheet adjustable lead cars.
- Lewmar 4:1 mainsheet and Lewmar mainsheet 4:1 traveller

- Blocks and tackles.

Other

- 1 x Danfoss 12 V refrigeration compressor for freezer
- 1 x Danfoss 12V & 120/240 V AC compressor for refrigerator
- Xintex propane solenoid and alarm.
- LPG spigot on deck with quick disconnect for BBQ
- 2 x 9Kg fibreglass propane bottles in dedicated propane locker off lazarette.
- 4 Airrr air conditioning reverse heating units totalling 40,000 BTU's
- Varnished Teak and stainless steel emergency steering tiller with hydraulic by pass.
- Hard wired smoke detectors throughout.
- Manual and auto release Halon system for machinery space.
- Portable fire extinguishers in each space.
- Windshield wipers and water washers for pilot house.
- 3.4 M Zodiac Cadet RIB with Tohatsu 9.8HP outboard.
- Buell Air horn and compressor.
- Epirb
- 6 man liferaft
- 6 inflatable lifejackets.
- Flares.
- Fire extinguishers in each space.
- Hard wired fire alarm
- Carbon monoxide detector
- Substantial spares.
- Canvas cover for entire boat.
- 2 Kayaks and paddles

Exclusions

Owner's personal belongings.

Disclaimer

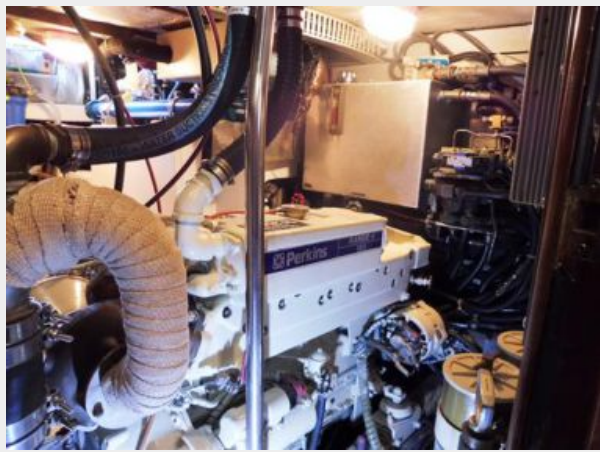
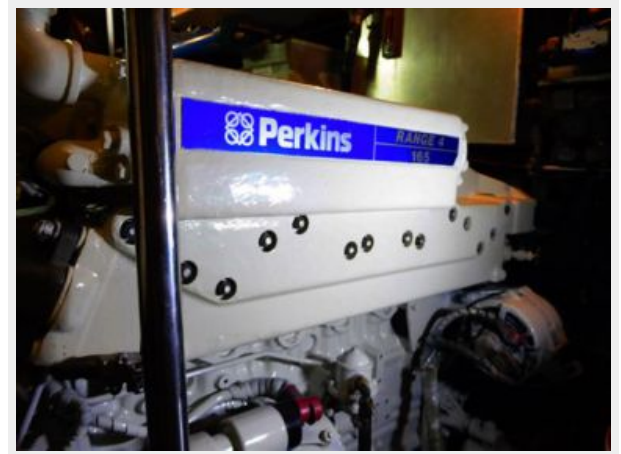
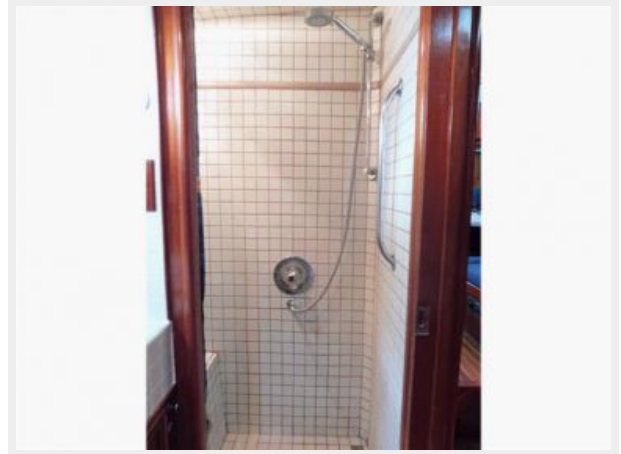
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PHOTOS









CONTACTS

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