

LATITUDE — DEFEVER



Builder: DEFEVER

Year Built: 1988

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 60' 0" (18.29m)

Beam: 16' 8" (5.08m)

Min Draft: 4' 8" (1.42m)

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

Major updates on this 1988/2015 Defever 52+8 Pilothouse Motoryacht with 8ft cockpit extension in 1998. All systems have been updated, interior and soft goods renewed, new networked electronics, painted hull, stabilizers, Sat TV, inverter with large AGM battery bank, Electroscan head system, bow thruster, engine room cameras, watermaker and Novurania tender with 4 stroke Yamaha to list a few of the upgrades

Latitude has been set up for long range self sufficient economical cruising in total comfort. Solid fiberglass full displacement hull with a long deep keel that fully protects the props. Twin natural aspirated Caterpillar 3208 diesels with updated Glendinning electronic controls for highly economical cruising. Two Westerbeke (20kw/8kw) generators.

Rarely do you find a yacht that has had this level of continued upgrades mechanically and cosmetically by such knowledgeable owners. A two boat owner, Latitude is seriously for sale. Great opportunity to acquire an outstanding liveboard/cruising yacht that is truly turnkey.

Description

The DeFever 52 Pilothouse is a long range passagemaker with a muscular profile and a superb cruising layout. She was built by CTF in Taiwan on a solid fiberglass full-displacement hull with a long, deep keel and soft chines. Her traditional double-deck layout is arranged with the galley on the deckhouse level where its wide open to the salon and cockpit. Note the small day head opposite the galley—a great convenience for guests. The pilothouse came with a watch berth, deck doors, and direct bridge access, and two of the three staterooms below are huge. All of the woodwork is teak and—typical of Taiwan-built yachts of her era—there's plenty of it. Additional features include a walk-in engine room, stall showers in each head, optional teak decks, and a large flybridge with seating for a small crowd.

Additional Information

Basic Information

Category: Trawler

Sub Category: Long Range Cruiser

Model Year: 1988

Year Built: 1988

Country: United States

Fly Bridge: Yes

Cockpit: Yes

Dimensions

LOA: 60' 0" (18.29m)

Beam: 16' 8" (5.08m)

Min Draft: 4' 8" (1.42m)

Clearance: 21' 0" (6.40m)

Speed, Capacities and Weight

Displacement: 90000 Pounds

Water Capacity: 500 Gallons

Holding Tank: 35 Gallons

Fuel Capacity: 1700 Gallons

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: 3208 NA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Description

The DeFever 52 Pilothouse is a long range passagemaker with a muscular profile and a superb cruising layout. She was built by CTF in Taiwan on a solid fiberglass full-displacement hull with a long, deep keel and soft chines. Her traditional double-deck layout is arranged with the galley on the deckhouse level where its wide open to the salon and cockpit. Note the small day head opposite the galley—a great convenience for guests. The pilothouse came with a watch berth, deck doors, and direct bridge access, and two of the three staterooms below are huge. All of the woodwork is teak and—typical of Taiwan-built yachts of her era—there's plenty of it. Additional features include a walk-in engine room, stall showers in each head, optional teak decks, and a large flybridge with seating for a small crowd.

Exterior

- The hull is painted white with blue shear stripe and a blue boot stripe with pencil-line red accent stripe.
- Last haul-out, bottom paint and stabilizer service (Feb 2017)
- New Phifertex Mesh exterior covers for the salon, galley, day head and pilot house windows (2018).
- Phifertex Plus Mesh for the covered aft deck (2018). There is also a solid grey Sunbrella cover used for storage and an esinglass full enclosure for the aft deck.
- Imtra Largo LED walk-around and aft deck lighting (can be dimmed and color set to either blue or white) (2017)
- Light beige non-skid throughout with the exception of the covered aft teak deck.
- Custom canvas for handrails, seats, pilot house windshield, BBQ, flybridge and cockpit helm stations and dingy.

MECHANICAL SYSTEMS

- Twin Caterpillar 3208, 210 hp, NA. Engine Hrs 2545 - Port; 2541 - Stbd
- Transmissions: Twin Disc MG-506-1 marine gears with 2" stainless steel shafts and 4 bladed bronze propellers
- Westerbeke WTA-20-614 20KW 4 cylinder fresh water cooled diesel - 1736 Hours
- Westerbeke 8BTD-614 8KW 3 cylinder fresh water cooled diesel - 2813 Hours
- NAIAD 252 Stabilizers with hydraulic lines replaced 2017
- Three Glendinning Electronic Engine Controls (EEC) stations
- Stations located at pilot house, flybridge & aft cockpit.
- Pilot house EEC station has backup mechanical linkage

- Vetus bow thruster 130 kgf (24vdc) with joystick control at each of the EEC stations. Thruster motor serviced with new bearings and brushes (2018)
- Nautical Structures Euro 1200-2 Dinghy Davit with new hydraulic hoses, rebuilt rams & new paint (2018).
- Steering Gear: Teleflex Capilano dual hydraulic stations operating double rams that are rod connected to the rudder shafts
- Reverso Oil change / transfer pump connected to main engines & generators.

FUEL SYSTEM

- 1700 Gallon fuel capacity (1500 gallons that is standard to DF52 OC + additional 200 gallons in cockpit extension).
- Oberdorfer fuel transfer and polishing gear pump - 1 gallon per minute flow is drawn through a twin Racor 900 dual filter.
- Two Racor 1000 filters, one for each main engine.
- Two Racor 500 filters, one for each generator.

Interior

- Upgraded two additional 3-knob A/C controls to digital controls (2018). Four of the five A/C units now have digital controls.
- Imtra Tacoma 180 LED recessed lighting with dimmers for Salon, Galley and Pilothouse (2016)
- Imtra Tacoma 180 LED recessed lighting for Master Cabin, Master Head and Day Head (2016)
- Many light switches upgraded to Vimar switches (2016)
- Wood blinds in Galley, Salon, Master Cabin, Master Head and Day Head (2017)

GALLEY EQUIPMENT:

- Fisher-Paykel RF170 side-by-side Refrigerator (2015)
- Fisher-Paykel DD24 two drawer dishwasher (2015)
- Sharp Microwave (2015)
- GalleyMaid 3 burner cooktop and oven
- In-Sink Disposal
- Whirlpool Trash Compactor

ON-BOARD NETWORKS:

There are three networks on board the vessel.

- WiFi system used to connect to marina WiFi internet and rebroadcast it as a local private WiFi network including: Ubiquiti Bullet BM2-Ti airMax WiFi radio,

LinksysRouter and Netgear Switch 8-port switch.

- RayNet ethernet network used to connect the Raymarine devices and two engine room network cameras;
- NMEA 2000 (N2K) network which is connected to the Raymarine and Maretron equipment allowing devices to share data.
- With installation of the NMEA 2000 (N2K) network, old NMEA 0183 equipment was replaced modernizing onboard system integration, data sharing and system monitoring. For example, alarm limits can be set on engine data to provide early warnings as well as critical alarms.
- Other examples of data sharing would include: a single compatible chart chip (Navionics, C-Map or Lighthouse) is shared over the RayNet to all e125 displays. The engine room network cameras are on the RayNet and can be displayed on all Raymarine e125 displays. Communication between networks can be illustrated with the autopilot system. Data such as the rudder position feedback is connected to the ACU-400 autopilot controller. The ACU-400 is connected to the N2K network making the current rudder angle information available to the Maretron DSM250 displays and other Raymarine displays. Autopilot course settings made with any of the e125 displays or at the p70R pilot control are communicated back to the ACU-400 on the N2K network.

NETWORKED MARINE ELECTRONICS

- ICOM 506 VHF Radio
- Raymarine SR-150 Sirius XM Weather (2016) (requires subscription)
- Raymarine EV-1 and ACU-400 Autopilot system (2015).
- Alba Combi Analog to NMEA 2000 Engine Data Converter for engine coolant temperature, oil pressure and transmission oil pressure.
- Maretron DSM250 Displays at Pilot House and Fly Bridge.
- Maretron ALM100 Alarm Module (2015)
- Maretron FFM100 Fuel Flow Monitor (2015)
- Raymarine RayStar RS-130 GPS sensor; Since each e-125 display also has a GPS sensor, there are 4 separate sources of position data for redundancy. Priority and roll-over failure can be configured.
- Raymarine DSM 300 Depth Sounder Module

PILOT HOUSE

- Raymarine e125 Multifunction Display (2015)
- Maretron DSM250 Display connected to N2K network which is capable of displaying a wide range of real-time and trending N2K data
- ICOM 506 VHF
- Danforth/Plath compass
- Rayline spotlight with controls

FLYBRIDGE

- KVH M5 Satellite TV Dish Antenna
- 30" Stainless steel built-in propane grill
- U-Line icemaker and refrigerator
- Two Raymarine e125 Multifunction Displays (2015)
- Raymarine p70R Autopilot Control Head(2015)
- Maretron DSM250 Display connected to N2K network which is capable of displaying a wide range of real-time and trending N2K data
- Spotlight Remote Control
- Danforth/Plath compass

Electrical Equipment

- Magna Sine MS 2800 inverter / charger (2015)
- MagnaSine Remote Control Panel in Pilot House (2015)
- MagnaSine MMP Magnum Panel (2015) for inverter bank battery disconnect and circuit breaker.AC Power breakers that can bypass the inverter to provide power in the event of inverter problems
- Inverter/House: (8) Lifeline GPL L16TAGM for a total of 1600 Amp-Hrs at 12V (2017)
- Charles 12V 60 amp battery charger for Main & Generator Start Batteries (2016)
- Mastervolt 24V amp battery charger for Bow Thruster Bank (2018)
- Four 6V AGM golf cart batteries for 24V bow Bow Thruster (2015)
- Two Balmar MC-614 combined with Balmar CenterFielder to balance load between the port and starboard main engine alternators (2017). Both main engine alternators upgraded from standard to 90 amp units.Spare 120 amp alternator (2018) is on board.

HEAD SYSTEM

- Four VacuFlush freshwater toilets, each with its own vacuum generator to eliminate system single point failure of all heads installed 2003.
- Two ElectroScan waste treatment systems are onboard. The forward and mid-ship staterooms are connected to one ElectroScan unit.The day-head and master stateroom are connected to the second ElectroScan. This ElectroScan was replaced in 2016.
- Head system hoses replaced with new Raritan SanaFlex hose (2017)
- New 35-Gallon polypropylene waste tank installed in 2003
- Y-Valves to direct waste to (1) holding tank; (2) ElectroScan treatment unit before overboard discharge; (3) direct overboard discharge.
- Holding tank can be emptied from on-deck fitting or overboard with Jabsco 18590

Series macerator pump.

- Each of the stateroom heads have a Sealand DVS02 Vacuum Status Control panels.

SALON

- Direct-TV network receiver
- Samsung 32" color flat screen TV
- Samsung DVD Player
- U-Line icemaker

FRESH WATER SYSTEM

- Headhunter X-Caliber 12-24V DC Pressure Pump
- 500 Gallon Fresh water capacity
- 20 gallon water heater
- Two SeaGull Water filters: one for each of the two U-Line ice makers.
- Under-sink Whirlpool Reverse Osmosis Unit (2017) supplying refrigerator cold water tap, ice maker and R/O sink water tap.
- 1200 Gal/day FCI Max Q Watermaker

Cockpit

- Cockpit extension added in 1997.
- Splendide 2100 washer and dryer (2014)
- 10 cu-ft deep-well cold plate freezer with updated (new) Grunert Passagemaker series compressor(2017).
- Two large storage lazarettes

GROUND TACKLE

- Primary anchor - all chain rode 250 feet with CQR 75 lbs anchor
- Secondary anchor - 250 feet nylon with 40 feet chain, Danforth 60H (stored in Lazarette)

Tender

- 2001 NovuraniaDL400 Tender with 2017- 4 stroke 40HP Yamaha Outboard

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



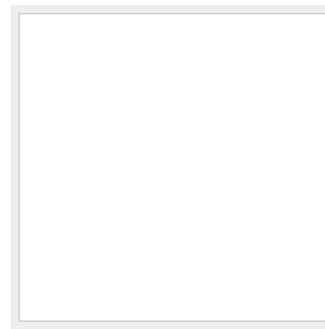
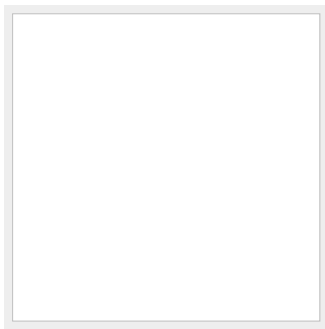






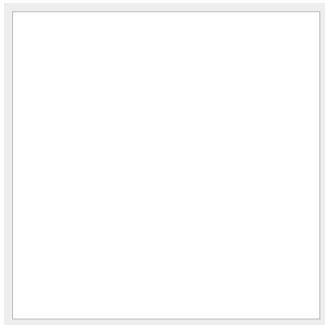
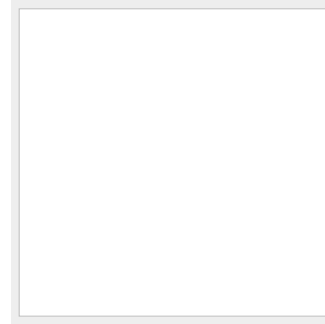
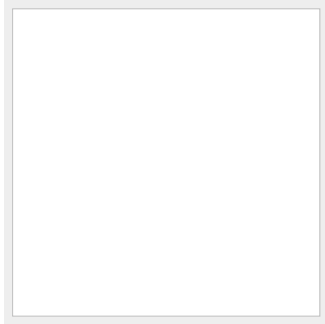
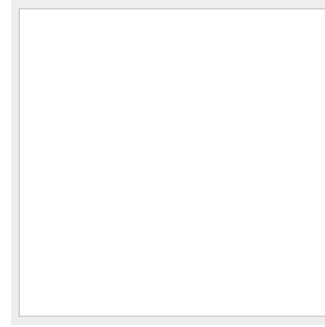
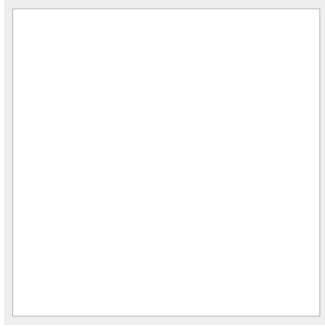


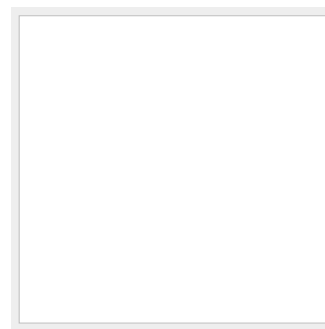
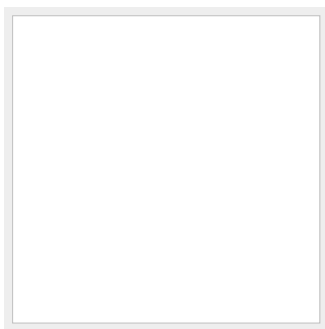
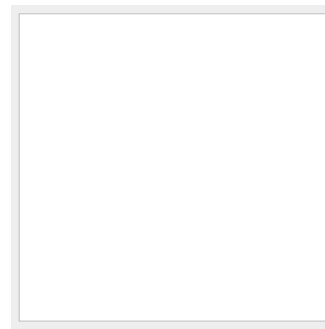
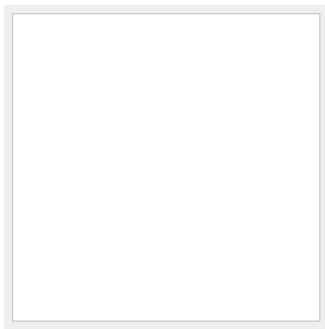
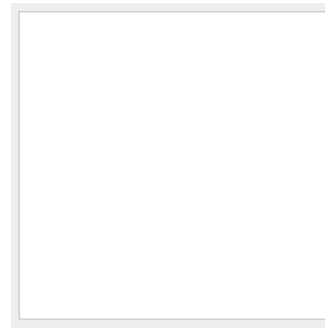
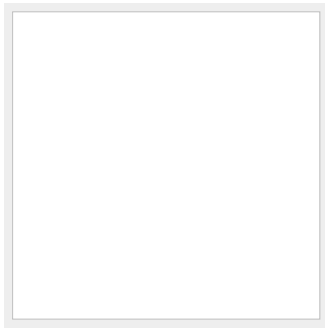
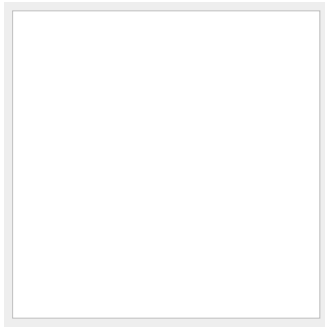




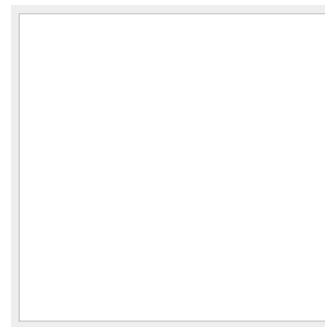
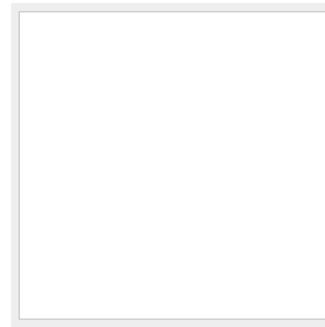
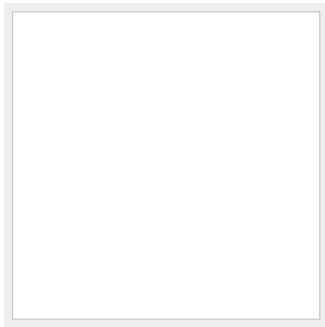
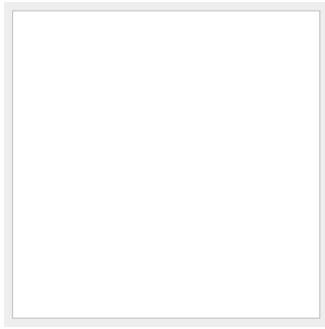


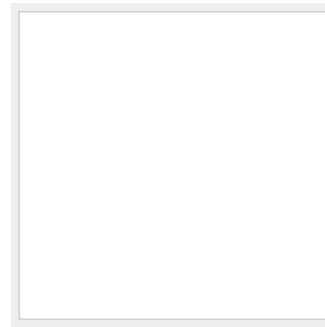
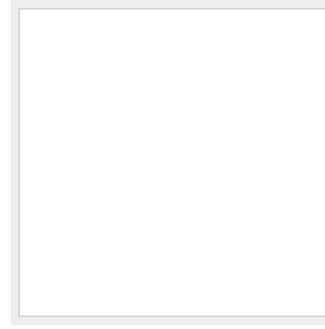
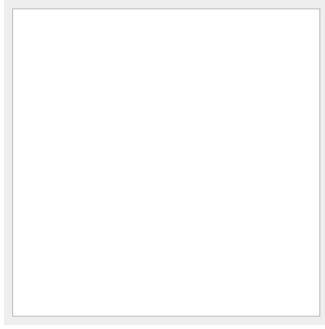


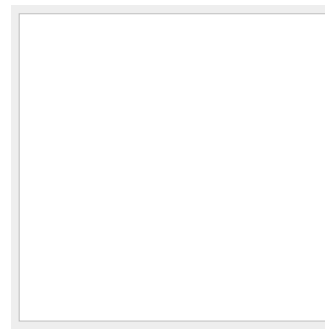
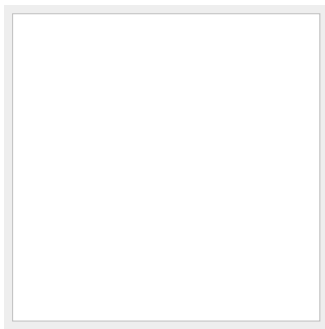
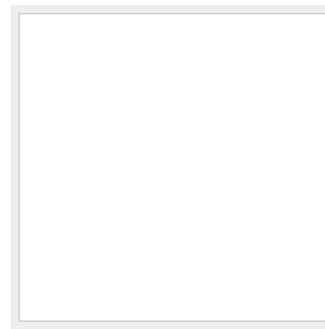
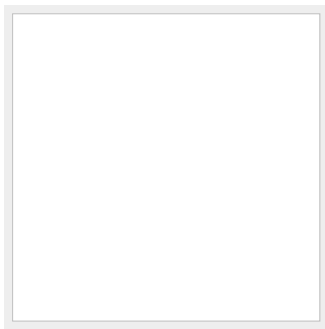
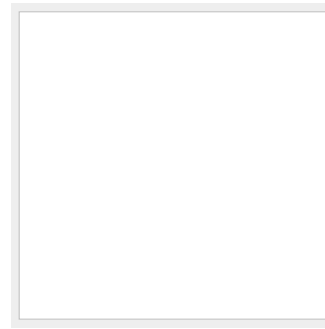
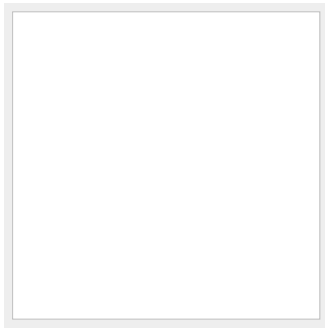
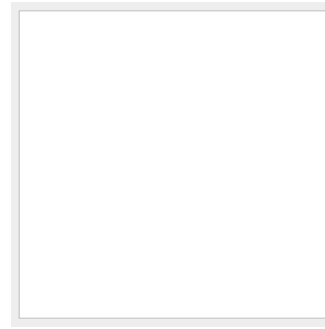
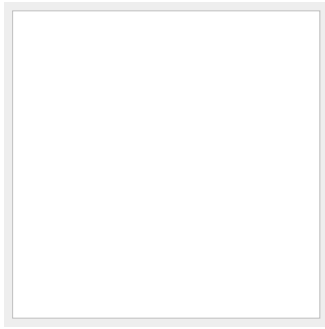


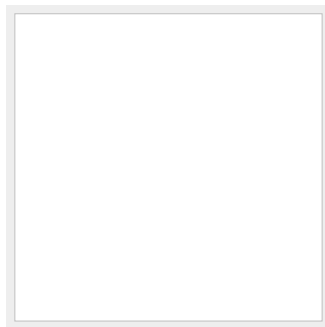












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