

WELAN — NORSEMAN YACHTS



Builder: NORSEMAN YACHTS

Year Built: 1985

Model: Cutter

Price: PRICE ON APPLICATION

Location: United States

LOA: 47' 0" (14.33m)

Beam: 13' 0" (3.96m)

Min Draft: 6' 3" (1.91m)

Max Draft: 6' 3" (1.91m)

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If you would like to buy a yacht Welan — NORSEMAN YACHTS 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

Welan is a turnkey vessel ready for sail. If you're looking to sail or cruise offshore this is an absolutely perfect candidate. This Norseman has been completely restored with the owners sparing no expense. Here is an account of the current owners journey with Welan: As we had intended to sail around the world, we did an enormous amount of research, including reading Steve Dashew's book twice. We narrowed it down to two models, Kelly Peterson and Norseman, both of which are reputable blue water sail boats. Between these two we favored the Norseman 447. We bought this boat considering all the good things about this model even though we knew the interior would require a total remodeling. After we bought the boat Alan went inside on a rainy day. His eyes were pouring tears while it was pouring rain inside the boat. Everything on the deck was leaking! It was really heart breaking. There was not much available for working on boats in Dominican Republic (where we bought the boat). What little available was three times as much as it is in the States. Our goal at the time was to make the boat sea worthy so we could sail the boat back to the States. It took us four months to get to that point because nothing on the boat worked, nothing, not even a light! Even today we still have trouble believing we sailed the boat back safe and sound. We stopped in Haiti, Jamaica and Cayman. We had some trouble with the engine overheating and the steering was sloppy, but we did it and we had a great adventure! After we pulled into Saint Petersburg our journey of rebuilding the boat started. We knew what we needed to do to fix the boat so we could continue to sail the boat around the world. Knowing that quality labor on yachts is very hard to find we decided to take it on ourselves, but we had no idea it would take six years. Four years of two engineers working side by side pretty much every day from dawn to dusk and two years off and on while cruising or traveling. We didn't take any shortcuts because of our hard working nature and we intended to sail the boat to wide open water. This boat truly has a soul. Even people walking down the dock will say so. She is a good old girl! Our good friend who has dedicated his whole life working on boats for over 40 years commented:" this boat is very strong! You guys can do anything!" Here are some highlights of Welan today from the bottom to the top and from the outside to the inside. We list them here because we are proud of what we did. Hope you will have respect for what we did and be proud of her also if you are going to own this girl next. Here are the highlights of this model of boat from our point of view: 1. The Hull shape is such that it's fast despite its heavy displacement. 2. The shape of the bow makes it cut through waves so the average size waves will not pour on the deck. 3. The ballast and displacement ratio makes it a very stable and safe boat even though it's a fin keel. 4. The fin keel makes it easy to make sharp turns. 5. The shape of the keel makes the boat stable when grounded.(We were grounded on a sand bar north of Marathon one Christmas Eve and the boat pretty much just parked there without leaning until high tide, despite the wind). 6. It's easy to balance the boat with the sails. The boat can pretty much sail herself when it is well balanced. 7. The low profile makes for much less windage, yet there is still plenty of head room and storage space inside. 8. The great access to the engine is an amazing plus. 9. It was strongly built by a reputable shipyard and we were amazed to see how thick the hull is and there is no delamination of fiberglass anywhere.

Basic Information

Category: Cutter

Model Year: 1985

Year Built: 1985

Country: United States

Dimensions

LOA: 47' 0" (14.33m)

LWL: 40' 0" (12.19m)

Beam: 13' 0" (3.96m)

Min Draft: 6' 3" (1.91m)

Max Draft: 6' 3" (1.91m)

Clearance: 56' 0" (17.07m)

Speed, Capacities and Weight

Displacement: 28000 Pounds

Water Capacity: 130 Gallons

Holding Tank: 40 Gallons

Fuel Capacity: 110 Gallons

Accommodations

Total Cabins: 2

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Perkins

Model: 4-236

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Main Description

Welan is a turnkey vessel ready for sail. If you're looking to sail or cruise offshore this is an absolutely perfect candidate. This Norseman has been completely restored with the owners sparing no expense. Here is an account of the current owners journey with Welan: As we had intended to sail around the world, we did an enormous amount of research, including reading Steve Dashew's book twice. We narrowed it down to two models, Kelly Peterson and Norseman, both of which are reputable blue water sail boats. Between these two we favored the Norseman 447. We bought this boat considering all the good things about this model even though we knew the interior would require a total remodeling. After we bought the boat Alan went inside on a rainy day. His eyes were pouring tears while it was pouring rain inside the boat. Everything on the deck was leaking! It was really heart breaking. There was not much available for working on boats in Dominican Republic (where we bought the boat). What little available was three times as much as it is in the States. Our goal at the time was to make the boat sea worthy so we could sail the boat back to the States. It took us four months to get to that point because nothing on the boat worked, nothing, not even a light! Even today we still have trouble believing we sailed the boat back safe and sound. We stopped in Haiti, Jamaica and Cayman. We had some trouble with the engine overheating and the steering was sloppy, but we did it and we had a great adventure! After we pulled into Saint Petersburg our journey of rebuilding the boat started. We knew what we needed to do to fix the boat so we could continue to sail the boat around the world. Knowing that quality labor on yachts is very hard to find we decided to take it on ourselves, but we had no idea it would take six years. Four years of two engineers working side by side pretty much every day from dawn to dusk and two years off and on while cruising or traveling. We didn't take any shortcuts because of our hard working nature and we intended to sail the boat to wide open water. This boat truly has a soul. Even people walking down the dock will say so. She is a good old girl! Our good friend who has dedicated his whole life working on boats for over 40 years commented:" this boat is very strong! You guys can do anything!" Here are some highlights of Welan today from the bottom to the top and from the outside to the inside. We list them here because we are proud of what we did. Hope you will have respect for what we did and be proud of her also if you are going to own this girl next. Here are the highlights of this model of boat from our point of view: 1. The Hull shape is such that it's fast despite its heavy displacement. 2. The shape of the bow makes it cut through waves so the average size waves will not pour on the deck. 3. The ballast and displacement ratio makes it a very stable and safe boat even though it's a fin keel. 4. The fin keel makes it easy to make sharp turns. 5. The shape of the keel makes the boat stable when grounded.(We were grounded on a sand bar north of Marathon one Christmas Eve and the boat pretty much just parked there without leaning until high tide, despite the wind). 6. It's easy to balance the boat with the sails. The boat can pretty much sail herself when it is well balanced. 7. The low profile makes for much less windage, yet there is still plenty of head room and storage space inside. 8. The great access to the engine is an amazing plus. 9. It was strongly built by a reputable shipyard and we were amazed to see how thick the hull is and there is no delamination of fiberglass anywhere.

Interior

This is the area where most of time and effort was spent. The original cabinetry work was no doubt gorgeous but it was in bad shape from years of being exposed to moisture. In process of taking the old plywood out the sellers noticed they were mostly delaminating because it was cabinet grade plywood instead of marine grade plywood. To take the old ones out and to install new ones was a lot of hard work because it required extensive fiberglass grinding and large sheets of plywood were very heavy and awkward to deal with. The current owners bought a set of blueprints from Bob Perry and kept the original layout of the interior. More than 90% of wood inside is brand new. All the plywood we used for the sole and bulkheads is marine grade plywood. All the plywood edges were sealed with Epoxy glue, even the edges of all the holes we drilled for plumbing or wiring. This is a very time consuming job because there were so many of them but they did it so moisture won't penetrate into the wood through the edges. All the stringers are either clear cypress or red oak. All the wood was sealed with varnish or two or three coats of epoxy. All the fiberglass we used to attach the wood to the hull is 1708 cloth and 2:1 epoxy. No polyester since it doesn't adhere to wood well. The old sole including all the supporting stringers underneath were stripped out completely. New larger stringers were sealed with epoxy and fiberglassed to the hull with high density closed cell foam underneath the ends to prevent hard spots. 3/4" marine plywood was screwed and glued to the stringers, then fiberglassed to the hull with two layers of cloth all the way around. 90% of the bulkheads have been replaced. The major bulkheads were replaced with 3/4" plywood while the minor ones were replaced with 1/2" plywood. They even replaced the plywood core inside the three bulkheads in the keel and the bulkheads for the chain plates. Major work! All the bulkheads were attached to the hull with two to five layers of fiberglass tabbing from the top to the bottom. 1/4" thick high density closed cell foam was placed between the bulkheads and the hull or the deck to prevent hard spots. The cabinets: All the doors are original. Most of the drawers are original except the two drawers for the chart table. All the latches are new, most of the hinges are new. The counter closest to the transmission detachable in case you need more access to the transmission one day. They also did away with the toe relief underneath the settee and the dinette to gain more storage space. The settee and the dinette was raised to a more comfortable height for sitting and also to gain storage space. They also made the makeup table detachable for access to the strut bolts and more access to the engine from the back. The finish: While the owners do love the look of teak they found that too much would make it too dark inside. The overall interior is red oak with teak trim. They also lightened the place with some white vinyl or Formica finishes. The wood finish has six coats of Epifanes varnish. All the counter tops and the table tops and some of the shelves were covered with Formica. As much as we like natural wood it could be too much to take care of on a boat so they decided to go with teak and holly vinyl as the finish for the sole. So far they have really liked the look and the feel of the vinyl floor. It tends to be pretty durable too. There are all new cushions on both front and aft berth.

INBOARD & PROPULSION

1. The owners of Welan are proud of the work they did to the inboard engine, Perkins 4-236,

which is basically like new. 84 hp is much better suited for the boat than the original engine. 2. The engine control is located at the pedestal in the cockpit. All new control panel, new throttle control lever and shift lever. 3. You can also start the engine from down below in the engine room to make it easier for troubleshooting. 4. The pistons and rings are well within specs as you would expect for a rebuilt engine, the head and the injection pump were rebuilt recently. 5. All new hoses including exhaust hose. 6. New muffler. 7. New rear main seal. 8. New heat exchanger and oil cooler, and we always stayed on top of changing the zincs. 9. Most of hardware is new. 10. Dual fuel system, completely redundant from tank to engine. Two new custom stainless tanks, two filters, two electrical pumps and a selection manifold for choosing combination or for transferring fuel between tanks. Each tank has a sump at the lowest point and a system to pump from the sump to check condition of fuel. Fuel level indicator for each tank. Sump pump also pumps oil from engine for simple oil changes. Fuel capacity 110 gals. 11. New blower motor. 12. Engine room is newly insulated with 3/4" thick insulation from Soundproof Cow. 13. New I/O amp Balmar alternator with its own smart regulator, and has a serpentine belt conversion kit for the alternator which is almost worry free once it's tensioned right. 14. A specially made removable piece on one wall in case anybody needs to drop and remove the oil pan. 15. All new motor mounts. 16. Everything that needs to be changed or worked on periodically was moved to the front so we have greater access. 17. Borg Warner transmission was removed from engine and totally rebuilt. All bearings, seals, gaskets, bushings and pressure plates replaced. All gearing inspected and checked for wear and damage. Shaft coupler was newly machined. The overall runout of the prop shaft is less than .003 inches. 18. New prop shaft, new shaft saver and dripless (Shaft Seal).

Deck

1. The teak on the deck was removed by the previous owner and the current owners removed all the teak on the cabin top, in the cockpit and on the toe rail. Even got rid of the teak hatch bases. The only teak on the deck is a few spacers we put in for deck hardware. 2. The teak toerail is one major source of leakage for old boats and they are extremely difficult to fix. We decided to remove them and fiberglass the deck and hull joint. We consulted with Bob Perry (boat designer) and his answer was: "it's the best way to go except it's very labor intensive." To stop those leaks permanently and to eliminate the forever chore of teak varnishing we chose the hard way. We replaced all the deck and hull joint bolts with new hardware, faired out the joint, fiberglassed the entire toerail with six layers of 1708 fiberglass cloth and isophthalic resin (each layer was wider the previous layer and the last layer went all the way from the deck to the top of the green stripe). Glassed in a piece of plastic lumber on the side for the rub rail to screw into. From design to the finish this is a masterpiece and one of a kind. Plus, the deck and hull joint is super strong now. 3. Brand new 1" wide stainless steel rub rail. 4. Everywhere we pulled teak off a layer of fiberglass was added to the top to eliminate all the screw holes from the teak having been removed. 5. Recored the soft spots on the deck and the whole deck is very solid. 6. The core in places where the two primary winches mount was replaced with solid fiberglass without any core. These two winches have to handle a tremendous load in a heavy blow. 7. Pretty much everything on the deck or cabin is bolted down instead of screwed down. Even the hatches and windows are all

bolted down. 8. All new Lexan in all windows. 9. Pretty much everywhere there is a bolt going through was filled with solid fiberglass around the holes to eliminate potential leaks from penetrating the core. All the exposed core from drilling holes (deck fills, the mast, and the windlass or wire holes under the arch bases) were sealed with fiberglass. 10. Most of deck hardware sits on a raised section made with fiberglass to stop standing water from going through bolt holes for less potential for leaking. 11. New AwlCraft paint on the top side and the hull, fleet white and forest green. 12. All the horizontal surfaces have nonskid, the majority of which is nonskid mixed in the paint while the bow section and the aft deck have the more aggressive diamond shaped nonskid. 13. All the hatch bases were custom built in place with fiberglass, which means there is no more rotten wood left under the hatches. Many people are in awe of these fiberglass bases. 14. A fiberglass sugar scoop was added to the original transom. The floor is solid fiberglass without any core. The floor has plenty of supports built in underneath so it's very steady. Two storage boxes are fiberglassed to the original transom and the new sugar scoop; they also function as two seats on the back end and the step up to the deck. The whole thing is built so strong that it won't have any problem with waves from behind. This is another one of our engineering marvels. 15. Handrails, cleats and a swimming ladder are bolted somewhere on the sugar scoop for convenience. 16. Custom built fiberglass scuppers are flush with the deck and they drain the water on the deck off fast even in heavy rain or waves. The original ones were above the deck after the teak was removed.

DECK HARDWARE

1. New stainless steel pulpit. 2. All new stanchion bases and new lifelines with all new lifeline fittings. 3. New pushpit with built in seats. And the pushpit is all bolted down. Originally part of it was screwed down on the deck and the welds were in horrible condition. The new pushpit is rock solid. 4. New aluminum arch for solar panels and other equipment. The pushpit and lifelines are tied to the arch so it's very strong. The arch has custom built bases welded on the legs and they are all bolted through the deck. All the wires and cables go through the inside of the tubing as in conduit. The design of this section is another one of the seller's major engineering marvels. 5. All the deck lockers are equipped with new hinges and new flush mount latches. 6. New t tracks for the jib sheets. 7. Extra heavy duty cleat added on the bow. 8. The two rear cleats are moved to the top of the toe rail so they work better for spring lines. 9. New stainless steel handrails, no more teak handrails to take care of. 10. New foldable cockpit table attached to the pedestal. 11. Fairly new cockpit enclosure and dodger, well supported and solid. You can unzip the center piece of the Bimini quickly to work on the main sail or to see what's ahead of you when you are docking. 12. New sunbrella covers for the winches, windlass and all the hatches.

Electronics

- Garmin 4012 Chartplotter
- Standard Horizon GX2150 VHF with in mast RG4 antenna cable
- Garmin GHC 20 autopilot

- Garmin depth sounder

Electrical

1. Three battery banks:

- Two Lifeline 4D AGM house batteries, 210Ah each.
- One Lifeline group 31 AGM windlass battery.
- One group 31 lead acid battery for starting the engine.

2. You can switch to the windlass battery for an emergency starting battery. You can also switch to engine starting battery for using as emergency house battery. 3. All batteries are fused for safety. 4. All of the batteries are in battery boxes that are bolted down and have a clear protective cover. 5. Three different ways to charge the batteries: shore power, solar, and the engine alternator. 6. (2016) Promariner smart battery charger charges from shore power, 40 amp output capacity, and charges all batteries. 7. New alternator with smart regulator from the engine, 100amp charges all of the batteries. 8. Two 280w solar panels (installed in December 2016) with smart controller can have an output as high as 35 amps under direct sunlight, has its own monitor, and charges the house batteries. 9. All old the old wires have been removed and replaced with new marine grade wires including the 2/0 cables for the windlass. 10. A total remodel of the chart table area including:

- The electrical panel is hinged so you can unlatch the panel and get to work. You have excellent access to all of the circuit breakers and terminal boards.
- The panel for mounting electronics is also hinged allowing you to open it for access to the wires behind the panel.

Plumbing

1. All the old hoses are out of the boat even the ones buried underneath, like the ones for the two shower drains. 2. All the hoses and pex pipes in the boat now are new! No matter what they are for, water, fuel, oil, exhaust, sanitation, etc. everything is up to marine grade requirements. 3. Galley sink drains straight over board, the two bathroom sinks and the two showers drain into a sump box down in the keel. No gray water goes into the bilge! 4. The boat has a toilet in each head, one composting head(Air Head) and one manual marine toilet. The composting toilet is still pretty new and it is very convenient sometimes. The manual marine toilet is brand new, including the toilet, the holding tank, the deck pump out, the vent and all the plumbing, not a single piece in the whole system is not new! 5. All the hot and cold water lines for drinkable water are mostly pex pipes. 6. All the hoses connected to the thruhulls under waterline are double clamped with 316 stainless steel clamps.

RIGGING & SAILING

1. New Seldon mast, boom and rigging were installed in 2005, still in great condition.
2. All new chain plates except the one for the back stay. The new chain plates are all 316 stainless steel. All new hardware inside the boat for bolting down the chain plates. Even the chain plate for a future inner stay is brand new.
3. The rigging is properly tensioned with tension gauge. The tension gauge will come with the boat for convenience.
4. The aluminum mast step in the bilge is in excellent condition.
5. Where the mast goes through the deck is reinforced with liquid plastic.
6. The mast is sealed with EPDM rubber and it lasts for many years before it needs to be replaced.
7. The main sail has been fixed last year. The main sail has three reefing points. The main sail sheet is controlled in the cockpit. The main sail has a brand new stack pack which makes it much easier to put the sail away.

BOTTOM

1. There are no blisters on the bottom after being in the water for three years. We fixed all the blisters with fiberglass instead of putty.
2. Rudder is rebuilt and it's solid. We actually opened up the part that was damaged and replaced the core. We threaded a stainless steel threaded rod in the stainless steel plate inside the rudder for mounting the zinc so no water can get inside the rudder.
3. Added fiberglass to the front end and bottom of the keel. Even added a couple layers of fiberglass where the keel and the hull meet for additional strength.
4. Added a couple of layers of fiberglass where the skeg meets the hull for additional strength.
5. New Interlux epoxy barrier coats, three coats on the whole bottom.
6. New heavy duty bronze strut for the shaft since we didn't like the original stainless steel strut.
7. Replaced the prop shaft and added a cutlass bearing inside the stern tube for additional support of the shaft. The shaft was long enough to require another support to meet the 20/40 rule of shaft support.
8. Reduced the number of thruhulls under waterline to a maximum of six, five of which are 1-1/4" and one of which is 1-1/2". They are easy to locate and all thruhulls and ball valves are brand new bronze ones (All the ball valves under waterline are made by Buck Algonquin). All the deleted thruhulls were fixed in the correct way, the holes were dished out and then layers of fiberglass were bonded to the hull inside and outside with Vinyl Ester resin.(the best polyester resin)
9. Installed two three feet long bronze lightning protection plates, one on each side of the keel. The mast, the riggings and the metal tanks are tied to the plates.
10. New bronze transducer for the depth sounder and it works great.

STEERING

1. The whole steering pedestal in the cockpit has been newly painted and re-bedded. Replaced the teak base with fiberglass, one less piece of old teak to take care of!
2. Brand new steering cable and chain. Both cables are very well attached and aligned.
3. Rudder post is very well attached on the top and the packing for the rudder shaft is new.
4. The linear hydraulic ram is strongly attached to the rudder post and the bulkhead mount is a custom stainless mounting plate of our own design.

REFRIGERATION

1. Cool Blue 12V refrigeration system, which draws about 3.5amps on average while running and it runs about 12 hours a day. 3. The drain on the bottom of the freezer side has been fiberglassed over; any holes for mounting the old unit have been fiberglassed over, so it doesn't leak any cold air through any unnecessary holes. 4. Added muffin fans on both the fridge and the freezer side for more cold air circulation. 5. Raised the opening for the lids so no water on the counter would leak into the box. 6. Replaced the foam insulation in the two lids as well. The two lids are hinged so you never have to look for a place to put the lids. 7. Added temperature gauge for both the fridge and the freezer side so you know the temperature inside at a glance. 8. Added an hour meter for the compressor and you can reset it when needed.

LIGHTING

1. The boat has very sufficient lighting inside and outside. The flood lights on the spreader and the arch are very bright. 2. All the lights are LED, including the lights on the masthead. 3. All the fixtures and bulbs are new! Just the lights from Marine Beam cost around \$1400 in total.

AIR FLOW

1. The boat gets lots of air through the hatches and the port lights which are all Lewmar products and they replaced the original in 1995. They are still in pretty good condition and leak free. 2. All of the old leaky cowl vents and the holes were removed and fiber glassed over. 3. One solar vent in the hatch over the aft cabin. 4. One muffin fan pulls air out through the side of the cabin top. 5. Six 12v air circulation fans located at different parts of the boat.

Safety

1. New dinghy: 9' inflatable, made by AB, has an aluminum v bottom, fits on the foredeck really well, and has a custom made sunbrella cover. 2. Life raft: Winslow 60ULO, Jun-2010, 6 persons. 3. EPIRB

BONDING & GROUNDING

1. Everything on the boat that needs to be bonded is very well bonded; the common point for bonding is the zinc on the rudder. 2. The mast, most of the rigging, the metal tanks are tied together to the grounding plates beside the keel for lightening protection. 3. Installed a 30Amp isolation transformer, which isolates the ground from the dock so the zincs on the bottom last longer than a year before we need to replace them.

BILGE

1. The whole bilge is very clean. (This is very uncommon for an old boat.) 2. The bilge is pretty much dry since there aren't any leaks. 3. Four bilge pumps with individual vented loops up high, two electrical ones and two manual ones. One electrical pump is triggered by an electrical float switch while the other one is triggered by a mechanical float switch. One manual pump is operated from the engine room while the other one is handled from the cockpit. 4. One mechanical float switch triggers the first high water alarm. The other mechanical float switch at a higher level triggers the second alarm which is very loud. 5. All the vented loops for bilge pumps are located close to the centerline of the boat and they are close to the cabin top level so you can safely run bilge pumps in really rough seas. 6. Custom made removable board underneath the engine and the transmission to stop trash or parts from falling in the bilge (this is very useful!).

TANKS

1. All the tanks are new! And they can all be taken out of the boat without cutting the floor or the deck! 2. All the deck fills and vents are new! 3. All the hoses and clamps are new! 4. Two aluminum fuel tanks located in the keel, one 50 gallons and one 60 gallons. Each tank has its own deck fill. An electric sump pump can pump fuel from the bottom of the tanks for checking the fuel. Each has a level sensor and the level gauges are conveniently located by the chart table. 5. Three water tanks: one 60 gallons stainless steel tank located in the keel, two 35 gallons bladder tanks located underneath the aft bunk. The stainless steel tank has its own deck fill while the two bladder tanks share a deck fill. The stainless steel tank also has a level sensor built in and the water level gauge is by the chart table. 6. One 40 gallon fiberglass holding tank for the front head. 7. Two fiberglass propane tanks in a deck locker, brand new.

Ground Tackle

1. New Maxwell 1500 (new in 2015) windlass and it works great for the boat. The remote control switch for the windlass is right beside the pedestal in the cockpit. Also there is a wireless remote control for the windlass, with which you can raise and lower the anchor from anywhere on the deck. 2. Bow roller plate for the anchor has been polished and completely re-bedded and the old rusty hardware was all replaced. 3. 120ft of 5/16" HT chain, brand new. Also two brand new 651b Bruce anchors and brand new heavy duty swivel. 4. A 401b spare plow anchor, almost brand new.

Disclaimer

The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Exclusions

Owner's personal belongings.

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PHOTOS











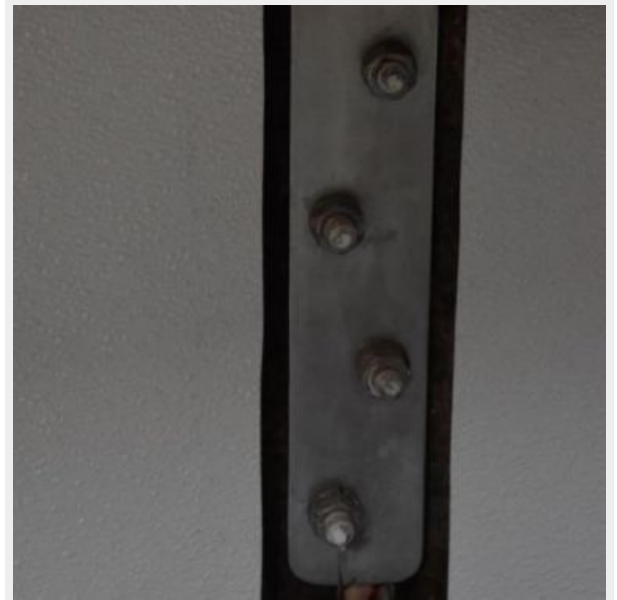


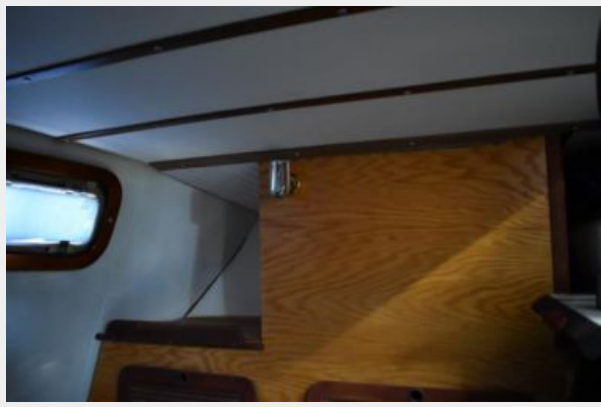












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