

DIXIE VI — VAGABOND



Builder: VAGABOND

Year Built: 1974

Model: Cruising Ketch

Price: PRICE ON APPLICATION

Location: Italy

LOA: 47' 0" (14.33m)

Beam: 11' 11" (3.63m)

Min Draft: 5' 7" (1.70m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

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

Basic Information

Category: Cruising Ketch

Model Year: 1974

Year Built: 1974

Country: Italy

Dimensions

LOA: 47' 0" (14.33m)

Beam: 11' 11" (3.63m)

Min Draft: 5' 7" (1.70m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

Water Capacity: 105.6688208 Gallons

Fuel Capacity: 60.75957196 Gallons

Accommodations

Total Cabins: 3

Total Berths: 3

Sleeps: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Perkins

DETAILED INFORMATION

1974 Vagadond 47

Excellent boat for offshore sailing. Stable and solid. She has sailed mainly in the Mediterranean and in the last 17 years along the whole Tyrrhenian Sea from Liguria to Sicily, the Aeolian Islands, the Tuscan Archipelago, Corsica and Sardinia. Simple to conduct being armed in Ketch and with a braided staysail. Powerful and safe engine. Registered 1974. 12 seats. 4 cabins, two bathrooms, large dinette and super enjoyable flush deck !! Internal wheelhouse for navigation in bad weather. Excellently maintained. Main works 2019: painted dead work, injectors, injection pump, engine cooling system (exchanger), changed headstay and low shrouds, anchor windlass overhaul, service and engine batteries, shaft cap. Dismantling and master re-shaft with change of halyard pulleys and assembly of steps. Works 2018: new rudder, axle and bushings. Dismantling and bridging mast with halyard pulleys change and steps assembly. Works 2014/2018: changed through-hulls and seacocks, stanchions and lifelines, high shrouds, internal cushions, interior repainting, engine electrical system, re-anodized hatch and rails for mainsail carts, mezzana, domed staysail and bow sails, stainless steel water heater, tilting kitchen, shaft line bushing and more All the works are accompanied by photos on request during the negotiation phase.

Hulls are built of solid fiberglass and resin with a full keel and attached rudder. From what I have been able to observe, layup is mostly chopped strand mat and about as far as you can get away from high tech. But, it's thick and relatively strong. Hardwood longitudinal and transverse stringers and plywood structural bulkheads are attached with chopped strand mat and polyester resin and, if the structural components have not been damaged by deck leaks and water saturation, the hulls are stiff and strong.

Auxiliary power was typically provided by an 80-hp Perkins marine diesel. This is sufficient power for most situations, but if I were considering a repower, I would want something in the 100 to 120 horsepower range for a little better reserve power when needed. Trying to compare the sailing performance of a boat like the Vagabond 47 to a typical cruiser is a bit unfair, because this is a boat built for comfort, not speed and performance. Even at the designed displacement of 40,000 lbs the displacement/length ratio is 383, and the sail area/displacement ratio is 15. At a more likely cruising weight of 44,000 pounds, these numbers are 421 and 14.1 respectively—not very much power. That said, the comfort ratio is over 50, when a more modern 47' cruiser would likely have a comfort ratio in the range of 30 to 35. Newton's first and second laws of motion remind us that once you get this much mass moving, it's not easily stopped, and once the Vagabond 47 has some way on, she will continue to sail quite nicely even in light to moderate winds. The Vagabond 47 is a lot of boat for the money and a very livable and comfortable extended cruiser accommodations 2 double cabins 2 double berth cabins 2 bathrooms galley equipment 3-burner gas cooker + oven 2 wall-mounted refrigerators

Tridata station, wind and autopilot. 2 echo sounder deck and hull equipment Fully battened mainsail with reefing points, lazy bag and lazy jack. Fully battened mainsail with reefing hands, lazy bag and lazy jack. Yankee Trinchetta boom with reefing hands Steering wheels on the

teacher Steering wheels on the mezzana Hydraulic wheelhouse Windlass Tigres 1.200 Still trefoil 32kg.

Located In Bocca Di Marga Liguria Italy

Exclusions

Owner's personal belongings.

Disclaimer

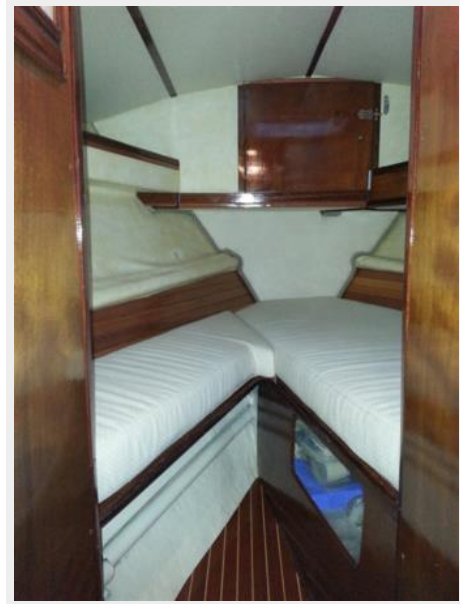
The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

2014-01-03 16.38.18



2014-01-03 16.39.09



2014-01-03 16.53.43



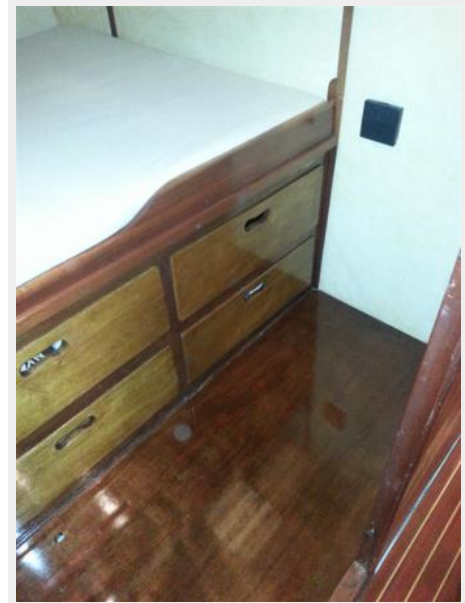
20121201_133218_A12 Genova - Roma



20121201_133442_A12 Genova - Roma



20121201_134618



20140830_071959 (3)



20150601_143940



Dixie out of water 2012



IMG_2507 (1)



IMG_2515



IMG_2526



IMG_2527



IMG_2529



IMG_2540



IMG-20190716-WA0019



IMG-20190903-WA0004



IMG-20190903-WA0005



CONTACTS

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