

RED JACKET V — CT YACHTS



Builder: [CT YACHTS](#)

Year Built: 1984

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 37' 8" (11.48m)

Beam: 11' 5" (3.48m)

Min Draft: 6' 7" (2.01m)

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SPECIFICATIONS

Overview

"FRP (Fiber Reinforced Plastic) contemporary styled, fin keel, cutter sloop. Red Awlgrip topsides, with a gold sheer stripe and double white boot top stripes, and black antifouling paint on the bottom.

This vessel is dramatically changed from its original configuration. It has undergone a major deck rebuild, cosmetic and system upgrades, and extensive customization. The highest quality materials, components, and systems are installed. It can virtually be considered a new vessel from 2010 when it underwent its major rebuild.

The teak deck was removed; teak toe-rail removed; all deck hardware was removed: cleats, stemhead fitting, chainplates, stanchions, bow and stern rails, windlass, winches, turning blocks, vents, hatches, etc. The teak standoff blocks and Genoa tracks were removed. Portions of the deck that showed high moisture content were removed, the core dug-out and replaced with non-absorbant Coosa board (FRP) structural material. In some areas, solid resin was used. G-10 epoxy/ fiberglass composite material was used as a structural core for all standoff blocks, winch bases, the mast partner, and every place where teak had been formerly used. A new Goyot anodized aluminum toe-rail system was installed and thru-bolted, complete with stanchions attached to the rail and fairleads in the rail. Custom toe-rail bases were made where bow, stern and gate attachments to the toe rail were other than vertical. These pieces were cut from blocks of aluminum and powder coated. New uncoated 5/16" stainless steel lifelines were installed. Six new stainless steel fold-up cleats were cut into the deck, eliminating foot traps. Forward deck anchor locker lids were made and installed. A stainless steel chain skid plate was installed between the stemhead fitting and the windlass to avoid scratching the lids. The windlass was rebuilt and new electrical lines run. The location of the windlass switch and breaker were moved to a higher location at the chart table area. A new stainless steel washdown hose bib was installed in the chain locker. New electrical lines were run to the pump for the washdown system. New polished stainless steel hatches with smoked Lexan skylights were installed. New Lexan windows and custom made polished stainless steel surrounds were installed and thru-bolted. New stainless steel portlights were installed. All deck hardware had new, thicker, stainless steel backing plates installed and were all thru-bolted. The companionway hatch cover is made of Lexan, replacing the original teak cover, with new stainless steel and Delrin slides. Cockpit locker lids were extensively repaired and new hinges and hold-downs were added. The propane locker did not have a drain to the outside and this was added, along with a secure tie-down system. For 2019 the rudder skeg was rebuilt and strengthened and a new suite of electronics has been installed.

A folding, stern-mounted polished stainless steel boarding ladder was custom manufactured and forms the center portion of the stern rail system. Running lights were replaced with Lopolight LED lights-- even the masthead tri-color is a Lopolight LED. A new masthead strobe light with a custom mount was added. The mast was rewired with plugs added for lights and radar at its base. New running rigging was installed in the mast. All shroud ends and turnbuckles were die tested for cracks. Custom stainless steel surrounds for the chainplate deck connection were manufactured and installed...these are substantially larger than the originals. A new Kevlar mainsail and 110% headsail were added. The staysail attachment point in the forward deck was carried thru the deck with a stainless steel rod and bolted and secured thru the stem and glassed over. New Morse engine control cables were installed and the binnacle was rebuilt and refinished and appears as new.

The bottom was ground down to raw glass and three coats of Interlux Inter-Protect were applied,

followed by four coats of antifouling paint. The topsides were extensively faired and Awlgrip applied. The deck, when stripped and repaired, was painted the base color. The hardware was then fitted and bolted down, and then the deck non-skid was applied. A new dodger of Sunbrella material in the color "toast" was made with matching covers for the windlass, the helm wheel, and the instruments in the new pedestal pod.

The interior was rewired with new Imtra "Hatteras" LED lights installed with white and red options. A second battery bank was added to the port side and the existing below the cabin sole battery bank was removed. The starboard side battery bank remains. Four new group 31 (two house banks) and one group 29 AMG (engine starting) batteries were added. An auxiliary second tier double bilge pump system was added with its own overboard discharge system. A diesel-powered Espar heating system was added with outlets into the navigation station area, the main saloon, and the head. New instruments were added at the helm and navigation station centered around the Garmin ethernet network and the Garmin GPS map 7610 & 7612 multi-function displays; Garmin GMI 10 wind instrument at the helm with speed, depth, and temperature displays; Garmin Fantom 24" radome on the mast. These instruments are tied into a Garmin hub that allows the two multi-function displays to share information. A second station RAM mike was added to the helm. All the wiring of the boat as well as the heater was done by Robert Kramp a qualified marine electrician with additional marine electronics installation by John Arrison of Shearwater Yacht Systems. There is a new valise style ocean life raft. The 406 ACR EPIRB was new in 2006 and is registered to this boat. Flares are extensive and current. Ground tackle consists of a Rocna 44# anchor with 40 feet of 5/16" G-40 chain and 200 feet of 5/8" nylon braid. The secondary anchor is a Fortress model 23 with 40 feet of 5/16" G-40 chain and 200' of 5/8" braided nylon line. A new 1/4" plate stainless steel custom chain stopper attaches securely to the stemhead fitting. The shore power attachment and internal hookup were rewired by Robert Kramp and brought up to 2010 ABYC E-11 standards, along with extensive electrical upgrades. There is a new battery switch for the new bank, a new cut-in switch allowing all batteries to be used to start the engine. A new stainless steel black water tank was installed with new hoses. There are new cockpit cushions and all new cushions for the interior. A new headliner was manufactured and installed. The sole is newly varnished. A grabrail was added at the companionway to more easily access the chart table area. A new Force 10 LPG stove w/oven was installed on gimbals at the galley. New polished stainless steel handrails on deck were fabricated and replaced original teak handrails. These are thru-bolted and backed with heavy fender washers. New bearings were installed in the existing traveler which was refinished and modified. The Genoa tracks on deck were cleaned-up and Awlgrippped black." ~ Kent Thurston Survey dated August 14, 2019

Basic Information

Category: Cruising Sailboat

Sub Category: Cutter

Model Year: 1984

Year Built: 1984

Country: United States

Cockpit: Yes

Dimensions

LOA: 37' 8" (11.48m)**LWL:** 30' 10" (9.40m)**Beam:** 11' 5" (3.48m)**Min Draft:** 6' 7" (2.01m)

Speed, Capacities and Weight

Displacement: 33540000 Pounds**Water Capacity:** 80 Gallons**Holding Tank:** 30 Gallons**Fuel Capacity:** 52 Gallons

Accommodations

Total Cabins: 1**Total Berths:** 4**Sleeps:** 6**Total Heads:** 1

Hull and Deck Information

Hull Material: Fiberglass**Deck Material:** Fiberglass Sandwich**Hull Configuration:** Fin & Skeg**Hull Color:** Red**Hull Finish:** Stainless Steel**Hull Designer:** Alan Warwick**Exterior Designer:** Alan Warwick**Interior Designer:** Alan Warwick

Engine Information

Engines: 1**Manufacturer:** Beta**Model:** B-43**Engine Type:** Inboard**Fuel Type:** Diesel

DETAILED INFORMATION

ACCOMMODATIONS

Quarter Berth: Stepping down the companionway steps you enter the main cabin, outboard to port and just aft of the navigation station is the quarter berth that features:

- Opening stainless steel port-light that opens into the cockpit
- Shelf and locker storage outboard
- Wide stripe custom upholstered 72" x 36" mattress

Navigation Station: Just forward of the quarter berth to port is the forward-facing navigation station that shares its seating with the quarter berth cushion. Of note at the navigation station is:

- 12-Volt Imtra Hatteras red/white LED cabin lights overhead
- Fixed port-light above the nav station
- Locker storage outboard
- Top loading navigation desk with drawer storage outboard and below the station
- Suite of electronics (see electronics)
- Tank tender
- Electric distribution panels (see electrical system) with hinged face
- Bulkhead mounted EPIRB
- Xantrex system control panel (see electrical system)
- NextGen genset control panel (see electrical system)
- Weems and Plath ships clock above and inboard of navigation station
- Weems and Plath barometer above and inboard of navigation station
- Teak and holly sole
- 6'5" headroom

Main Salon: The salon of Red Jacket V is traditional satin finished teak and white interior. The white laminate headliner with teak support accents makes the interior feel open and airy. The U-shaped dinette tabletop is located on port and drops down to make a 79" x 45" berth. The settee on starboard converts to a 6'3" x 27" berth and has a large locker cabinet forward. Headroom in here is 6'5". This area also features:

- Overhead deck hatch
- 12-Volt Imtra Hatteras red/white LED cabin lights overhead
- Fixed port lights port and starboard
- Opening stainless steel port-lights port and starboard
- Shelf and storage lockers port and starboard outboard above settees
- Espar heater controls
- Speakers port and starboard
- Fusion MS-AV650 receiver
- Custom wide striped upholstered seat cushions
- Drop-down dining table
- Teak and holly sole

Forward Cabin and Head: Just forward of the salon is the owner's cabin with ensuite head:

Head:

- 12-Volt Imtra Hatteras red/white LED cabin lights overhead
- Overhead deck hatch
- Pressurized hot/cold freshwater mixing wand with flexible house and bulkhead mount
- Large vanity mirror
- Oval stainless steel sink
- Pressurized hot/cold freshwater Grohe faucet ~ 2015
- Raritan Marine Elegance electric freshwater toilet ~ 2013
- Storage above and outboard of work surface and below
- 5'11" headroom

Cabin

- 12-Volt Imtra Hatteras red/white LED cabin lights overhead
- Overhead deck hatch
- Shelf and locker storage outboard and above bunk
- Wide stripe upholstered two piece mattress
- (5) Drawer credenza aft and port of bunk
- Hanging locker to starboard and aft of bunk and credenza
- Teak and holly sole
- (4) Drawer credenza aft and the starboard of bunk
- Bunk is 76" x 66"
- Headroom is 6'2"

Galley: Moving aft and to starboard you enter the well thought out L-shaped galley with:

- 12-Volt Imtra Hatteras red/white LED cabin lights overhead
- Fixed port-light
- Polished double basin stainless steel galley sink
- Pressurized hot and cold Grohe fresh water mixer head ~ 2015
- Manual cold water foot pump with faucet
- Force 10 gimballed 3-burner LPG range with oven
- LPG solenoid
- 12-Volt DC Cold Machine refrigeration system with compressor in starboard cockpit locker
- Emerson microwave oven below companionway upper steps
- Storage above and below work surfaces
- Teak and holly sole
- 6'3" headroom

Propane System

- (2) Aluminum alloy tanks
- Overflow Protection Device valves
- Pressure gauge is installed
- LPG shut off valve at the tank top
- LPG electrical solenoid shut-off valve switch in galley
- Flex LPG approved hose. Very good condition where it could be observed

- LPG gas warning labels located at the tank locker

WATER SYSTEMS

Pumps

- Jabsco 36680-2000 (330 GPH) belt-driven diaphragm type primary pump ~ 2017
- Automatic switch ~ 2018
- (2) Rule 1500 GPH pumps with automatic switches and check valves are located about 8 inches higher in the bilge
- Henderson high volume manual diaphragm bilge pump ~ rebuilt in 2017
- 12-Volt freshwater pump
- 12-Volt greywater shower sump pump

Fresh Water System

- (2) Stainless steel tanks: one under the starboard settee and one under the cockpit lazarette (approximately 80 gallons combined)
- Hart Systems Tank Tender
- Stainless steel side deck water fill
- Seaward marine water heater 110 volt with heat exchanger ~ 2016

Black Water System

- 30 gallon welded aluminum holding tank (new 2015) is connected to deck waste fitting for pump out also connected to an overboard discharge system
- All plumbing hook-ups comply with current CFR 33 waste holding/ discharge regulations
- 12-Volt macerator pump ~ 2017
- Hart Systems Tank Tender
- Deck pump-out or overboard discharge through a Y-valve/ sea valve
- Electric marine freshwater toilet that can easily be changed to saltwater

HULL AND DECK

Hull

"Fiberglass Reinforced Plastic (FRP), hand-laid in a female mold, using a very heavy layup schedule and a large number of sizeable glassed-in wooden stringers, floors, and frames The exterior below the waterline was ground down to clear FRP, then coated with Interlux Epiglass epoxy and built up to the original hull thickness. Then, three coats of Interlux Inter-Protect barrier coat were applied and faired-in, and Awlgrip primer and Awlgrip exterior finishes were applied" ~ Kent Thurston Survey dated August 14, 2019

Below Water Line

- Black ablative antifouling maintained seasonally
- 16" Four-blade bronze Max-Prop
- FRP full skeg-hung rudder
- Bronze thru-hulls

Above Water Line

- Topsides Awlgrippred red ~ 2010
- Double Awlgrippred white boot stripe ~2010
- Gold cove stripe ~ 2010
- Engine exhaust discharge
- Espar heater exhaust discharge
- Tank vents
- LPG locker vent

Deck

"The deck was completely rebuilt and refinished in 2010, including any moist or questionable core material. Coosa fiberglass strand composition board (which will not deteriorate) and/or solid epoxy was used to replace the core material that was removed. A new deck surface was laminated, faired, and primed. The deck was then sprayed with multiple coats of white Awlgrip with non-skid areas applied over this in a contrasting beige Awlgrip. There were many modifications made to the deck surfaces, including new anchor locker hatches fabricated, the companionway was widened and re-designed, G-10 was used to replace all areas where teak had formerly been used as a core stiffener, including all winch bases and mast partners." ~ Kent Thurston Survey dated August 14, 2019

Aft Deck

- Stainless steel pushpit
- Custom stainless steel fold-down swim ladder
- Outboard motor mount on pushpit
- Garmin antennas mounted on pushpit
- Stainless steel Forespar Nova-Lift is affixed to the stern for MOM and outboard
- MOM8-A pack is mounted on the stern rail and includes an inflatable lighted man overboard pole, an inflatable horseshoe buoy and a sea anchor ~ inspected 2019
- Valise type 4-person offshore raft onboard ~ inspected 2019
- Stainless steel flush deck cleats port and starboard
- Chocks built into anodized aluminum toe rails

Cockpit

- Suite of electronics (see Electronics)
- Edson pedestal with stainless steel destroyer wheel steering ~ rebuilt and painted in 2011
- Engine controls are located on the pedestal
- Starboard side cockpit storage locker
- Aft cockpit storage lockers, including propane locker
- FRP (Fiber Reinforced Plastic) with a molded-in non-skid. Teak deck grate overlay.

Weather Decks

- Stainless steel stanchions with aluminum standoff blocks to the Goyot aluminum toe rail with side gates port and starboard
- Stainless steel tubing frame for dodger
- Braided double line stainless steel lifelines port and starboard with single line gates
- Goyot slotted aluminum toe rail system thru-bolted every 6-inches

- Genoa tracks with Garhauer adjustable cars that are adjustable from the cockpit port and starboard
- Stainless steel flush deck cleats port and starboard
- Chocks built into anodized aluminum toe rails

Coach Roof

- Smoked Lexan sliding hatch at the companionway
- Fixed cabin side smoked Lexan windows with custom fabricated polished stainless steel trim rings
- (2) Polished stainless steel opening portlights on the cabin sides with smoked Lexan lights and screens
- (2) Stainless steel framed and flanged cabin top hatches with smoked Lexan skylights
- Solar vent in the head
- Stainless steel custom fabricated handrails on the sides of the cabin top
- Keel stepped mast pass-thru bridgework at the cabin ~ completely re-done in 2010 using G-10 epoxy/fiberglass laminate and epoxy resin as core/structural material
- Mainsail traveler

Soft Goods

- Sunbrella dodger with Isinglass windows ~ 2020
- Beige Sunbrella mainsail slot and headboard cover
- Custom cockpit cushions

Fore Deck

- Stainless steel bow pulpit
- Lewmar chromed bronze vertical 12 Volt DC windlass for rope and chain with deck mounted footswitches with haws pipe ~ rebuilt 2010
- Stainless steel extended bow roller designed for the Rocna anchor
- Anchor locker with lock
- Custom chain stopper
- Custom mooring Sampson Post
- Flush-mounted stainless steel cleats port and starboard
- Chocks built into anodized aluminum toe rails port and starboard

Ground Tackle

"Custom fabricated stainless steel chain stopper that has been designed specifically for RED JACKET V's anchoring needs. This is secured to the anchor roller, relieving pressure on the windlass. Nylon braid rode can be secured on the foredeck's custom mooring bitt." ~ Kent Thurston Survey dated August 14, 2019

Primary anchor

- Rocna 44-pound anchor at the bow roller
- 40-Feet of 5/16" G-40 chain with a Mantus swivel

Secondary anchor

- Fortress #23
- 40 feet of 5/16" G-40 chain spliced to 200' of 5/8" braided nylon line with a 316 stainless steel thimble

- 200 feet of Yale 5/8" braid fastened to a U-bolt in the rode locker

RIGGING

Standing

- Anodized aluminum Isomat extrusion mast, with internal halyards
- Black anodized aluminum and stainless steel gooseneck
- Schaefer extruded aluminum in-boom furling boom
- Double aluminum blade spreaders port and starboard
- 1 x 19 stainless steel wire stays and shrouds
- Stem to inner forestay stainless steel tie bar ~ installed in 2010
- Stainless steel chain plates ~ each one was removed and replaced with a new stainless alloy chainplate and re-installed with new stainless steel bolts, oversized stainless steel deck surround plates with backing plates and re-bedded
- Navtec style stainless steel closed barrel design turnbuckles

Running

- Schaefer mainsail furling system
- Harken headsail furling
- Garhauer genoa cars, adjustable from the cockpit
- All halyards are braided
- All sheets are braided
- Lewmar mainsail traveler system
- Schaefer mechanical aluminum tube boom vang
- Forespar telescoping line control whisker pole system with moveable car with that slides on a vertical track mounted to the leading edge of the mast

Winches

- (2) Bariant 32 self-tailing primary winches in cockpit
- (2) Bariant 27 self-tailing secondary winches in cockpit
- Lewmar EVO self-tailing stainless steel electric winch on coach roof
- Bariant 23 self-tailing on the cabin top
- Bariant 10 single speed halyard winch on mast

SAILS

- Polyester full-batten furling mainsail ~ 2014
- 135% polyester Genoa with UV protection ~ 2014
- Beurig kevlar 110% headsail ~ 2010
- Hank-on inner forestay polyester storm staysail (33square feet) ~ 2014
- Hank-on inner forestay polyester storm staysail (22square feet) ~ 2014
- Asymmetric spinnaker ~ 2014

ENGINE & MACHINERY

Propulsion

- Beta Marine B43 43 HP diesel engine with 1292 hours – 2011
- Racor fuel/ water separator
- Engine mounted fuel filter
- Exhaust manifold
- Waterlift type muffler
- TwinDisc TCM60 transmission ~ 2011
- 1.25" stainless steel propeller shaft
- Bronze compression cap type stuffing box
- Maxprop feathering propeller
- Reverso oil changing system

Steering

- Pedestal mounted cable type with radial quadrant drive at the rudder post
- 1 1/2" Stainless steel rudder stock

Diesel System

- (2) Stainless steel diesel tanks with 52 gallons total capacity, 32 gallons and 20 gallons under the port side dinette settee
- USCG A1 flex-fuel feed and return lines ~ 2011
- Engine mounted fuel pump
- Shut off valves ~ 2011
- Tank manifold located under the cabin sole
- Flush stainless steel vent on the port cabin side
- USCG A1 flex type filling line on the side deck
- Hart Systems Tank Tender fuel level monitor

ELECTRICAL

12-Volt DC system

- (2) DC Blue Seas breaker panel with 24 circuits
- Digital DC Voltage meter
- (4) Deka 8G31DTM gel cell batteries in two banks
- (1) Group 31 battery for engine starting
- Rotary switches
- Link 2000 battery monitor system with an Ideal regulator output module
- 12-Volt cigarette-style outlets

120-Volt AC system

- AC Blue Seas breaker panel with 8 circuits and dual pole breaker for shore power
- Digital type AC Voltage meter

- Shore power breaker
- 30 Amp/125 volt system
- 30 AMP Marinco cord
- Marinco 30A shore power inlet(s) outside the cockpit coaming on the port side, aft.
- GFCI equipped 110V outlets installed in wet locations
- NextGen 6.0 KVA diesel generator with 67.6 hours
- Xantrex SW3000 sine wave inverter/ battery charger ~ 2011

ELECTRONICS

Cockpit

- Garmin GPSmap 7610 chart plotter/radar
- Garmin GHP Reactor autopilot
- Garmin GMI 10 multi-function display depth/speed/wind
- Standard Horizon RAM 3+ mic
- 6" Ritchie compass with stainless steel base at the pedestal binnacle

Navigation Station

- Garmin GPSmap 7612 chart plotter/radar
- Charts from Canada thru the Chesapeake Bay ('20)
- Standard Horizon Matrix VHF radio with AIS/ GPS
- AIS 600

Mast

- Garmin HD Fantom radar dome with MARPA tracking function
- AirMar wind machine
- VHF whip antenna

Pushpit

- Garmin satellite receiver for Sirius radio and weather (requires subscription)
- Garmin satellite receiver for GPS

*Garmin autopilot and chart-plotters have handheld remote controls

All Garmin software updated (09/20)

OTHER EQUIPMENT

Additional Equipment

- Boat hook
- Bosuns chair
- Deck brush
- Red polyester braided docking lines yacht braid
- Four custom red Polarfleece covered fenders

Safety

- (2) USCG Approved extinguishers
- Visual distress signal in the form of a USCG approved white electric flashing distress signal
- LED Lopolight navigation lights
- Floating battery-powered strobe
- Handheld air horn and a loud hailer speaker on the mast
- USCG placards
- Power exhaust ventilation blower
- ACR Satellite 406, Class 2, manually deployable EPIRB
- Radar reflector permanently mounted on the mast
- First aid kit

CALCULATIONS AND VALUATION

Calculations

- Hull Speed - 7.44 knots
- Sail Area/Displacement - 15.33
- Ballast/Displacement - 44.86
- Displacement/Length - 255.56
- Comfort Ratio - 30.32
- Capsize Screening - 1.79

Valuation ~ August 2019

- *Condition rating: EXCELLENT CONDITION*
- *Estimated fair market value: \$175,000*
- *Estimated replacement cost: Approximately \$1,000,000.00*

* *Kent Thurston Survey dated August 14, 2019*

EXCLUSIONS

Owner's personal effects and any items not specifically described in this listing

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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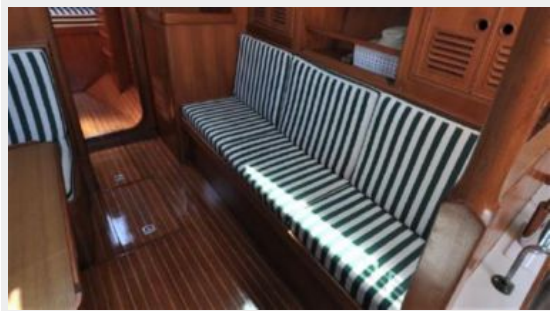
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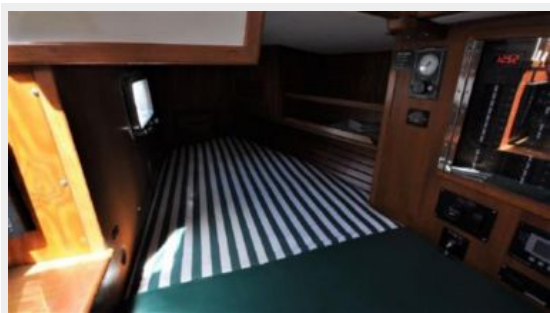
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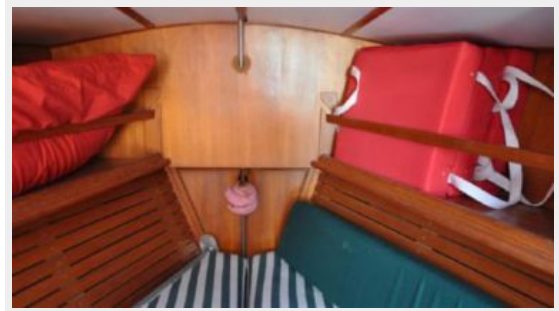
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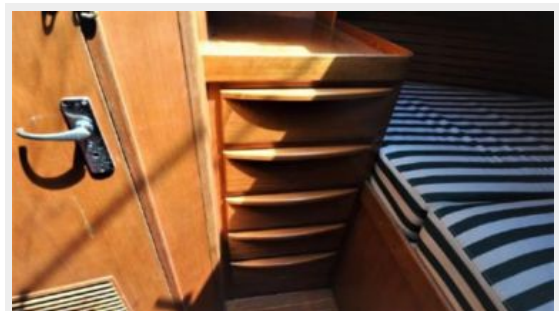
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