



\$ 590,000 USD

2007 PDQ 44 **s/v Seabbatical** **Merritt, NC**

- ✓ **Upgraded Electronics**
- ✓ **Upgraded LED Lights**
- ✓ **Extensive Safety Gear**
- ✓ **Full Suite of Sails**
- ✓ **Low Engine Hours**
- ✓ **NEW Trampoline**
- ✓ **Original Owner**
- ✓ **NEW Batteries 2021**
- ✓ **NEW Starter Batteries**
- ✓ **Full Victron Upgrade**
- ✓ **Upgraded Solar Panels**
- ✓ **NEW Dinghy & Outboard**

Specifications

Dimensions

LOA: 44 ft 0 in
Beam: 21 ft 9 in
LWL: 43 ft 6 in
Minimum Draft: 4 ft 0 in
Displacement: 22500 lbs
Bridge Clearance: 62 ft 3 in
Hull color: White

Tanks

Fresh Water Tanks: (2 ea. X 75 Gal)
Fuel Tanks: (2 ea. X 60 Gal)
Holding Tanks: (2 ea. X 30 Gallons)

Accommodations

Number of double berths: 3
Number of cabins: 3
Number of heads: 2

Engines

Total Power: 58 HP

Engine 1:

Engine Brand: Yanmar
Year Built: 2007
Engine Model: 3YM30
Engine Type: Inboard
Engine/Fuel Type: Diesel
Propeller: MaxProp
Drive Type: Direct Drive
Engine Power: 29 HP

Engine 2:

Engine Brand: Yanmar
Year Built: 2007
Engine Model: 3YM30
Engine Type: Inboard
Engine/Fuel Type: Diesel
Propeller: MaxProp
Drive Type: Direct Drive
Engine Power: 29 HP

Seabatical is being sold by her original owners, who have cruised the US and Canadian East Coast, the Bahamas, and the Eastern Caribbean about three months each year since 2007, except 2022, when she was laid up on shore.

Construction

The hull and deck are constructed of Isophthalic acid resin and tri-axial knitted fiberglass fabric. The skinning layer is 100% vinyl ester. Above the water line, the hulls and deck are cored with 3/4" Corecell foam, except for hardware attachment points. All coring is vacuum bagged to ensure 100% adhesion. Below the water line, hulls are solid fiberglass. The two main bulkheads are composite and clad in Cherry veneer. The forward and aft beams are composites of balsa coring, tri-axial and unidirectional cloth. All bulkheads are taped to the hull and deck using x-weave knitted fabric that gives up to 50% more strength than standard cloth. There are two forward watertight compartments, one inside each bow locker. Standard fin keels have a sacrificial section, allowing for substantial damage to them without affecting hull integrity. The hull is treated with *Interprotect 2000* epoxy barrier coat and *Sea Hawk Islands 44 1005 TF* harder-ablative bottom paint.

Accommodations

Salon

- L-shaped settee on a raised platform with a panoramic view, storage below
- Triangular table with folding corners on a manually adjustable pedestal with both vertical and horizontal adjustment
- The navigation station faces forward with a drawer for instrument storage and an access port for computer cables
- Pedestal-mounted navigation chair swivels
- L-shaped entertainment center: 12" deep, wet bar sink, four cupboards with shelves below, 3 door cabinets for entertainment equipment
- *Splendide model 2000* washer/dryer in cabinet. Control board replaced 2021.
- Teak and holly flooring
- Ultra-leather upholstery
- Two overhead hatches with *Oceanair* blinds/screens
- CFL reading lights at each end of the settee, seven overhead LED lights, and an over-table light with three more LEDs
- 2 Hella fans
- Handrails beside wide stairway leading into each hull
- Courtesy lights along the settee and ladder risers.
- Pass-through to the galley (removable seat back allows to communicate with the galley)
- The sliding door joining the salon and cockpit is 38" wide with a *Phantom* screen door.

Galley

- *Corian* countertops "Type A" are on the inboard and outboard of the galley.
- Cherry-finished exterior on fridge/freezer unit. The top is cherry with a surrounding fiddle and hinged freezer lid. The refrigerator has a seven cubic feet capacity, three shelves, and a lower compartment for storing large bottles and cartons. The chest freezer has a capacity of four cubic feet and three starboard®/stainless baskets. Waeco Adler Barbour compressors cool fridge/freezer with independent thermostats for each
- Triple burner *Princess stove, model 3276*, with stainless backsplash and sea rail with two sets of pot holders (fiddles)
- *Princess model 325 flush-mount propane oven*
- *Sharp microwave/convection oven, new in April 2024, and not yet used*, with additional 120-volt outlet - 2 flush-mounted stainless sinks
- Stainless pull-out faucet/sprayer on hose
- Stainless backsplash on the sink
- 1-piece cherry cupboards: 15 cupboards and five drawers - Overhead hatch with *Oceanair* blind/screen
- 2 - 120 volt outlets

Master Head

The shower is a spacious, one-piece fiberglass module enclosed by a Plexiglas door. It includes a molded shelf with a fiddle and a hand-held shower with an adjustable mount.

- The shower sump is on an independent circuit.
- The overhead grab bar, which is designed for safety, also serves as a hanging rack in the shower for wet, foul-weather gear.
- *Corian* countertop "Type A" for lavatory
- Stainless sink
- Stainless taps
- Towel hook & mirror on the door. Towel bar mounted on wall
- Medicine cabinet with deep shelving
- Storage below sink
- Jabsco quiet flush electric head (marine sanitation device) with household-size toilet seat flush with fresh water.
- Overhead hatch with *Oceanair* blind/screen
- 120-volt ground fault outlets

Master Cabin

The master cabin is located on the starboard side of the vessel. After descending 2 "household" stairs, the

starboard hull is dedicated to the master suite, which includes a large stateroom, dressing area, and oversized head. The same beautiful cherry cabinetry is throughout.

- Queen-size berth, *Select Comfort* mattress, firmness on each side separately adjustable 60" W x 80" L x 6"
- 2 LED reading lights at the head of the bed - 2 overhead LED lights
- 1 *Hella* fan
- Bedside table with two drawers
- Four storage drawers under berths
- 13 cupboards in the cabin and dressing area
- Spacious 5-foot high wardrobe with full double doors - Escape/re-entry hatch. There is supplied a hatch board to cover the escape/reentry hatch, in the unlikely event that it loses its lens.
- Cushioned dressing seat
- Independently climate controlled
- Long-term storage under berth
- There is an additional 120 V outlet beneath the berth to power the Select comfort mattress.
- 1x 12-volt and 1 x 120 volt outlets

Aft Guest Cabin

The primary guest cabin is on the port side, aft of the galley. Laid out similar to the master, it also boasts a queen-sized bed 60" W x 80" L x 6" D and the same beautiful cherry cabinetry throughout. It has many storage cabinets and a huge storage area under the berth.

- Queen size berth 60" W x 80" L x 6" D
- Hanging locker with depth to accommodate hangers
- Two drawers mounted under berth
- Escape/re-entry hatch
- 2 LED reading lights mounted at the head of the bed
- Two overhead LED lights on the switch
- 1 *Hella* fan
- Six cupboards on the outboard wall
- Cushioned dressing seat
- 1 x 12 volt and 1 x 120 volt outlet

Forward Guest Cabin

- Double berth measures 52" W x 76" L x 6" D when extended full. The berth splits and folds back behind the
- Office desk. A stainless steel four-rung ladder provides access to the berth.
- A large storage compartment incorporated into the forward-facing wall of the berth
- Long-term storage area under berth mattress
- A removable stainless steel four-rung ladder provides access to the berth.

- Overhead hatch with Oceanair blind/screen & single opening side port
- The desk chair folds down from the outboard wall
- Filing drawers/cabinet. Open shelf for computer equipment
- Overhead LED light on switch
- 2 LED reading lights on the inboard wall of the berth
- Caframo 3-speed fan

Guest Head

A second head is located forward on the port side. A hand-held spray hose doubles as a lavatory faucet and a shower hose. There is not a separate shower compartment. (It has been our practice to invite our guests to use the larger master shower rather than showering in the smaller second head.)

- *Jabsco quiet flushes the electric head with household-size toilet seat, flushes with fresh water.*
- 2 cabinets over the sink with shelf,
- One cabinet below the sink
- Hand-held integrated shower
- One opening side port.

Lighting - All interior lights are LED for energy savings

- Aft Cabins - 2 overhead LED lights and 2 LED reading lights.
- The master wardrobe has three overhead LED lights.
- Head: 4 LED lights: 1 overhead, one vanity, and 2 in shower
- Galley - 8 LED lights
- Salon - 8 LED overhead lights and 2 CFL lights mounted on forward bulkhead. Nav Station 1 halogen light
- The port forward cabin has one overhead LED light and 2 LED reading lights.
- Port head has 2 LED lights.
- Cockpit – 4 overhead LED lights mounted on hardtop allow selection of red or white lighting.
- Courtesy lights provide low-level illumination in the salon.

Steering

- 30" stainless steel destroyer-type wheel linked to two skegged-rudders
- Whitlock shaft drive "MAMBA" system
- Rudders linked by tiller bar
- UHMW Polyethylene bearings
- Accommodation for emergency steering through transom stairs/emergency tiller

Safety Gear

- EPIRB McMurdo Smartfind 406 GPS 2DCC519AF8FFBFF.
Registration Expiration: September 06, 2024.
5-year Battery replaced and EPIRB tested and re-certified January 2024
- Life Raft Revere Offshore Elite 6 Valise
Serial number 2E6A051. 2007. It was last recertified in 2014. It has only been out of its plastic box twice for re-certification. It has never been exposed to sunlight. [Your PDQ is your life raft; it cannot sink.]
- Jacklines of red polyester rope
- Raymarine Life Tags, 3 of them
- Orange horse-collar PFD's 4 of them
- Life Buoy with Forespar Floating Strobe Light and floating pennant
- LifeSling Crew Overboard Rescue System
- Electronic, distress flares - two of them. One is the Orion electronic SOS Beacon, and the other is a Weems and Plath electronic SOS beacon. Since electronic flares never outdate, these will satisfy indefinitely the Coast Guard requirement for two day signals and two night signals.
- Required visual signals for "Anchored" and "Motor-sailing" are included.
- USCG-required Navigation Rules book
- The required placards for "Oil Discharge Prohibited" and "Garbage and Plastic Discharge Prohibited" have been installed.
- Seven Marine fire extinguishers were certified in October 2023. These exceed the minimum requirements.
- Each engine room is provided with a fire extinguisher port in its forward bulkhead. These ports are large enough to accept the nozzle of the CO2 extinguisher.
- Dry Powder Extinguishers
 - 3A:40B:C located under the port sole, amidships, by port engine fire port
 - 3A:40B:C located in the cockpit, near the helm
 - 3A: 40B: C, in the Owners' closet
 - 1A; 10B; C, situated in a salon by EPIRB
- 5BC in port fwd cabin, wall-mounted behind the door, 5BC in galley, wall-mounted
- Fire ports in the forward bulkhead of each engine room
- Fire Blanket in the galley
- Safety alarms
 - CO/LP alarm on the riser of the galley stairs.
 - CO alarms 2 of them, one in each aft cabin
 - Smoke alarms, 4 of them: one in each cabin and one in the 12V/120V electrical panel

Anchoring and Docking

- Rocna 33 kg galvanized anchor, new in 2018, attached to 200 feet of Peerless/ACCO 3/8 G4 HT short link galvanized chain, new in 2016, and 100 ft of 3-strand rode.
- Crosby grade B shackles

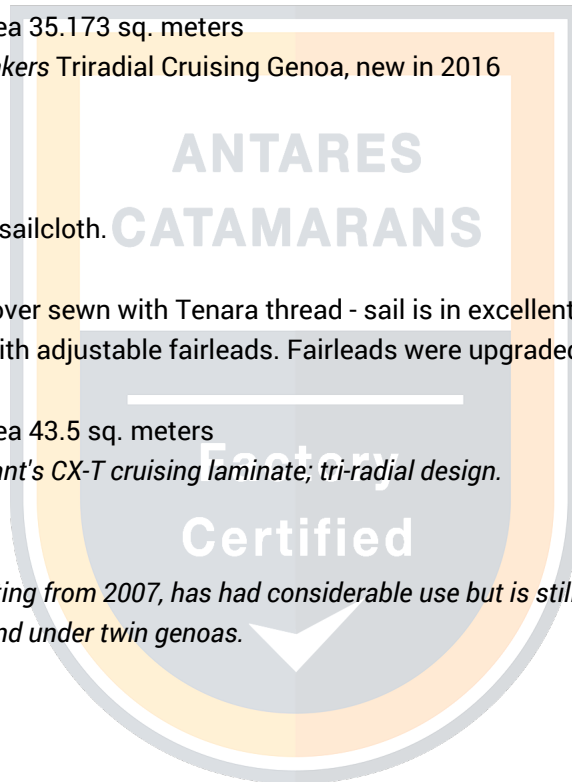
- *Fortress FX37* aluminum Danforth-style anchor with 20 ft chain and 100 ft of 3-strand rode.
- Integrated double anchor roller and chain stop.
- Quick Rider 1000 electric windlass with new curly control cord
- 25 ft 3-strand Bridle, with Prusik and soft shackle, attach the bridle to the chain.
- The bridle is attached to heavy duty pad eyes in each bow above the waterline.

Full Suite of Sails

The mainsail and Genoa were replaced in 2016 and have been used for approximately 24 months. We still carry the original small jib and genoa and the screecher fittings, but not the sail. We still carry and use the original working jib and Genoa.

- **Quantum Sailmakers Triradial Cruising Mainsail - New in 2016.**
 Sail Area: 53.452 sq. meters
 P:14.326m
 E: 5.182m
 - 9.11 Warp Drive sailcloth,
 - Fully battened
 - 2:1 main halyard with swiveling headboard block and Wichard masthead swivel. Masthead sheaves were replaced with new in 2021. We carry the old ones, still in good shape, as spares.
 - Harken mainsheet traveler system mounted on hardtop - 6:1 Harken traveler controls accessible from the cockpit
 - Seldén ball bearing luff car system for Mainsail
 - Mainsail tell tales on port and starboard sides and on the leech
 - Lazy jacks can be retracted when raising the mainsail and deployed when dropping the sail.
 - Single-line reefing for two reef points
 - Sunbrella canvas sail cover
 - Main tamer with Sunbrella canvas sail cover.
 - Downhaul led to the cockpit with cheek block led fair to winch
 - The sail is in excellent condition
- **Foresail Hardware**
 - A harken self-tacking jib traveler is installed on the foredeck. A single-line jib sheet is led to the cockpit.
 - Halyard with snap shackle
 - *Furlex* furling gear
 - The furling line led aft to the powered winch
 - Genoa tracks with adjustable fairleads
- **Screecher Hardware and Fittings**
 - Halyard, Sheet leads, bowsprit, and furling hardware for Code Zero or Screecher are included.
 - *Harken Code Zero* furling system led to cockpit

- 2:1 auxiliary halyard
 - Three low-friction rings with Dyneema straps can also lead screecher or genoa sheets to the toe rail.
 - Screecher sheets are led to Harken fairlead blocks, which can be mounted on any of four movable D rings on the aluminum toe rail.
 - There is a collapsible bowsprit, and we have the furling gear for a screecher, but we do not have the screecher sail itself.
- 95% Self-Tacking Jib – 243 sq. ft.
 - Tell tales
 - Minor wear and minimally used
- 130% Genoa: Sail Area 35.173 sq. meters
 - *Quantum Sailmakers* Triradial Cruising Genoa, new in 2016
I: 13.107m
J: 4.267m
LP: 130%
 - *9.11 Warp Drive* sailcloth.
 - Foam luff
 - Sunbrella UV cover sewn with Tenara thread - sail is in excellent condition.
 - Genoa tracks with adjustable fairleads. Fairleads were upgraded in 2019.
 - 130% Genoa: Sail Area 43.5 sq. meters
 - *Dimension Polyant's CX-T* cruising laminate; tri-radial design.
 - *Genoa sheets*
 - *Tell tales*
 - *This foresail, dating from 2007, has had considerable use but is still valuable as a second genoa for running downwind under twin genoas.*



Mast & Rigging

Standing and running rigging have been replaced piecemeal as needed. The forestay and both cap shrouds are original, and were pronounced sound as recently as October 2023.

- Deck stepped anodized aluminum *Seldén Mast*, double diamond stay configuration.
- *PDQ MainTamer®* for easy Mainsail handling
- Rigid *Seldén Rodkicker*. The hydraulic cylinder was replaced in 2015.
- 2 *Seldén* In-boom single-line reefs leading to the cockpit
- Retractable preventer pennant on the end of the boom with low friction ring to give 2:1 purchase to stern cleats.
- This preventer is used on all points of sail to ease stress on the gooseneck, as well as to prevent unintentional jibes when sailing down wind.

- Spinnaker halyard
- Running rigging led through the underdeck raceway to stopper-equipped cockpit winch pedestals.
- All halyards have low-stretch polymer cores with wear-resistant polyester covers.
- Six folding mast steps, three on each side
- Conduit in mast for all electrical wiring
- One forestay, 2 *Dyform* wire cap shrouds
- All stays have swaged terminals & open-body turnbuckles
- Anti-chafe sail rollers
- Chain plates are stainless steel through-bolted into primary reinforcements.
- see last page for rigging maintenance history

Navigation and Deck Lights

- The mast is fitted with an LED steaming light.
- 2 LED deck lights are mounted on the lower spreaders.
- Aquasignal LED anchor light and tricolor lights are at the masthead.

Engine/Mechanical

Engine Overview

Diesel engine hours meters are mounted in the salon, inside the panel behind the TV. The original Yanmar meters failed, and until new meters could be installed, the hours were calculated from the ship's log. When the new meters were installed, the starboard engine had 1353 hours, and the port engine had 1468 hours, the totals of the last Yanmar meter readings plus the interval hours taken from the ship's log. These numbers are posted next to the new engine hours meters for your reference.

- Twin 29 HP *Yanmar 3YM30* Diesels, shaft drive (1 1/4" shafts) Engine hours as of March 2024: Port: 2329 hours; Starboard: 2244 hours.
- Diesel engine hours meters are mounted inside the panel behind the TV. The original Yanmar meters failed. When the new meters were installed, the starboard engine had 1353 hours, and the port engine had 1468 hours. The meters post these figures for reference.
- The alternators are Balmar 60-YP-70-SV with ARS-5 external, multistage, programmable voltage regulation, alternator and battery temperature monitoring, and the 'small engine option,' which allows manual reduction of field current to obtain an extra 0.5 – 1.0 shaft HP from the engine when needed. This option is switched at the helm.
- *Racor dual 75/500 MAXD* fuel filters are provided for each diesel engine with a valve to select between the active and the backup filter.
- In-line vacuum gauges are mounted on the fuel filter manifolds.
- Twin 60-gallon aluminum diesel tanks are mounted amidships, below the waterline.
- Two diesel-fill deck inlets are located on the deck, amidships. - Engines are located mid-ship in

sound-shielded, insulated compartments.

- Max-Prop, 16" 3-blade, feathering propellers - Yanmar KM2P transmissions
- PSS shaft seals installed new November 2023 - Shaft Shark line cutters installed 2021
- Each engine is equipped with an exhaust temperature alarm for early warning of overheating.
- Northern Lights M673L2 6 KW generator including sound insulation box. 2275 hours as of March 2024.

Climate Control

Air-conditioning is by Cruisair. There are two 6500 BTU units, one in the master cabin and the other in the aft guest cabin. In addition, there is one 18,000 BTU unit that serves the salon and forward guest cabin.

- The 6,500 BTU units work fine. They heat and cool, and the fans work in high and low settings.
- The 18,000 BTU unit in the saloon doesn't work. We have been told that the reversing valve has been seized. This is because we essentially never used the AC.
- The ductwork is all in good repair.

Exterior

Deck Fittings & Equipment Cockpit and Helm

Standard PDQ fittings, with new helm seat. Added: second cockpit table, sun shades, Magma grill. Upgraded sheet winches and dinghy falls.

- Centrally mounted Harken STA48 powered sheet winch
- Two Harken, 46 ST manual Genoa sheet winches were upgraded in 2019.
- Magnetic compass binnacle
- Windlass remote control at the helm
- Double helm seat with reversible backrest (sit facing forward or aft), covered in white polyethylene
- Movable step stool at the helm
- Cockpit seating arranged around oval FRP cockpit table
- Cushions in Sunbrella fabric for cockpit seating, like- new
- Removable/stowable second cockpit table
- 12-volt electrical panel
- Full cockpit enclosure
- Removable Textilene sun shades extend from Bimini to the arch and from Bimini to the toe rail.
- The LPG outlet in the starboard aft rope locker serves the Magma LPG-fired grill 13"x 25" with a cover mounted on the aft pulpit.
- Cockpit speakers upgraded in 2016.
- Stainless steel arch with integrated bench/davit system - 4-person elevated bench seat constructed of starboard

- Davit system is suitable for dinghies less than 12' in length.
- The original dinghy falls fiddle blocks have been upgraded to a larger size for greater safe working load.

Deck Hardware

Standard PDQ hardware, with upgraded backing plates and added mooring pad eyes at the bows.

- Spinlock rope clutches, seven aft (topping lift, screecher halyard, Spinnaker halyard, jib halyard, main halyard, first, and second reefs), and four at forward winch (main sheet, jib sheet, furling line, and rod kicker.)
- Double cleats (12") in anchor locker
- Double mooring Cleat (12") with single fairlead amidships on each hull
- Mooring Cleat (12") with single fairlead on each stern - Mooring Cleat (12") with single fairlead on each transom. Many mooring cleats and pad eyes have been reinforced with G10-board backing plates.
- Stanchions (6) 30"-high with double lifelines per side - Gates with pelican hooks at stern and transom
- Starboard® bow seats in pulpits
- The toe rail is a clear anodized T section mounted on the external flange of both the deck and hull. Fasteners are on 5" centers.
- Rub rail provides hull protection.
- Mooring pad eyes for the harness fitted to the bows above the water line

Windows / Portlights

- Complete wrap-around tinted polycarbonate Plexiglas in the salon
- Textilene sunshades against heat, and Sunbrella covers for periods of lay-up.
- *Lewmar* portlights including fly screens: 2 - port stateroom; 2 - starboard stateroom; 2 - wardrobe; 1 - each head; 1 - port forward cabin
- *Bomar* Hatches: 1 - over galley with *Oceanair* blinds/screens; 2 - over salon with *Oceanair* blinds/screens; 1 - over port forward cabin with *Oceanair* blinds/screens; 1 - over the master head with *Oceanair* blinds/screens; 1 - aft master cabin; 1 - aft guest cabin.

Front Beam

- Aluminum compression member that supports the forestay, bowsprit, wire bridle, and tie-down for the trampoline.

Trampolines

- **NEW** (2024) Nets are woven and sewn Vinyl-dipped Dacron material for excellent comfort and durability.

Hardtop

Standard PDQ Bimini, with new windscreen, safety grab bars, and a quick-connect water collection system.

- FRP hardtop includes integral carbon fiber beam support for traveler
- The canvas-trimmed EZ2CY windscreen, which was new in 2020, has panels that can be opened for ventilation.
- 2 sliding, smoked Plexiglas skylights to view mainsail - overhead grab bars for safety in the cockpit
- Water-collection spigots with quick-connect hoses collect rainwater from the Bimini.

Canvas Package

- A custom Sunbrella boat cover covers the boat from the anchor locker to the pushpit, leaving the solar panels and Bimini top exposed. It still has a few years of wear left on it. We used this custom cover during the summer lay-up in Grenada.
- Custom Sunbrella cover for helm and instrument panel (we put this cover on whenever we are not underway). - Custom Sunbrella covers for the helm seat, sheet winches, and winch pedestal (we put them on during lay-up.)
- Custom rodent barrier screens for the deck openings beneath the cockpit rope-clutches (should be installed during lay-up)

Deck Lockers

- Port forward locker with access to plumbing. Hanging bar for wetsuits.
- Starboard forward locker with steps attached to outboard wall provides access to generator, generator start battery, plumbing, and brackets for fishing rods.
- Center forward locker with access through a 20" x 20" hatch with a stainless steel ladder. It contains ship service batteries in a fiberglass enclosure. The locker also provides access to the deck wash pump, halyards, tunnel under the bridge deck, and storage for dock lines and fenders.
- Cockpit lazarette, with double door entry gives access to refrigeration compressors and steering components. There is enormous storage space in this locker. We normally have our life raft, dock cart, second cockpit table, 20-gallon bottles of drinking water, snorkel gear, engine oil for a complete season of oil changes, cleaning supplies, tools, fishing gear, spare parts, Edison pump, lubricants, and a host of other things stored in this locker.
- To illustrate the capacity of the transom lockers, they offer ample storage space for the cockpit enclosure, cockpit sunshades, spare life preservers, 8 empty jerry cans, Fortress anchor, spare parts, and our folding kayak. The water maker is located in the starboard, transom locker. These lockers are so deep that we installed a step-stool to assist in climbing back out.
- Twin rope lockers with Starboard® dividers create 8 rope compartments. Each locker houses a 20-lb

propane tank with external venting. The port locker is ABYC compliant with a gasket and latch and could contain both propane tanks if desired.

- Transom Lockers with access to the shaft steering system

Electrical

Almost everything has been upgraded or replaced.

- 4 X *Lifeline L16* Deep Cycle AGM 6V Marine house batteries (740 amp hours) housed in an enclosed fiberglass cabinet in the center foredeck locker. New in May 2021.
- 3 X 12V starter batteries for engines and generators. The port engine battery was new in November 2023, and the starboard engine and generator batteries were installed in May 2021.
- 700W solar array, viz. Solar Panels - 4 X 50 Watt solar panels recessed into Bimini
- *Blue Sky Solar Boost 1524 iX* MPPT charge controller for Bimini solar panels. It was installed in 2016.
- 2 *Kyocera 250-GX-LFB*, 250W solar panels on arch
- *Victron BlueSolar MPPT 150/70* charge controller for the Kyocera panels. With temperature monitoring.
- *Victron MultiPlus 12/3000/120* inverter/charger located under the main settee
- *Victron BMV 700* Battery Monitor
- *Victron Color Control GX* electrical system controller/ monitor, with WiFi all Victron software up-to-date 2024
- Xantrex Pathfinder battery combiner/automatic battery switch
- Prosafe One Monitoring System for AC Ground Wire and Galvanic Isolator
- Paneltronics 3404 AC/DC main electrical panel located adjacent to Nav Station with controls for 12V DC and 120V AC power circuits.
- 23 X 5 - 15A circuit breakers. Main DC breaker
- Ammeter and Voltmeters on electrical panel for both 12V and 120V AC Circuits
- All AC circuits have breakers as required (main, five std., spare). The ammeter is on the electrical panel
- 2 X 30A, 120V shore power inlets.
- 2 X *Marinco 30A* shore power cords
- 50A to 30A/30A *Marinco* shore power splitter

Electronics

Navigation Systems

Almost everything has been upgraded and replaced.

- Raymarine Axiom Pro 12-S Multifunction Display with Lighthouse 4 software and Navionics cartography for USA, Canada, Bahamas, and Eastern Caribbean are supplied.

- Raymarine Quantum 18" Q24C (Wired&WiFi) transmitter mounted at the lower spreader.
- Raymarine ST1 to STNG converter
- West Marine AIS-1000 Class B AIS Transceiver
- Standard Horizon GX2000 VHF radio with loud hailer and fog signal, with 5-inch hailing/fog horn
- RAM remote mic for VHF, located in the salon
- Raymarine ST60 Tri-Data speed/depth/temp instrument.
- Raymarine ST60 Windmeter system
- Raymarine ST6001 inboard autopilot
- Intelligent controller wireless autopilot remote with instrument repeater
- iCom IC-M802 Single Side Band (HF) radio with "ham" band enabled for licensed amateur radio operators.
- Factor modem

Entertainment

- 12-volt Clarion AM/FM/MP3/DVD/CD, 6 CD changers c/w two speakers, subwoofer, two cockpit speakers
- The flat panel 25" TV works, but the screen surface is clipped out; the mounting bracket is of good quality.
- Shakespeare AM/FM - VHF Band separator on VHF antenna wired directed to the entertainment area
- Six USB charging ports are provided in the salon.

Plumbing

- Two independent 75-gallon aluminum water tanks mounted amidships below the water line.
- Two freshwater fill inlets are located in the anchor locker. - *Wema* gauges monitor the two water tanks
- The House water system is pressurized by a Shurflo water pump, with a flow rate of 4 GPM, but to conserve fresh water, we prefer a lower-flow, quiet, but still audible pump.
- Valves are provided to switch manually between the port and starboard water tanks.
- 2 x 5-gallon hot water tanks, one in each hull, combination electric/engine heat.
- Thermostatic mixing valves allow manual setting of the maximum water temperature coming from the tanks to protect against scalding.
- The 30-gallon holding tank is located adjacent to each head.
- Each holding tank is equipped with an aerator to prevent the growth of anaerobic (smelly) bacteria and with a large charcoal filter, refillable as needed, on the vent hose, further eliminate odor. Aerobic bacteria do well in our aerated tanks and thus crowd out the anaerobic species. Aerobic bacteria don't smell bad.
- Each holding tank is provided with an aerator pump and a charcoal vent filter to eliminate odors from sewage's anaerobic decomposition.
- A "Y" valve is installed to select deck or overboard waste discharge
- SCAD tank monitoring gauges are installed on two holding tanks.

- Two holding tank pump-out ports are located on the foredeck
- Freshwater, hot & cold, hand-held shower adjacent to port transom stairs.
- *The Whale Gulper 220* seawater wash-down pump outlet is in the anchor locker.
- The freshwater wash-down outlet is located in the anchor locker.
- Little Wonder 200 water maker is installed in the starboard transom locker. This is a 12 V water maker. It works well and makes about 5 gallons of fresh water per hour.
- A Rule 1500-gph bilge pump is installed amidships in the starboard hull, and a Rule 2000-gph pump in the port hull. The starboard pump is equipped with a Water Witch automatic on/off switch, while the port pump's integral float switch turns it on and off.
- High bilge water alarms are mounted 2 inches above each hull's residual bilge water level.
- A high water alarm mute switch is mounted in the panel behind the TV.

Dinghy

- Inflatable dinghy AB Lammina 10AL aluminum hulled, with Hypalon tubes, new in 2021, and only used for 6 months.
- Dinghy chaps, gray, new in 2023
- Dinghy anchor, Danforth, about 4-5 pounds with chain and 3-strand rode
- Dinghy anchor, folding grapnel style with a 20 ft rode - Dyneema lifting slings and straps for securing the dinghy
- 10 ft stainless steel security chain and padlock
- Transom-mounted fuel filter
- Transom-mounted navigation light pole
- 9.9 HP Yamaha four-stroke engine, with only an hour or two of use when we bought it, used in 2023 and estimated 20 hours on it by March 2024.
- complete spare (redundant) outboard fuel tank and hose assembly

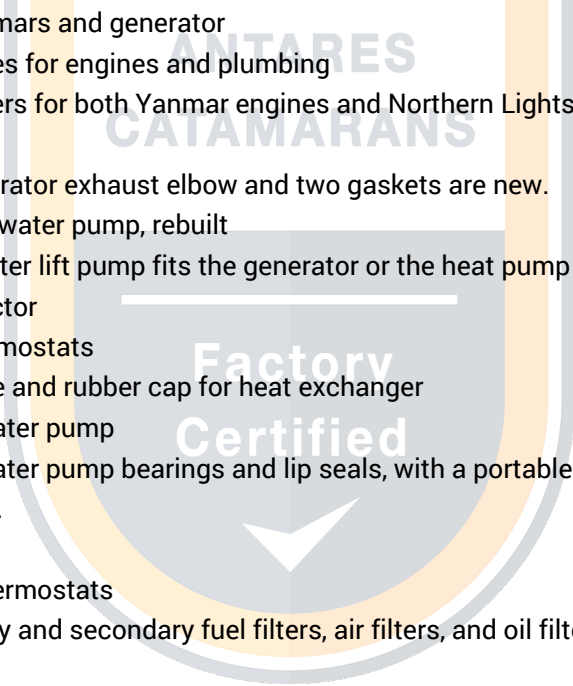
Extras

- Courtesy flags: Canada to Trinidad - Quarantine flag
- US ensign and staff
- Three winch handles
- Portable Edson manual bilge pump
- Four ignition keys
- Owner's manual & manuals for all boat systems installed
- 4 X 60' dock lines
- 1 X 80' dock line
- 2 X 35' dock line
- 2 X 25' dock line
- 3:1 tackle
- 6 Polyform G6, cylindrical fenders with lines
- 2 Taylor Made, 18-inch diameter, spherical fenders with lines

- The Port transom has a recessed telescopic, folding, stainless steel boarding ladder
- Removable, collapsible, storable boarding ladder with mounting brackets at each stern gate.
- Two boat hooks, one of them telescoping.
- 'Happy Hooker' mooring passer
- 2 X Fuel/water separator filter funnels
- Jerry Cans: one for gasoline and five for diesel
- Grease gun and Lubriplate prop grease
- Oil change pump

Spare Parts

Replacement Parts

- 
- Engine Belts for Yanmars and generator
 - Gaskets of many sizes for engines and plumbing
 - Several spare Impellers for both Yanmar engines and Northern Lights generator, new, and some lightly used
 - Northern Lights generator exhaust elbow and two gaskets are new.
 - Generator spare raw water pump, rebuilt
 - A spare 120V raw water lift pump fits the generator or the heat pump circuit.
 - Generator spare injector
 - Generator spare thermostats
 - Generator spare hose and rubber cap for heat exchanger
 - Yanmar spare raw water pump
 - Yanmar spare raw water pump bearings and lip seals, with a portable bearing press to rebuild the pumps when needed.
 - Yanmar injector, new
 - Yanmar 2 X spare thermostats
 - Various spare primary and secondary fuel filters, air filters, and oil filters for the Yanmar engines and the generator
 - Spare Harken track-mounted jib sheet block

Electrical Supplies

- Fuses of every size and shape
- Butt connectors of every size
- Ring terminals, Spade terminals, bullet connectors
- Spare socket for windlass control cable

Rigging Supplies

- Harken sheave organizer and two new sheaves
- Miscellaneous stainless and galvanized shackles
- Sail tape; sailcloth
- Hatch ventilator base X 2

Plumbing Supplies

- Spare 15mm pex tubing, SeaTech ells, unions, caps, valve (shark-bite style)
- Spare head macerator motor, used; still works
- 3 spare Jabsco head water supply solenoids, used, reconditioned, and ready to go back into service.
- 2 X spare bilge pumps
- 1X spare Water Witch electronic bilge pump switch
- Hose clamps, dozens of them, of every practical size

Rigging History

All running rigging has been removed or covered at every lay-up to eliminate UV damage. All standing rigging has been inspected at least annually, except in 2022.

- 2011 replaced broken Genoa car
- 2014 replaced 2 Spinlock clutches with the lock-open type
- 2015, we added mooring pad eyes to the bows
- 2015 replaced the air spring in the rod kicker.
- 2016 new gooseneck pin
- 2016 replaced the downhaul and lazy jacks.
- 2016 added a swivel to the main halyard and two pad eyes to the toe rail
- 2017 traveler line replaced
- 2017, both diamond stays were replaced
- 2017 rigging inspection for the 10-year survey: better than average condition.
- 2019 replaced sheet winches with Harken 46 ST winches (greater safe working load than the original winches)
- 2019 upgraded Genoa cars
- 2020 replaced sheaves and rebuilt the line organizer (the turning sheaves) located in the raceway below the mast step.
- 2021 Masthead sheaves for the main halyard and topping lift were replaced
- 2021 replaced the 2nd reefing line, and the 1st reefing line was lengthened by splicing a new tail onto it (this splice is strong, but that is immaterial, as the tail is never under tension when in use.)
- 2021 replaced the topping lift
- 2023 rigging inspection for insurance: "Overall, the rig and associated systems are in excellent condition."
- "Regular preventive maintenance and attention to detail are evident with all standing rig components,

safety, and deck components aboard this vessel." Bay Area Rigging, Deltaville, VA

Disclaimer

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