



SEA BOATS

MARINE BROKERS WITH A GLOBAL APPROACH

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SOLD - Long Range Passage Maker



Listing ID - 695738

Description 14.8m Ataraxia Long Range Motor Yacht

Date 2014

Launched

Length 14.8m (48ft)

Beam 3.5m (11ft 6in)

Location Cape Town, South Africa

Broker Geoff Fraser
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Price SOLD

Price Notes The mooring is also available for purchase.

The general specifications of the Ataraxia Motor Yacht are as follows:

LOA (length overall): 14.8m (48')

BOA (beam overall): 3.5m (11'6")

MLDC (max. loaded displacement cond.): 20,000 kg

MLCC (maxi. light craft cond.): 14,000 kg

Power: Designed for 2 x 48kw (65hp) (not installed)

Water Tanks: 757 l (200 US gallons)

Fuel Tanks: 3200 l (860 US gallons)

Maximum Range: 4000 miles at 7.5 knots

Maximum speed: 11.5 knots

Material: Cold molded epoxy

Paint system: Awlgrip

Ataraxia is boat for cruising anywhere. As a custom design motor yacht, it has been built as as part of a lifelong dream of two boating enthusiasts. Peter & Nicole have sailed in various destinations around the world. They have been involved in boat building, engineering and boat sales, and during their stay in South Africa, volunteered as crew at Hout Bay NSRI (Sea Rescue).

Peter & Nicole know boats, the seas and sailing. So it may come as a surprise that when it came to building their own dream boat, they opted for a motor yacht instead of a sailing vessel. They were won over by the sleek design that offers efficiency, economy and comfort.

Finding a boat design for Ataraxia that's efficient, economical and eco-friendly.

When looking to the best boat design, Peter & Nicole settled on Tad Roberts Passagemakerlite. This is a concept that brings power boating into the eco-age. The vessel has an ultimate hydrodynamic hull, designed to be as fuel efficient as possible. Yet the design still caters for a comfortable and spacious interior.

Because of the efficient Passagemaker lite hull design, Ataraxia has a range of up to 4000 miles at 6,5 knots. The vessel has a maximum speed of 11 knots for a restricted range.

In fitting out Ataraxia eco-principles have been applied in terms of using renewable resources. Bamboo has been used for counter tops. Red gum (which is abundant in South Africa) has been used for interior wood finishes. Other surfaces were painted to avoid unnecessary use of wood.

Accommodation

Ataraxia's boat cabin arrangement is well designed.

In the bow of the boat is a large owner's cabin. This is a centre line double berth cabin. The split head is just forward of the pilothouse conveniently close to the owner boat cabin. The WC is on the starboard side and a large shower with storage is on the port side.

In the main section of the boat cabin, the entire port side is a large raised settee with table and bookshelves behind. On each side they are 3 opening port lights.

The pilothouse has a helm station forward to starboard, with bridge deck access immediately aft. Access down to the main saloon aft is just to starboard of centre line.

Down three steps aft of the pilothouse is the large wrap-around galley. This is equipped with a 3 burner gas stove, a 65l fridge, an all important wine cooler. There are 3 sinks to port.

The guest cabin or office is to starboard. Aft of this is the full width main saloon. This section of the boat cabin has a seat and dining table to starboard and two swivel chairs and flat screen TV-chart monitor opposite.

The aft bulkhead has a watertight door with a window into the engine room, and a curved stairway up to the aft deck.

Engine

The spacious boat engine room is accessible through the aft saloon or from the aft deck.

Inside the engine room are the two Vetus VH 4.65 (Hyundai based) with 15 degree V-drives. (Alternative boat engines can be installed) Both V-drives are also directly accessible from the aft saloon for ease of maintenance.

The fuel is gravity fed by the day tank. This flows automatically from one of the two supply lines. The fuel flows from one of the four bunker tanks and runs through the polishing system before reaching the day tank. This ensures clean fuel at all times.

Deck Design

The Ataraxia aft deck has a stair down to the swimming platform. There are steps on the port side leading up to the boat deck forward over the saloon.

On the centre line in the aft deck is a large hatch that provides access to the engine room. (The hatch is 48" wide and 30" fore & aft).

The boat deck is spacious enough to carry a 12' hard boat on the centre line. It can be lifted on and off with the mast and boom forward.

The deck design on the forward level incorporates an outside command bridge. This can be enclosed with plastic curtains and has the option of a hard or soft top. The deck includes an outside seating area.

The helm is on the centre line with doors leading to the starboard side deck. Steps lead down into the pilothouse.

All the way forward is a secure well deck for anchor handling with a massive chain locker below and forward of the watertight collision bulkhead.

Fuel efficiency

The Passagemaker Lite design was chosen primarily because of its good fuel efficiency.

The designed fuel capacity of Ataraxia is 3250 litres (+/- 860 usg). About 3% will remain in the tanks when empty. This is a useable 3150 litres, a minimum reserve should be 25%, so range should be based on a useable amount of 2362 litres.

The minimum rpm for efficient operation is 1200. At this rate the minimum fuel burn (real world ocean cruising) is approximately 1.3 usg/hr. or about 4.9 liters per hour for a speed of 6-6.5 knots. This is the speed and fuel efficiency achieved by Idlewild on her recent circumnavigation using a single 55 HP engine.

At a speed of 6.5 knots the fuel efficiency is 4.9l per hour. This would give you a distance of 3100 miles or 482 hours. The reserve size should be based on voyage length and expected conditions. In other words, if your passage involves a high chance of encountering contrary weather conditions, the reserve should be much larger.

Where a motor yacht like Ataraxia comes into serious contention is on coastal passages of 1000-1500 miles. Here the conditions would typically allow her to run at speeds far above those 6.5-7 knot maximums of typical ocean crossing powerboats. At 9 knots Ataraxia will be using less than 75Hp for a fuel efficiency of about 12.2L per hour. This is loaded at 14500 kg and without stabilizers or paravanes deployed.

Why a choice to use cold molded epoxy

Ataraxia was built using the cold molded epoxy method. It was debate to choose between epoxy and aluminium, since aluminium is also a great boat building material. Epoxy resin is known in the marine industry for its incredible toughness and bonding strength. Quality epoxy resins stick to other materials with 2,000-p.s.i. vs. only 500-p.s.i. for vinylester resins and even less for polyesters. In areas that must be able to flex and strain WITH the fibers without micro-fracturing, epoxy resins offer much greater capability. Cured epoxy tends to be very resistant to moisture absorption. It will bond dissimilar or already-cured materials which makes repair work that is very reliable and strong.

NOTE: Engines not supplied.

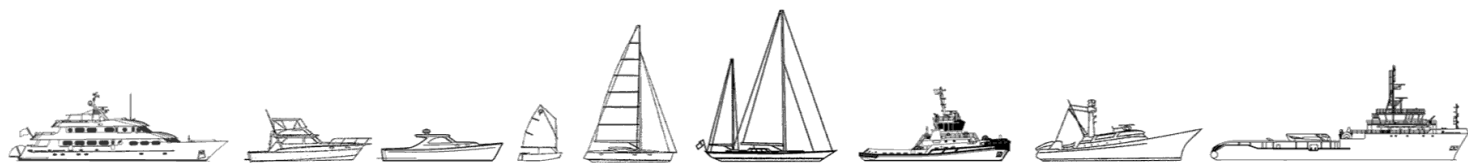
The yacht is not in a walk on- sail away condition. She still needs engines, rudders and navigational equipment. Yes, it is possible to already live on her, but if you want to go cruising, you will need some more items unfortunately.







The details of all vessels are offered in good faith but we cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Any buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to sale, price change, location or withdrawal without notice.



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