



SEA BOATS

MARINE BROKERS WITH A GLOBAL APPROACH

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sales@seaboats.net - www.seaboats.net

Frers 70



Listing ID - 4074

Description Frers 73

Date 1987

Launched

Length 22.25m (73ft)

Beam 5.8m (19ft)

Draft 2.75m (9ft)

Note Volvo Engine

Location Panama

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HAILING PORT: George Town, Caiman Island

STYLE: Auxiliary sail MODEL: Frers 73

MODEL YEAR: 1987

BUILDER: William and Manchester, Newport, RI

LOA: 73"; BEAM: 19"40; DRAFT: 9"50

DISPLACEMENT: 88,856 lbs

HULL ID#: WYW00062J687

REGISTRATION: Caiman Island, George Town

DOCUMENTATION LOCATION: Placard located in the forepeak

INTENDED USE: Near coastal and offshore cruising, racing and recreation

HULL CONSTRUCTION

HULL / KEEL DESIGN: Externally ballasted wing keel with skeg rudder

HULL MATERIAL: Welded aluminum plating attached to aluminum frames.

STRINGERS: Aluminum frames positioned approximately 16 to 18 inches on center with longitudinal and transverse aluminum angle irons welded to the frames

BULKHEADS: Transverse plywood bulkheads attached to aluminum framing HULL / DECK JOINT: Welded aluminum

DECKS: Painted non-skid over welded aluminum with laid teak decking in the mid and aft cockpits

DECK FITTINGS: Teak handrails, cockpit coamings and trim with stainless steel stanchions and pulpits

LAYOUT:

All the way forward is the crew cabin, chain locker and storage. There is a crew

head/shower on the starboard side and over and under bunks to port. This area opens aft into the galley on the port side. On starboard is the forward guest cabin with a private head/shower. There are over and under bunks. There is access to the salon from the guest cabin and the galley. The salon has a large dinette table with seating to port and a straight settee and storage to starboard. Aft of the salon on port is the aft guest cabin with over and under bunks. There is a head with stall shower with access from the aft guest cabin and the salon so it can be used as a day head. Aft of the salon on starboard is the navigation/captains cabin. This cabin has over and under bunks and navigational equipment. Continuing aft down the companionway leads into the master cabin with large twin double bunks. There is ample storage and a private head with separate stall shower. A ladder leads up from the salon to the mid-cockpit area. This area accesses the decks and the aft cockpit with twin steering stations, engine controls and navigational equipment.

12 Volt DC power, 24 Volt DC power, 120 Volt AC and 240 Volt AC power is available.

The topsides are painted blue. The condition of the topsides is good and the remainder of the paint appeared well adhered.

The decks to include the foredeck, walkways, cabin top and cockpit area all were visually examined and randomly sounded with hammer. Visual inspection found the decks to be in very good condition. All deck fittings, fasteners and attachments appeared to be secure to the deck. There appeared to be no problems with dissimilar metal attachments indicating that the bedding compounds for the deck fittings still appear to be sound.

Examination of the stanchions and lifelines found the stanchions to be in good condition.

They appeared to sit into welded sockets on the deck with isolators between the stainless steel and the aluminum.

The interior of the vessel : This includes the cosmetic appointments as well as the lifting of deck plates and where accessible the examination of the aluminum frames, stringers and the general bilge condition. Cosmetically the interior appeared to be well maintained and in good condition. The cabin soles, teak bulkheads, cushions and counter tops all in good condition. There is no noted damage or moisture stains.

Examination of the aluminum frames and stringer system where accessible found them to be in good condition with only some minor exceptions.

Overall the structural integrity of the interior and exterior of the hull is good.

Both structurally and cosmetically the vessel appeared to be in good condition, well maintained and above average for its age.

MACHINERY

ENGINES: One STYLE: Inboard

MAKE: Volvo FUEL: Diesel MODEL / HP: TAMD41P-A / 200 hp SERIAL #: 2204158612 HOURS: 3000

COOLING: Closed freshwater cooling with heat exchanger TRANSMISSION: Volvo Marine Gear model; HS45A-A RATIO:

2.43:1 EXHAUST: Wet through a FRP water lift muffler with water exhaust separator

GENERATOR MAKE: Northern Lights RATING: 12 KW

HOURS: 2500 SERIAL #: K07715

EXHAUST: Wet through a FRP water lift muffler with water exhaust separator

STEERING: Dual wheels in the aft cockpit with wire and quadrant on the rudder post

PROPELLERS: Two blade Max Prop (to be serviced and balanced) and Three blades FranceHelices SHAFT: 2" stainless steel

STRUTS: Welded aluminum CUTLASS BEARING: No

RUDDER: Aluminum

BILGE PUMPS: 12 Volt DC with both manual and automatic functions and a manually operated bilge pump

SHOWER PUMPS: There are shower sump pumps for each individual shower

OIL CHANGE PUMP: There is an oil change pump system installed in the engine compartment

BLOWERS: 24 Volt DC in the engine compartment

HVAC: Four Marine Air reverse cycle units

BELOW WATER THROUGH HULL FITTINGS: Aluminum with Delron plungers and Marelon ball valves

WATER MAKER: Sea Recovery

OTHER: Fuel transfer pump, saltwater wash down pump system and line cutting spurs

REMARKS: The engine and engine compartment are located underneath the mid-cockpit. Access is by removable panels in the galley, aft guest cabin and at the companionway. Overall access to the engine for all routine maintenance and checks is good. The bilge area underneath the engine is in overall good condition..

The engine was replaced in 2000 and full reconditioned in 2013. The engine appears to be in good condition with no obvious evidence of leaks or corrosion. All engine belts and hoses appear in good and serviceable condition. Where accessible the engine mounts and engine beds showed no signs of damage. The engine exhaust system is secure with all hose fittings attached and no evidence of leakage.

The Northern Lights generator was also replaced in 2000 and reconditioned in 2013. The generator is located directly aft of the engine and is contained in its own sound shield. Visual inspection of the generator found it to be free of any evidence of leakage or damage. All engine belts and hoses appear in good and serviceable condition. The sound box is properly fit with no damage noted. The generator exhaust system is intact with all hose fittings secure and evidence of leakage or damage.

The underwater gear to include prop, shaft, strut and rudder is in good condition. There is no evidence of any grounding damage noted. No sign of any stray current corrosion was evident. The shaft cutlass bearing is new and in good condition. The aluminum rudder and rudder post along with the attachment to the steering gear are all in good condition. There was no signs of any rusting or corrosion on any of the fittings or fasteners.

The bilge pumps appear to be in good condition. All shower sump pumps and the oil change pump are in good conditions and tested last month. These systems all appeared to be working correctly. The 24 Volt DC engine room blowers is also able to be activated and these too appear to be working correctly.

The air-conditioning units : old but in good conditions, 4 units work perfectly in Caribbean conditions.

The Sea Recovery water maker system is an older unit. The membranes must be changed by full new ones.

All of the aluminum and Delron seacocks and the Marelon ball valves throughout the vessel appeared to be in good condition and all were found to be operational.

ELECTRICAL SYSTEM

SHIP SYSTEM VOLTAGE: 12 Volt DC and 24 Volt DC

WIRING: Original and aftermarket, copper stranded, mostly well secured, OK OVER-CURRENT PROTECTION / PANEL: Circuit breakers / In the companionway to the aft cabin

BATTERIES: Twenty-four 6 Volt DC batteries and one 12 Volt DC battery New batteries in 2016.

The 6 Volt DC batteries are configured and wired to provide five 24 Volt DC batteries and two 12 Volt DC batteries.
LOCATION: All 6 Volt DC batteries are located underneath the cabin sole. The 12 Volt DC battery is located in the captain's quarters

SECURED: All batteries are boxed and covered in acid proof boxes

MASTER SWITCH: Vapor proof rotary; the battery switch is located in the electrical compartment near the entrance door to the aft cabin

BATTERY CHARGER: Master volt 12 Volt DC 40-Amp charger a Newmar

24 Volt DC 70-Amp charger and high output engine alternator with Smart regulator

INVERTER: Newmar 2000-Watt

SHORE SYSTEM VOLTAGE: 120 Volt AC and 240 Volt AC

CIRCUITS: Two

AMPERAGE: One 120 Volt AC / 30-Amp and one 240 Volt AC / 50-Amp WIRING: Original and after market, copper stranded, mostly well secured, OK

OVER CURRENT PROTECTION / PANEL: Circuit breakers / At the companionway to the aft cabin

SHORE INLET: Marinco twist locks in the cockpit

GFCI PROTECTION: Yes

OTHERS: There is a 24 Volt DC to 12 Volt DC converter, an isolation transformer and a corrosion control meter.

Where visible and accessible the electrical wiring throughout the vessel is found to be mostly in good condition and well secured and protected. The original wiring all appeared to be properly bundled and secured in conduits. Most wires where they pass through aluminum frames have protection against chafe.

ELECTRICAL

The electrical wires : All wire connections that are visible and accessible

appear to be secure and free of corrosion with the exception of the wire connectors in the guest cabin medicine cabinet, which were corroded.

The electrical distribution panels located in the passageway to the master cabin appeared to be properly labeled and easily accessible for operation. There is an additional electrical panel located in the captain's cabin for 12 Volt DC systems. This too is in ver good condition.

The 12 Volt DC systems consist primarily of electronic equipment. Power was supplied to the systems and they all work properly. The 24 Volt DC systems, which include the lighting systems and pumps are operational. Some of the interior light bulbs were not functioning although most are operational ALL

LED. Those pumps tested work properly .

The 120 Volt AC and 240 Volt AC : OK as long as the supply is OK

The 240 Volt AC systems consist of the air-conditioning units, battery chargers and refrigeration systems.

The electrical compartment located near the master cabin door contains the isolation transformer, battery switches, battery chargers and inverter. All of these units are in good condition and isolated from the aluminum hull. All wire connections appear secure with no signs of corrosion. The battery chargers (NEW in 2016) are working properly.

TANKS

FUEL TANKS: 7 plus a day tank

CAPACITY: 485 gallons

LOCATION: The three main storage tanks are integral with the hull. Six, of the tanks are underneath the salon floor port and starboard sides and the seventh tank is behind the starboard settee. The day tank is in the engine

compartment MATERIAL: All tanks area welded aluminum

FILL / VENT LINES: U.S. Coast Guard approved Type B hose

SUPPLY / RETURN LINES: Flexible non-metallic hose

VALVES: There are three-way valves on both the fill supply manifolds as well as on the supply manifold to the engine and generator.

FILTERS: Dual Racor fuel water separators for the main engine, a single Racor fuel water separator for the generator and a Racor fuel water separator on the transfer pump

WATER TANKS: Four CAPACITY: 250 gallons

LOCATION: One tank is underneath the galley, one tank is underneath the forward guest cabin and the remaining two tanks are located underneath the salon floor forward of the fuel tanks.

MATERIAL: Welded aluminum and all are integral with the hull

HOT WATER HEATER: Torrid CAPACITY: 12 gallons

LOCATION: Behind the port settee

POWER WATER HEATER : 240 Volt AC and engine heat exchanger

DOMESTIC GAS TANKS / FUEL: Four / LPG

CAPACITY: 23 lbs each

LOCATION: The tanks are located in two deck boxes near the mast partner MATERIAL: Aluminum

LINES: Flexible LPG hose

VENTING: Directly to atmosphere

SHUT OFF VALVE: Manually operated valve on the tank and electrically operated solenoid valve

REMARKS: The fuel and water tanks are integral with the hull.

There is also an aluminum day fuel tank in the engine compartment. This tank supplies fuel for the engine and the generator. It is equipped with a fuel transfer pump and manifold. Spare pump in the inventory

The hot water heater has recently been replaced. There was a leak in the original unit. The tank is in good condition and properly installed.

All four domestic gas tanks located on deck in dedicated compartments are in good condition.

All are free of any damage and all hose fittings appeared secure.

GALLEY FURNISHINGS

STOVE MAKE: Force Ten # BURNERS: Four with oven FUEL: LPG

REFRIGERATION: Grunert 240 Volt AC system and engine driven MICROWAVE: Whirlpool

WATER SYSTEM: Pressurized hot and cold water

OTHER: Adler Barbour 24 Volt DC refrigeration in the salon

REMARKS: The galley is located just aft of the crew's quarters on the port side. The galley has a good layout for use at sea and at anchor. All galley equipments are in good condition. Visually all systems appeared to be in good condition although there are some rusting noted on some parts.

MARINE SANITATION DEVICES # HEADS: four MSD TYPE: III

TYPE: One Groco manual in the crew's quarters and three Vacuflush systems # HOLDING TANKS: Three

LOCATION: One holding tank is located in the head compartment of the crew's quarters, which services the crew's head and forward guest cabin head. One holding tank is located in the hanging locker of the port guest cabin. The holding tank for the aft head is located underneath the counter in the head compartment. MATERIAL: All holding tanks are plastic

CAPACITY: Approximately 25 to 30 gallons apiece

CONDITION OF HOSES: All hoses appeared in good condition

TYPES OF DISCHARGE: All heads have direct overboard discharge through the holding tanks and can be pumped out through deck fittings at a shore side facility.

NAVIGATION / ELECTRONICS / OTHER GEAR COMPASS: Two Danforth compasses, one at each helm

RADAR: Garmin

GPS/plotters: Garmin and RayMarine

AUTOPILOT: Brooks and Gatehouse Hydra Pilot VHF RADIOS: Icom IC-120 SSB: Icom IC-M800 DEPTH FINDER: Datamarine Offshore

All Electronic Must Be Updated

CANVAS / ENCLOSURES: Companionway dodger.

GROUND TACKLE

ANCHOR & RODE: Main: 60 lb CQR with chain rode

Secondary: Fortress FX 85

WINDLASS: Simpson Lawrence V4000 POWER: Hydraulically operated CONTROLS: remote+cable.

CONNECTIONS: All hydraulic connections at the motor and at the hydraulic pump appear secure although.

The windlass secure on the foredeck with no obvious damage noted. There is no apparent leaks around any of the fittings. The ground tackle all appear to be in good condition.

SAFETY GEAR / REQUIRED EQUIPMENT

PORTABLE FIRE EXTINGUISHERS: Five Type B-I

CONDITION / MOUNTING: Good / Two in the crew's quarters, one in the galley, one at the companionway and one in the electrical control cabinet

FIXED FIRE EXTINGUISHER: Halon 1301

CONDITION / MOUNTING: Good / Engine compartment

PERSONAL FLOTATION DEVICES: Type I

CONDITION: Good

VISUAL DISTRESS SIGNALS: Solas flares

CONDITION / VALID DATE: All are past their valid dates

NAVIGATIONAL / ANCHOR LIGHTS: The port bow running light and The starboard bow light and the stern light are operational. The mast lights is operational. LED lights.

HORN: 24 Volt DC

BELL: None Sighted

OIL DISCHARGE PLAQUE: Yes

RAFT: VIKING 6

RECERTIFICATION DATE : 2018

OTHER: Man Overboard Module Life Sling

SPARS / SAILS / RIGGING / EQUIPMENT STYLE: Keel stepped four spreader sloop

MAST: Aluminum, recently painted BOOM: Aluminum, recently painted MAST STEP: Aluminum

STANDING RIGGING: Navtec rod

RUNNING RIGGING: Braided Dacron lines

CHAINPLATES: Aluminum welded into the aluminum frames

HARDWARE / FITTINGS: Harken hydraulic roller furling headstay, Harken mainsheet and genoa tracks, Navtec hydraulic inner forestay, baby stay, flattener, outhaul, backstay and boom vang

WINCHES:

Located near the mast :

Four Barient #37 self tailing two are hydraulic operated

In the mid cockpit :

Two hydraulically operated Barient self tailing primary winches.

Two hydraulically operated Barient self tailing secondary winches.

Two Barient hydraulically operated Barient #28 self tailing.

In the aft cockpit :

Two Barient # 37 self tailing

One hydraulically operated Barient #737

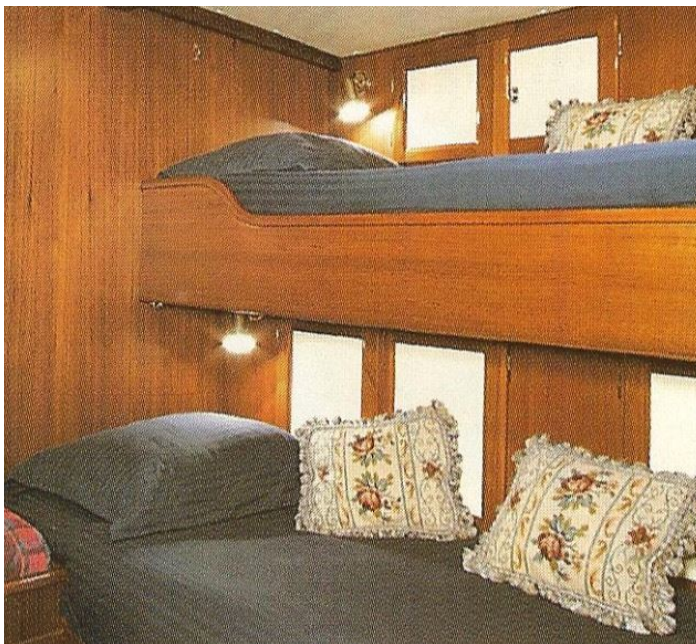
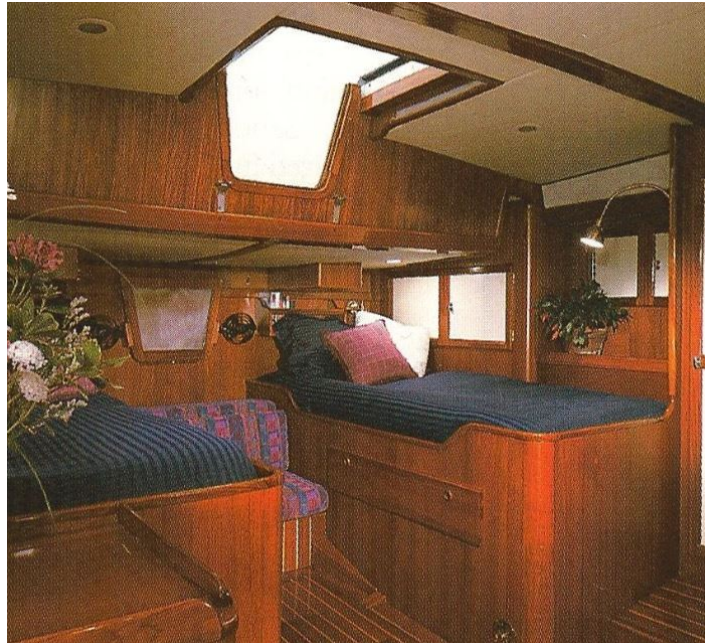
One Barient #23+ self tailing

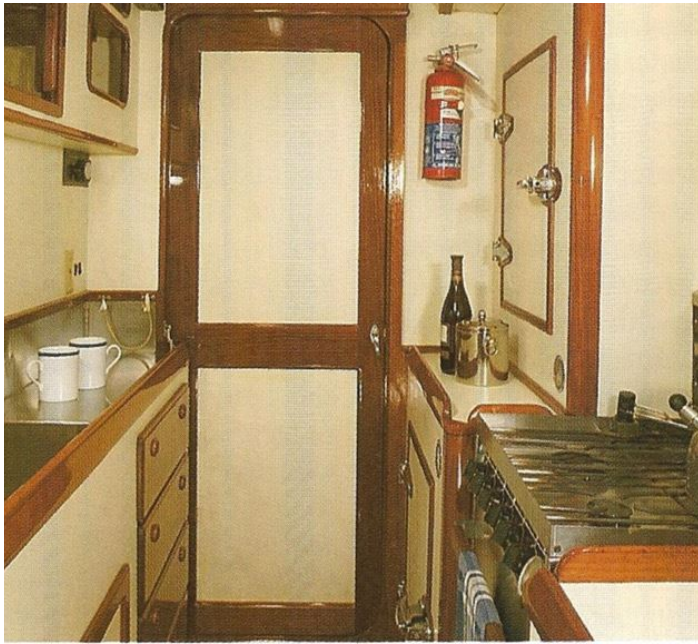
SAIL INVENTORY: Main sail 3 reefs, genoa inter on furler Harken, spinnaker, geneker, storm solent, storm main sail.
North Sails.



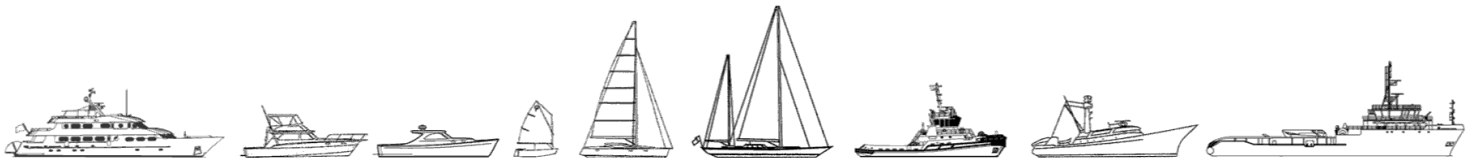








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