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## NORDHAVN MS56

### 50 Hz STANDARD SPECIFICATIONS

Updated 04.06.10

A	<b><u>GENERAL DIMENSIONS*</u></b>	
	*Dimensions are subject to change with Buyer's selected options and personal effects which may add to displacement and increase both draft and waterline length	
1	LOA: 17.5 m (57' 5")	
2	LWL: 16.00 m (52' 6")	
3	BEAM: 5.05 m (16' 7")	
4	DRAFT: 2.13 m (7' 00")	
5	DISPLACEMENT: 43.09 METRIC TONS (95,000 LBS)	
7	WATER CAPACITY (THREE TANKS): 946.4 LITERS (250 US GALLONS)	
8	FUEL CAPACITY (THREE TANKS): 3028.3 LITERS (800 US GALLONS)	
9	HOLDING TANK CAPACITY: 283.9 LITERS (75 US GALLONS)	
B	<b><u>BASIC STRUCTURE</u></b>	
1	<b>Hull lamination</b> schedule per construction plan	
	a	Vinylester resin used in first laminations
	b	All exterior gelcoat to be White Ferro Ultrashield on superstructure and Arocoat brand on hull and non-skid
2	<b>Deck lamination</b> schedule per construction plan	
3	<b>Core:</b>	
	a	Cabin side (vertical surfaces): Foam Klegecell R75 or equivalent cross-linked foam
	b	Hull: NO CORING solid series of alternating layers of mat + woven roving. Reinforcements where necessary per construction plan
	c	Cabin top and deck (horizontal surfaces): E.G.B. 3.4 kg - 4.5 kg (9-12 lbs.) per sq ft Baltek

4	<b>Deck/hull joint:</b>	
	a	Between deck and hull flange: 3M 5200
	b	Inside of joint: Two (2) layers M & W.R.
	c	Mechanical fastening: 6.35 mm (1/4") x 20unc stainless steel thru bolt on 15.2 cm (6") centers where accessible. In areas that cannot be accessed self-tapping machine screws used
5	<b>Longitudinal Stringers</b>	
	a	Hull: port and starboard, engine beds and floor stringers - topside stringers - longitudinal with vertical web frames as necessary
	b	Deck: per design
6	<b>Ballast:</b>	Encapsulated lead approx. 7.95 metric tons (17,500 lbs)
7	<b>Gelcoat colors</b> (standard boat):	
	a	Hull: Arocoat #340 gray
	b	Deck: Ferro White Ultrashield
	c	Non-skid: Arocoat - light gray - to match CCP color chart #A139
	d	Boot-top: Arocoat #348 dark blue
8	<b>Anti-Fouling Paint:</b>	Color Red, Blue or Black
<b>C</b>	<b>STANDARD MACHINERY DETAILS</b>	
1	<b>LUGGER L1066T 165 Horsepower @ 2400 RPM</b>	
	a	TWIN DISC #MG-5050 SC 3.00 to 1.00 Transmission
	b	One (1) x 24 volt 175 amp Leese Neville large case alternator to charge house batteries. One (1) x 24 volt 40 amp small case alternator to charge starting batteries
	c	SAE "A" hydraulic pump drive, gear driven on timing cover
	d	Engine instrument panel: deluxe with instrumentation for oil pressure, water temperature, voltage, revolutions, hour meter, with alarms at wheel house and panel in cockpit
	e	Engine control levers Morse model #31001-001 Twin S in wheel house
	f	Edson "Classic" series steering pedestal in cockpit with dual lever engine controls and 91 cm (36") stainless steel destroyer wheel and pedestal guard
	g	Control cables to be #NW A5805, Glendinning Cable Co.
2	<b>Propeller and Propeller shaft:</b>	Hundested Model #VP 4 FR-ELC per Quotation No. P04-12 dated 5-17-04
	a	4-blade left hand CPP, 91 cm (36") diameter
	b	Stainless shaft 7.5 cm (2.95") diameter
	c	Vibracon #SM16 CS chocks x four (4)
	d	Input flange
3	<b>Stern tube:</b>	FRP
	a	Bearings: rubber cutlass type at aft and forward ends of stern tube. Stuffing box to be cooled with diverted raw water from engine. Intermediate pillow block bearing between coupling and stuffing box
	b	Stuffing Box: bronze with cooling from diverted raw water
4	<b>Fuel filters:</b>	One (1) Duplex 75-900MAX - Racor #75-900MAX plus engine mounted filter

5		<b>Wet Exhaust:</b> 12.7 cm (5") diameter Gas/water separated
	a	Trident Series 202X Hi Temp Silicon exhaust hose
	b	Soundown "Water Drop" separator system Model No. ED19X32G
	c	Dry riser from engine to muffler to be lagged with custom made heat insulating blanket
6		<b>Engine cooling system</b> to be filled with suitable mixture of coolant/antifreeze to insure coolant does not freeze for winter shipment
	a	Raw water intake to be Groco #ARG-2000-S
7		<b>Engine room floors:</b> white - FRP with non-skid - no wood structure used within engine room
8		<b>Engine room finish:</b> painted white and insulated with 2" (5.08 cm) thick leaded foam + 1" (2.54 cm) 3M Thinsulate. All exposed insulated surfaces to be lined with perforated white aluminum sheets.
	a	Engine room door to be PCM sound insulated aluminum with viewing port and teak overlay on passageway side of door. Double dog set
9		<b>Engine room blower:</b> Dayton 230 volt #2C915 x one (1)
10		<b>Side Power bow thruster</b> 15 hp 24 volt 30.5 cm (12") tunnel #SM240TCI controls in wheelhouse only
	a	Thruster power supplied by separate battery bank
11		<b>A.C. Generator</b> 10 kw / 50 Hz Northern Lights with sound enclosure
	a	Installed in lazarette
	b	Electrical panel to accommodate AC ship's power
	c	Wet exhaust with Gen-Sep system
	d	Racor 500MA fuel filter
12		<b>50 Hz Air Conditioning System</b> by Cruisair (recommended spec by Cruisair is forthcoming)
	a	Provide AC soffits in salon, staterooms and galley area
13		<b>Fire Suppression System</b> in engine room (in compliance with CE specifications)
<b>D</b>		<b><u>STEERING SYSTEM</u></b>
1		<b>Kobelt hydraulic / dual station</b>
	a	#7085 - 40.6 cm (16") cylinder
	b	#7086 - 40.6 cm (16") tiller arm
	c	#7002-AC header tank
	d	#7020 safety and by-pas valve
	e	#7012 helm pump 10 turns ho-ho x two (2). Cockpit helm pump is chain driven from cockpit pedestal
2		<b>Hydraulic lines:</b> Copper tubing 1.5 cm (5/8") diameter
3		<b>Steering wheels:</b> 76 cm (30") stainless steel destroyer type at wheel house and 91.4 cm (36") destroyer type at cockpit pedestal

	4	<b>Emergency tiller:</b> to attach to top of rudder post and stow in lazarette	
	5	<b>By-pass valve for emergency tiller steering</b>	
	6	<b>Cockpit pedestal</b> to be Edson "Classic" Series with 91.4 cm (36") diameter Destroyer type wheel	
<b>E</b>		<b><u>RUDDER</u></b>	
	1	<b>Rudder stock:</b> 6.985 cm (2-3/4") #316 stainless steel	
	2	<b>Rudder backbone plate:</b> 9.5 mm (3/8") #304 stainless steel with lightening holes covered with FRP, per design	
	3	<b>Bronze rudder carrier shoe:</b> cast bronze per design	
	4	<b>Rudder carrier top:</b> FRP with pillow block bearing per design	
	5	<b>Rubber cutlass bearing</b> at rudder port opening	
	6	<b>Rudder stock stuffing box:</b> bronze	
	7	<b>Rudder stock tube:</b> FRP	
<b>F</b>		<b><u>PLUMBING SYSTEM</u></b>	
	1	<b>Water tank:</b>	
		a Number and capacity: Three (3) baffled tanks totaling 946.4 Liters (250 US gallons)	
		b FRP construction with Vinylester resin and FDA approved gelcoat, per plan	
		c Inspection plates: appropriately positioned for access	
		d Each tank air tested: 1.81 kg (4 lb) per sq. inch	
		e Wema water tank gauges	
		f System built per PAE design	
		g Water tank laid up with FDA approved gel coat.	
	2	<b>Fuel tank:</b>	
		a Number and capacity: Three (3) main tanks totaling 3028 Liters (800 US gallons) with one centerline aluminum "Supply Reservoir" at 45 Liters (12 US gallons) which will gravity feed from the two (2) main wing tanks and one (1) aft tank	
		b FRP construction with Vinylester resin per plan	
		c Inspection plates appropriately positioned for interior access by average size man. Each internal baffle with a removable panel to allow access to entire interior of both fuel tanks	
		d Fuel system to include an aluminum supply reservoir, which feeds by gravity from three (3) fuel tanks. Top part of supply reservoir to hold approximately 7.6 Liters (2 US gallons) and fitted with a sight gauge with a 3.8 Liter (1 US gallon) range and .4 Liter (10th US gallon) marks for fuel consumption checks (supply lines are turned off and fuel is consumed from reservoir). Bottom part of reservoir to be approximately 37.8 Liters (10 US gallons) fitted with a drain off at the bottom of the reservoir for water purging and with a water sensor -	

		illuminating a light in wheelhouse if excessive water is present. Reservoir fitted with three draw spigots for main, generator, and spare - mounted at lower level of reservoir but above water sensing probe. All returns from main, and generator plumbed into reservoir	
	e	Sight gauges on all three tanks	
	f	Each tank to be air tested to 1.81 kg (4 lb) per sq. inch	
	g	Provide baffles on 61 cm (24") centers	
	h	A transfer manifold and Walbro (WLB 6802) fuel pump with timer switch and Racor 900MA fuel filter which can transfer fuel from one tank to another and scrub fuel while transferring. Transfer is also used to fill top part of supply reservoir for consumption testing when main fuel tank level drops below the level of the testing part of the reservoir	
	i	System to be built per PAE design	
3		<b>Fuel pipe and hose:</b>	
	a	Supply lines from tanks to supply reservoir are 1.9 cm (3/4") I.D. with Aeroquip brand fuel hose and swaged fittings	
	b	Fuel line from supply reservoir to main engine filter is 1.27 cm (1/2") I.D. with Aeroquip brand fuel hose and swaged fittings	
	c	Fuel lines from supply reservoir to optional generator to be 1.27 cm (1/2") I.D. with Aeroquip brand fuel hose and swaged fittings	
	d	Vent lines to be USCG fuel certified, reinforced hose 1.9 cm (3/4") I.D.	
	e	Fuel fill hose to be Trident #A2 type, 5.08 cm (2") I.D. US Coast Guard approved	
4		<b>Water hoses:</b>	
	a	Hot water: 1.9 cm (3/4") supply 1.27 mm (1/2") diameter distribution Shurflo brand Shurpex semi rigid tubing or equivalent with all Shurpex red fittings per system drawing	
	b	Cold water: 1.9 cm (3/4") supply 1.27 cm (1/2") diameter distribution Shurflo brand Shurpex semi rigid tubing or equivalent with all Shurpex blue fittings per system drawing	
	c	Sea water hoses: Trident reinforced rubber certified for marine use and provided with double stainless steel clamps below the water line	
5		<b>Water heater:</b> Seaward #S1100 or Attwood 41.6 Liter (11 US gallon) for 220 volt and heat exchanger operation	
6		<b>Thru Hulls:</b> bronze body, stainless steel balls and Teflon seats	
	a	Grounding wire: #6 gauge green wire run to 3.2 mm x 19 mm (1/8" x 3/4") copper strap that runs down both sides of hull.	
	b	Each thru hull to have a clearly visible tag indicating its function	
7		<b>Fresh water pressure pump:</b> One (1) Jabsco Sensor Max VSD #31765-0094	
8		<b>Plumbing fixtures:</b>	
	a	Head sinks: HCG #3371 like N64	
	b	Galley sink: Large double stainless steel sink	
	c	Head faucets: Grohe model #33170 000 chrome	
	d	Galley faucets: Grohe model #33939 1B0 chrome with black	
	e	Shower fixtures: Grohe chrome #28.175 handle	

		#28.631 soap tray	
		#28.620 61 cm (24") shower bar	
		#28.151 non-metallic hose	
		#34.436 mixer	
9		<b>Bilge pumps:</b> per PAE design	
	a	Electric: Par #34600-10 24 volt electric diaphragm pump with Ultra Junior auto float switch #UPS-02 24 volt	
	b	Manual: Edson model #638AL operable from main salon	
	c	High water bilge pump Rule 14,006 Liters (3700 gallons) per hour #16A - mounted in bilge above normal bilge water height including Ultra Sr. pump switch #UPS-01 24 volt and Ultra bilge alarm #A-201-S Surface mount panel	
10		<b>Toilets:</b>	
	a	Tecma "Silence Plus Short" fresh water flush only with 1.9 cm (3/4") fresh water supply	
	b	Head fitted with a Par #45510-1000 Y valve allowing sewage to be pumped overboard or into holding tank	
	c	Holding tank: FRP	
	d	Holding tank pump: Sealand T-24, 24 volt plus Whale/Henderson #BP0527 hand operated diaphragm pumps to be installed in-line with each other per PAE design	
	e	Holding tank fitted with a deck pump out	
	f	Sealand Tank Watch 4 monitoring system	
	g	All holding tank and toilet hoses to be Trident #102	
11		<b>All hoses</b> throughout boat to be Trident brand with CE approval - where practical	
12		<b>Gas system:</b>	
	a	Two (2) Calor propane gas bottles to be installed in gas locker	
	b	Xantex control panel and detection system S-2A and MS-2 sniffer / 24 - 12 volt converter (CVN 24-12)	
	c	Two stage gas regulator	
	d	Trident 'Pig Tail' hoses x two (2) #1014140120	
	e	All necessary pipe fittings and adapters	
13		<b>Showers</b> to drain with 24 volt sump pumps:	
	a	Whale "Gulper 220" #BP1554 24 volt DC 2.5 amp x two (2)	
	b	30 minute timer switch x two (2)	
<b>G</b>		<b><u>ELECTRICAL SYSTEM</u></b>	
1		<b>Electrical panel set</b> consisting of the following:	
	a	Electrical panel x one (1)	
	b	Parallel switch for emergency engine/house battery paralleling x one (1)	
	c	Engine battery shut off switch and panel	
2		<b>Shore power inlets &amp; AC system</b> per PAE design	
	a	Marinco #6371EL-BX Stainless Steel 32A (50A) 230 volt 50 Hz x two (2) - Ships service & A/C.	
	b	Olsun isolation transformer SGS 12 YY-0-15	
	c	All galley, head, engine room and weather deck outlets GFCI type	

	3	<b>Battery and 24 volt DC System</b> per PAE design	
		a Six (6) x 255+ AH (8D) Lifeline batteries for 24 volt house services (765 amp hours) and two (2) additional 4Ds for 24 volt engine starting. There will be two (2) 8D batteries for operation of the bow thruster which will be in the house system for charging only. The engine starting batteries are isolated from the house batteries, preventing inadvertent discharge of the engine starting battery. The main engine has dual alternators: One (1) x 175 amp 24 volt large case for charging house bank and one (1) x 40 amp 24 volt for charging engine batteries. Parallel switches provide for emergency engine starting	
		b One (1) group 31 Lifeline battery with 20 amp 12 volt charger to be installed in pilot house for any 12 volt needs such as communications and vital navigational equipment. There will be 12 volt section on the DC panel for optional 12 volt breakers	
		c Each battery secured with stainless steel tie down rods	
		d Starting for generator will be two (2) group 31 Lifeline batteries in parallel for 24 volt start	
	4	<b>Battery Cable:</b> to be "00" for general battery leads with "0000" for starting and bow thruster	
		a Positive lead to be red	
		b Negative lead to be black	
	5	<b>All wiring</b> used throughout boat to be ABYC color coded - all wire supplied by factory to be tinned wire	
	6	<b>Conduits</b> for future installations	
		a PVC from mast step to pilothouse	
		b PVC from lazarette to pilothouse	
	7	<b>SSB radio ground plane</b> (optional)	
	8	<b>Electrolytic Control:</b>	
		a All thru hulls to be bonded together with a #6 green wire and tied into the 24 volt DC ground system	
		b All hardware mounted below waterline i.e. stuffing box, stern bearing housing, rudder shoe, rudder frame, rudder stuffing box to be grounded into bonding system	
		c Zinc Plates: 5.08 cm x 14.6 cm (2-1/2" x 5-3/4") zinc plates tied into the bonding system (3 total)	
	9	<b>A.C. Generator</b> 10 kw / 50 Hz Northern Lights with sound enclosure	
		a Installed in lazarette	
		b Electrical panel to accommodate AC ship's power	
		c Wet exhaust with Gen-Sep system	
	10	<b>Victron Phoenix Multiplus</b> 24 volt 3000watt inverter / charger with remote panel	
	11	<b>Inverter bypass switch</b> located near inverter for use if inverter should fail	
	12	<b>TV/phone inlet</b> Marinco #PH6592TV-SS phone wired to pilothouse and owner's cabin. TV wired to salon TV locker and owner's cabin	

<b>H</b>		<b><u>INTERIOR FINISH AND INTERIOR EQUIPMENT</u></b>
		Per PAE design
1		<b>Galley</b>
	a	Refrigerator: U-Line Origin model # 1175R (Black) with step-down transformer
	b	Freezer: U-Line Origin model #75F (Black) with step-down transformer
	c	Countertops: Corian with teak fiddles
	d	Flooring: Teak and Spruce with satin varnish
	e	Cabinetry/paneling - teak with 60% gloss varnish
	f	Force Ten # 63356 3-burner with oven - LPG gimbaled.
	g	Bosch Model #HMT 96660B Built-in Microwave oven (Black)
	h	Overhead: individual padded Majalite vinyl panels secured in place with 3M industrial Velcro and easily removable for service of deck hardware and wiring
	i	Locker interior finish: white Formica
	j	Dinette with teak table at aft end of galley
2		<b>Main Salon / Wheel House</b>
	a	Flooring: Teak and Spruce with satin varnish
	b	Cabinetry/paneling - teak with 60% gloss varnish
	c	Dinette table: teak with high gloss finish and "sunburst" design
	d	Furniture: settees as designed with all detail as shown in layout drawing
	e	Overhead: individual padded vinyl Majalite panel secured in place with 3M industrial Velcro
	f	Locker interior finish: varnished teak with satin finish
	g	Cushion fabric to be Ultraleather
	h	Teak valance over side and aft windows to be incorporated into air con soffit like N72
	i	Two (2) chairs with locker in between on port side
	j	Space for flat screen TV on lift at forward end of starboard settee (TV and lift not included)
	k	Stidd "Slim Line" helm chair
	l	Helm station and dash with teak and dark gray laminate finish. Black Majalite covered dash hood
3		<b>Master Cabin</b>
	a	Flooring: Teak and Spruce with satin varnish
	b	Cabinetry/paneling - teak with 60% gloss varnish (high gloss optional)
	c	Bulhead mounted mirror
	d	Locker interior finish: white Formica (varnished teak optional, as on N72)
	e	Foam mattress with cotton cloth ticking
	f	All visible hull surfaces within stateroom (not including locker interiors) - to have horizontal teak staving with satin varnish finish (high gloss optional)
	g	Counter tops teak veneer with solid teak fiddles
	h	Dropped overhead overhead of berth with recessed lighting with book shelves at the sides
	i	Overhead: individual padded Majalite vinyl panels secured in place with 3M industrial Velcro
	j	Hanging locker interior finish: Aromatic cedar
4		<b>Heads</b>

	a	Flooring: Teak and Spruce with satin varnish
	b	Countertop: Corian with teak fiddles
	c	Medicine locker with mirrored doors
	d	Shower pan - white - gelcoated FRP with non-skid including aluminum and glass bi-fold shower doors. Shower overhead panels to be FRP
	e	Overhead: individual padded Majalite vinyl panels secured in place with 3M industrial Velcro
	f	Locker interior finish: white Formica
	g	Exhaust blower: 24 volt Rule 140 on 30 minute timer
	h	Stainless steel towel bars shipped loose
	i	Cabinetry/paneling - teak with 60% gloss varnish
5		<b>Forepeak</b>
	a	Painted with white gelcoat
	b	Drain to bilge through a PVC pipe installed during hull lamination
	c	Shelves at outboard sides for line storage
6		<b>Guest Cabin</b>
	a	Flooring: Teak and Spruce with satin varnish
	b	Cabinetry/paneling - teak with 60% gloss varnish
	c	Overhead: individual padded vinyl Majalite panels secured in place with industrial Velcro
	d	Locker interior finish: white Formica (varnished teak optional, as on N72)
	e	Foam mattress with cotton cloth ticking
	f	All visible hull surfaces within stateroom (not including locker interiors) - to have horizontal teak staving
	g	Counter tops teak veneer with solid teak fiddles
	h	Hanging locker interior finish: Aromatic cedar
7		<b>All locker doors and drawers</b> to have push button style latches
8		<b>All interior stateroom doors and door hardware</b> to be Mobella like N72 including gasket seals.
9		<b>Lighting</b> per PAE drawings
	a	Main overhead lighting throughout: Cantalupi "Walter" 2001 24 volt DC with wall switches for each designated area as shown on plan
	b	Guest cabin reading lights : Cantalupi "Vienna" 24 volt DC chrome x two (2)
	c	Engine room lights: AC fluorescent - two (2) x 61cm (24") dual bulb (#1616K81) switch at entrance to engine room. Lazarette lights: AC fluorescent - two (2) x 61 cm (24") dual bulb (#1616K81) with switch in laz at entrance hatch. Additionally - four (4) x 24 volt dome lights in engine room and four (4) x 24 volt dome lights in lazarette (McMaster Carr)
	d	Exterior dome lights: Cantalupi "Tuna" 24 volt DC #CN20901 x two (2) on aft deck
	e	Navigation lights: Aqua Signal, LED, 24 volt (#32202-7 Starboard, #32302-7 Port, and #32502-7 Stern)
	f	Owners cabin reading lights: Cantalupi "Vienna" 24 volt DC chrome x two (2)
	g	Courtesy lights LED Cantilupi "Storm" 24 volt DC as shown on lighting plan
	h	Vanity lights: Cantalupi "Tebe" 2000 24 volt DC - two (2) at owners sink, two (2) at guest sink and two (2) at owner's stateroom vanity (6 total)
10		<b>All hand rails</b> shown on drawings to be included

I		<b><u>EXTERIOR, DECK HARDWARE AND EQUIPMENT</u></b>	
	1	<b>All horizontal surfaces</b> on deck have a diamond pattern non-skid as shown in deck plan. Standard non-skid to be a contrasting color to parameter deck with the following exceptions:	
	a	Center cockpit to have a Teak grate	
	2	<b>Chocks/Cleats</b> for mooring lines:	
	a	Transom sides: stainless steel with attached cleat - recessed x two (2)	
	b	Stainless steel hawse holes with vertical horns x two (2). Mounted port and starboard in midship bulwarks	
	c	Stainless steel cleat 38 cm (15") at bow outboard of windlass port and starboard with closed stainless steel mooring chocks set into bulwarks port and starboard. (2 total)	
	3	<b>Lower and upper rub rails</b> FRP with a stainless steel cap - rub rails integral to hull	
	4	<b>Ports:</b> Oval 40.6 cm x 17.8 cm (16" x 7") stainless steel ports in hull as shown on design with tempered glass - all hull ports to include four dogs and stainless steel deadlights - Six (6) in hull plus four (4) in the forward trunk cabin (2 each P& S) and one (1) in cockpit well (11 total)	
	5	<b>Stainless steel double bow roller</b> with fore stay chain plate incorporated, to accommodate a 47.6 kg (105 lb.) plow style anchor on starboard roller and the port roller to be designed for a second light anchor or for mooring lines. Roller on starboard side to be slotted for chain and the port roller to be smooth for line - roller to be built per PAE design	
	6	<b>Anchor:</b> 47.6 kg (105 lb.) Stainless steel plow style anchor	
	7	<b>Chain:</b> 122 m (400 feet) of 9.5 mm (3/8") HT chain with swivel and shackle	
	8	<b>Maxwell chain stopper</b> mounted in front of windlass	
	9	<b>Stainless steel rail around foredeck</b> to be 3.2 cm (1-1/4") diameter S/S tubing on top and 2.5 cm (1") on lower horizontal. Pulpit to be double 3.2 cm (1-1/4") diameter S/S tubing with burgee socket	
	10	<b>Stainless steel double railings</b> on side decks, as on foredeck, with opening gates port and starboard	
	11	<b>Stainless steel rail around aft cockpit</b> to be 3.2 cm (1-1/4") diameter	
	12	<b>Windlass:</b> Maxwell 24 volt VWC 3500 windlass to be mounted on a molded FRP base	
	a	Windlass power supplied by separate battery bank consisting of two (2) 8D batteries	
	13	<b>Cabin top hatches</b> to be Lewmar #Ocean 60 x one (1) and #Ocean 30 x two (2). With Ocean Air screens	
	14	<b>Side deck/cabin trunk hatches</b> to be Lewmar 44 with one (1) each port and	

		starboard with screens. (2 total)	
15		<b>Sail / Chain locker hatch</b> to be Lewmar 70 x one (1)	
16		<b>Large lazarette hatch</b> with stainless steel gas shocks for support and two "Orcas" lockable deck latches	Part #9121426-4
17		<b>Lockers:</b> Port side cockpit locker for LPG bottles and system. Starboard side cockpit locker for storage.	
18		<b>Supply Blower</b> for master stateroom x one (1) . Dayton 230 volt #2C915. On/Off wall switch for blower start and stop	
19		<b>FRP dorade boxes</b> with Manship stainless steel cowl vents, and stainless cowl vent protectors at aft end of foredeck to service guest cabin and engine room x two (2)	
20		<b>Windshield wipers</b> - Imtra 2-speed with auto park #RC20991 - use #RC529153 parallel arm x four (4), with window wash system	
21		<b>Horn:</b> Kahlenberg #S-0A air horn with all necessary accessories. Including control panel and suitable compressor	
22		<b>Windows and doors:</b> PCM Custom heavy duty aluminum construction	
	a	Wheel house and side salon windows to be 1.27 cm (1/2") thick tempered glass	
	b	Sliding window for starboard aft salon with 9.5 cm (3/8") glass. Screen and storm plate receptacles on all side salon windows (not including forward curved salon windows)	
	c	Wheel House doors: PCM aluminum - Dutch - four hinge door with window and double dogs in addition to deadbolt and lockset	
	d	Salon door: PCM aluminum - Dutch - four hinge door with window and double dogs in addition to deadbolt and lockset	
	e	Four (4) fixed PCM windows in cabin trunk port and starboard to have 16 mm (5/8") thick tempered glass	
	f	Four (4) forward pilothouse PCM windows to be fixed. Two (2) corner PCM windows to be curved	
23		<b>Transom door:</b> Aritex stainless steel blind dog set. Opens outboard	
24		<b>Hatch in wheelhouse roof</b> to be Lewmar #Ocean 60 x one (1)	
25		<b>Winch:</b> Rule #T20SR-24 volt 24 volt DC winch mounted on underside of boom for dinghy launching. To include wired remote control Note: Weight of dingy, motor and all equipment not to exceed .16 Metric Tons (350 lbs.)	
26		<b>One removable "U" shaped 3.8 cm (1-1/2") diameter stanchion for swim step and optional swim ladder</b>	
27		<b>Stainless steel ladder into lazarette</b>	
28		<b>Teak flag staff</b> and socket on S/S cockpit rail.	

29	<b>Pedestal/Wheel:</b> Cockpit pedestal to be Edson "Classic" Series with 91 cm (36") diameter Destroyer type wheel
30	<b>Stainless steel stem plate</b> 78.7 cm (31") located at waterline. Will include S/S tow eye.
31	<b>FRP Antenna arch</b> at aft end of salon roof
32	<b>Stainless steel ladder</b> with molded FRP steps from aft cockpit deck to salon roof. Opening to have Custom FRP hatch with gas shocks and a single Aritex dog set.
33	<b>Side deck boarding door</b> starboard side only with Aritex blind dog set. Opens outboard with hinge on forward side. (Port side optional)
34	<b>Varnish teak cap rail around aft cockpit</b>
35	<b>Winches:</b>
	a Genoa sheeting winches: Lewmar 54HST chrome x two (2)
	b Main sheet winch: Lewmar 54HST chrome x one (1)
	c Main halyard and Genoa halyard will share one (1) Lewmar CST mounted on deck forward of cockpit
	d Winch handles: Lewmar #29141111 (25.4 cm) (10") alloy lock-in x three (3)
36	<b>Genoa and main sheet cleats</b> to be 20.3 cm (8") Herroshoff style positioned as shown on drawing
37	<b>Genoa control hardware:</b>
	a Genoa tracks to be 2.4 m (8') Lewmar "T" track #2916-6424 Width: 3.2 cm (1-1/4")
	b Genoa car to be Lewmar #29043702 size 3 with plunger
	c "T" track end stops to be Lewmar #29172016 x four (4)
38	<b>Blocks:</b>
	a Main sheet blocks to be Lewmar Synchro #29921051 x three (3) single blocks attached to boom and one (1) Lewmar #29901802 with upstand to be mounted on wheel house roof
39	<b>Mast and boom</b> to be Forespar "Leisure Furl" in boom hydraulic furling system per Forespar/PAE design.
40	<b>Hydraulic function</b> controlled by Lewmar Commander 400 system
41	<b>Standing and running rigging</b> by Furling and Rigging Co.
42	<b>Navtec hydraulic boom vang</b>
43	<b>Head sail roller furling system</b> to be "Harken" hydraulic
44	<b>Sails</b>
	a Full batten main suitable for in boom furling
	b 100% genoa suitable for roller furling system

		<b>* Specifications are subject to change without notice at the builder and designer's discretion</b>	