

TECHNICAL DATA

Model	Noordkaper 47 Classic, Steel centreboard Cutter
Design	Martin Bekebrede
Year of Built	2001
Hull Builder	Mekon Shipyards, Lemmer NL
Interior	Sudsee Yachtpaneling, Makkum NL
Technical Installations	Gebr. Van Enkhuizen, Makkum NL
Hull material	pre-sandblasted grade A shipbuilding steel
Design Category	Class A, Ocean, Certification number ECB 05-12-0833
Length over all	15.52 m (including fixed bowsprit and fixed swimming ladder)
Length hull	14.08 m
Beam over all	4.65 m
Draft	1.55 m / 3.00 m (hydraulic centreboard)
Displacement	28 m ³ , fully loaded
Sailarea	156 m ² , close hauled
Airdraft	21.80 m
Engine	1 x Perkins M115T, 114 hp @2400 rpm
Cabins	2
Fixed berths	4
Total berths	6
Headroom	1,95 m height or more in pilot house, salon, cabins, sanitary units and showers.
Fuel tanks	2 x 500 litres + 1 x daytank (stainless steel) 70 litres = 1070 litre
Water tanks	2 x 350 litres = 700 litre, stainless steel
Grey/black holding tank	1 x 450 litres, stainless steel (all sanitary units + galley are connected) Disposal via pump or deck suction.
Price	Eur 595.000,- VAT included
VAT	Paid
Flag	The Netherlands
Lying	Marina El Portet de Denia, Denia, Costa Blanca, Spain.
Available	Immediate

DESIGN

Typical Dutch cutter with proven outstanding sea performance without any compromise on comfort and perfection. The Marsicht is equipped with modern provisions which enhance enjoyable sailing and live-aboard comfort.

The deck saloon is slightly raised, offering an excellent view from the interior steering position, whatever the conditions are. Wet and cold in the cockpit is history!

The cutter rig of the Marsicht, which has a superb ease of use, allows a respectable speed with a smooth and stable course.

Out of the hatch on the foredeck it is easy to set the gennacker on the extended bowsprit, so that even with a moderate wind the ship will maintain sufficient speed.

For optimal sailing reach the Marsicht is fitted with a hydraulic lead ballast centreboard, enabling the ship to stand clear of the water quite easily and practically erect. With the deep-reaching centreboard down, the windward sailing qualities surpass those of several modern polyester yachts.

SPECIFICATION**1. HULL**

Very solid built out of pre-sandblasted grade A shipbuilding steel, with ECB Certificate and under ECB supervision. Integrated tanks + separate fuel day tank. Two watertight bulkheads (one with wt door). Inside and outside of hull is fully sandblasted.

2. CONSERVATION VARNISH & PAINTWORK

*All 2-component. During refit in May 2013 underwater is fully sandblasted and conserved with 2-component system (International)

In May 2013 total ship has been repainted (spray) with Awlgrip (hull 2x, deck and saloon 3x)

Varnish work: 1 component Epiphanes.

3. WINDOWS, PORTHOLES, HATCHES

Windows Hora, double tempered glass, 10-6-6 mm

Portholes Wigo, welded in, tempered glass, 10mm,

Hatches Lewmar, low profile, sprayed with Awlgrip in same colour as deck

4. PROPULSION

Main engine	Perkins M115T, 114 hp @ 2400 rpm, with waterseparator in exhaust system
Propeller	Maxprop 3 bladed automatic feathering propeller
Bowthruster	MaxPower Hydraulic tunnel thruster

5. STEERING SYSTEM

Double bearing rudder with two levers, one for Whitlock Cobra rack and pinion wheel steering and one for Mamba direct drive autopilot system.

6. INTERIOR

The interior of the Marsicht is very luxury and stylish finished with solid mahogany combined with off-white coloured v-grooved walls and sealings. All doors, lockers and drawers are panelled and also made of solid mahogany.

Next to the owners cabin is the sanitary with an easy to operate electric toilet as well as a comfortable washbasin in a Corean top. Separated by a tempered glass door is the large shower with extra storage space.

The galley is besides beautiful and spacious also very safe in rough sea-conditions. The specially designed bench/table in line with the worktop gives the crew full support and protection during severe weather. The Corean worktop incorporates a large top loading freezer and a double deep sink. Cooking is electric (no gas on board!) with a 4 burner ceramic hob with touch control. The cooking unit is gimballed and incorporates a large combi oven/grill/microwave.

Throughout the ship is plenty of storage space. Just left of the worktop is a cupboard for cookware, food, drinks, etc.. Hatches in the floor are giving access to spaces for the storage of water bottles and larger stocks of drink cans etc.

Opposite of the galley a cosy lounge corner is the perfect place to relax. It has a flatscreen TV and a Pioneer dolby surround system with DVD and aux. input. Two cupboards are available for storage of alcoholic drinks and snacks. The bench of this lounge corner can be easily transformed into a storm bed by assembling a special sail. It protects against falling of the bench in heavy swell or seas.

The two berths in the owners cabin are equipped with electric motors for height adjustments of the mattresses. The large hatch has a build-in fly-screen.

The owners cabin is equipped with a seawater cooled airconditioning.

7. EXTERIOR

Storage for ropes, winchhandle, towage line, and other small items on foredeck in lockable casing, designed for immediate use.

On the roof of the salon lies in a stormproof fixation the lightweight gangway of 2.20m long. An absolute necessity to have on board when sailing in southern countries and the Mediterranean sea

Teak (12 mm!) on decks, roof of salon, cockpit floor and cockpit seats.

Varnished teak cockpit table with flaps and storm proof storage for drinking cups

8. ELECTRICAL INSTALLATION

Service batteries, GEL, 2 x 800 Ah, 24 Volt. In addition 12v and 230 V is available

Starter batteries. 2 x 72 Ah, 24V for the Perkins

Starter battery. 1 x 86 Ah, 12V for the Whisper Generator, with charger.

Mastervolt Whisper 8 kW/1500rpm genset, 4 cylinder diesel

Two Mastervolt chargers and one Mastervolt inverter. The 230V shorepower system has 8kW isolation transformer.

9. TECHNICAL INSTALLATION

The engineroom is situated under the Pilot House and is very well insulated. Apart from the Perkins diesel engine it houses also the air-pressure bilgeswitch and bilgepump, the electric/hydraulic pump for lifting the centreboard, the hydraulic control unit for the bowthruster and the anchor winch, pumps for deckwash and fridge cooling water, fresh water pressure system and junction boxes for electrical wiring.

Under and besides of the internal steering position and chart table in the Pilot house the electrical installation is situated, with easy accessible swithpanels. In a separate absolute dry space you find the chargers, inverters and all the navigation electronics like VHF, AIS antenna amplifiers, etc. including inverters 24V to 12V.

On the other side under the round bench in the Pilot house the Kabola heating system is supplying always hot fresh water for dishwashing and for two showers (at the same time). It also supplies hot water for central heating with radiators and convectors through the whole ship.

10. MISCELLANEOUS

Bathing/rescue ladder	Fixed on stern, with foldable but very stable part for comfortable depth to step out of the water. Steps are covered with teak.
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Cockpit shower	Behind a small hatch in the cockpit, with cold and warm fresh water
Bilgepumps	Bilge Pump in engine room, automatically operated by very reliable (fluid type independent) air pressure bilge switch. Automatic switch operated bilgepump in salon with valves, switchable to several compartments. Manual bilgepump in cockpit, switchable to several compartments.
Gray/BlackWater pump	Whale Gulper 38, for emptying the Grey/Black water tank (on sea, if deck suction is not possible)
Gray water pumps	2 x Whale Gulper 22, for pumping sink- and showerwater into the gray/blackwatertank or outside with valve.
Freezer	Top loading, custom build integrated in worktop, 120 litre, Danfoss compressor is sea-water cooled. (very important in warm sailing area's)
Fridge	Integrated in gallery, 136 litre with external Danfoss compressor
washing machine	built into a cabinet in the bathroom
Stove	4 burner ceramic hob with touch control.
Combi Oven/Microwave	SHARP: grill, hotair and microwave

11. NAVIGATIONAL & COMMUNICATIONS

Radar	Raymarine SL70 Plus Pathfinder Radar with 60cm, 4 Kw Radome.
Autopilot computer	Raymarine type 300 coursecomputer, with Fluxgate Compass connected through GyroPlus 2, RS 130 GPS sensor and 2x autopilot operation panels.
Autopilot drive	Whitlock Mamba direct drive autopilot motor, with a lever mounted directly on the rudderstock.
Wind	Raymarine ST60+ windsensor and 2x Winddisplay (1x ST80 and 1x ST60+)
Sensors	Speed, Depth, watertemperature, Rudder,
Displays	3 x Raymarine ST80 Masterview,
AIS	Raymarine Class-B AIS transponder with active antennasplitter
VHF	Shipmate RS8300
Antenna system	RR Delta DSC-Pacific, combined for SSB-Navtex, VHF, AIS, TV and (FM) radio
Radar reflector	"Visiball" radar reflector on top of mast
Epirb	GME MT403
Navtex	NASA-Marine, Target Navtex PRO-F

12. RIGGING & SAILS

Mast	Hall Spars, Aluminium mast sprayed with AWL grip in Sand White Color.
Boom	Hall Spars/ Leisure Furl, sprayed with AWL grip in Sand White color.
Bowsprit	laminated Oregon Clear
Sails	M.F. de Vries, Lemmer, NL
Mainsail	54 m2, with Liesure furl in-boom furling system.
Yankee	71 m2, electric reefing
Staysail	25 m2, strong sail, can be used as stormjib, easy electric reefing.
Genacker	180 m2
Reefing	Main sail: in boom reefing, jibs: reefing gear.
Winches	4 x Lewmar, electric selftailing winches 2 x Lewmar double speed selftailing manual winches On the Mast: 2 x Lewmar double speed selftailing winches.
Rigging	Dyform
Backstay tension	Hydrolic, manually operated.
Hydrolische neerhouder	Hall Spars, Racing boomvang B-HD

13. EQUIPMENT

- > "Muir" VR 3500 HYD Hydrolic anchor winch with 60 m galvanized 10 mm chain, connected to CQR anchor on bowroller, ready for permanent use. Winch is operated by remote control unit.
- > Extra anchor, Fortress type, stowed near the cockpit.
- > Semi permanent large Bimini
- > Covers for outside steering stand, all hatches, main entrance, bimini, bowsprit, gangway, boom, yankee ans staysail.

- > Two swiveling davits at the stern with dingy and Suzuki 2,5hp 4-stroke outboardmotor. For offshore saling the Suzuki can easily be stored in a special fixation in the cockpit bench.
- > Approved Category A liferaft (BFA 6 persons), tested in aug 2013.
- > Safety equipment and fire extinguishers
- > Owners hand book and three ordners with user info and technical documentation.