

Active Again- Humphreys 54



Length:	54ft	16.5m (54ft)
Beam:		4.41m
Draft:		2.52- 3.53m
Year:		2010
Designer:		Humphreys Yacht Design
Builder:		Hakes Marine NZ
Displacement:		9,300kg
Location:		Brisbane, QLD
Price:		\$400,000

Active Again is a proven IRC performer and excellent platform for racing either inshore or offshore. Currently set up for CAT 1 offshore racing, this is a turn-key racing yacht ready for her next owner.

No expense was spared in the original specification of the yacht which includes all carbon/ Nomex construction, Southern Spar's mast and boom package and all Harken deck gear, winches and hydraulics.

Latest owners have worked meticulously through the yachts systems to ensure all is operating or updated to suit offshore requirements. She is all set and ready for Sydney to Hobart Race.



Fuel Capacity: 120L aluminium fuel tank with fuel supply shut off. Raycor fuel filter fitted

Water Capacity: 2 x 100L water bladders and Katadyn Power Survivor E-40 Water maker (6l/hr)

HIN Number: NZ-HMLOO16J010

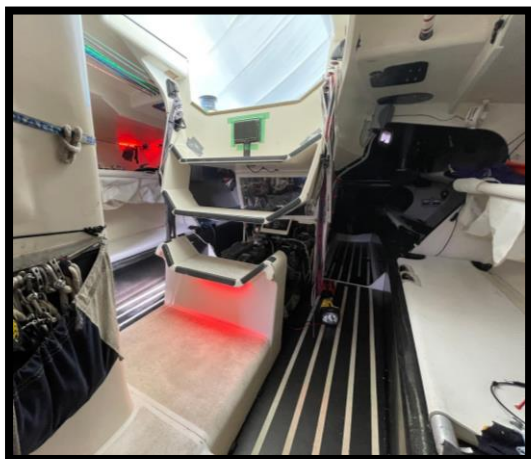
Registration: AHA43Q

Engine Make: Yanmar 4JH4 75hp engine with SD50T sail drive

Fuel Type: Diesel

Propellers: Folding two blade

Keel: Hydraulic lift keel. Machined High tensile steel keel fin and lead bulb.



Construction:

- Hull and deck shells constructed from carbon prepreg and Nomex honeycomb core. Core cell foam in the slamming region as specified by design engineers.
- Bulkheads and longitudinal constructed from carbon prepreg and Nomex honeycomb core.
- Secondary structures including galley, head vanity & toilet base, cabin soles, lockers, navigation table in lightweight infused epoxy panels using E-glass cloths and structural PVC foam. Galley, navigation, saloon table and vanity working tops finished in high gloss clear coated carbon.
- Chain plates, backstay and forestay fittings in carbon integral with primary structures.
- Companionway hatch under deck sliding in carbon
- Carbon bowsprit with twin tack line exit at forward end.
- Carbon mast collar
- Painted hull shell topsides in gloss Awl Grip oyster white with blue and yellow livery
- Hull bottom in epoxy primer or hard antifoul. Fully re-surfaced in 2019.

Steering system:

- Prepreg carbon rudder blade on Autoclaved hollow prepreg carbon rudder stock
- JP3 type 48 rudder bearings
- Clear coated carbon wheels (3 curved spokes) and elliptical pedestals with instrument display and compass mounted for helmsman access
- Wheels connected to large carbon quadrant via dyneema steering cables
- Carbon fibre emergency tiller with composite rudder blade and transom fittings

Deck gear:

- Harken fit out for all hardware such as tracks, blocks etc
- Spinlock jammers for halyards, mainsheet, and spinnaker sheets
- Custom stainless-steel stanchions, pulpit and Pushpits
- Large Lewmar forward hatch
- Some Winmar blocks for high load applications such as mainsheet turning block etc.
- Underdeck spinnaker sheet leads with custom in-deck turning sheaves
- Custom soft padeyes
- Large composite spray hood for companionway (removable)
- Composite helmsman platforms

Winches:

- Harken winches and pedestal/ underdeck drive system to drive primaries, mainsheet and pit winch with added Overdrive function.
- 2 x Harken 650 primary winches
- 2 x Harken 650 ST mainsheet winches
- 2 x Harken 650 ST Backstay winches
- 1 x Harken 650 ST pit winch (starboard)
- 1 x Lewmar 40 ST 2-speed winch (port)
- 2 x Harken MPX carbon grinding pedestals

Hydraulics:

- Sailing Hydraulics by Harken – multi-function lightweight system for all functions controlled by valves on deck and 2 x hand pumps, plus carbon fibre oil reservoir. Functions:
- Vang
- Main Cunningham
- Outhaul
- Jib Cunningham
- Jib car in/out and up/down
- Forestay
- Mast Jack (Enerpac hand pump)
- Hydraulically operated lifting keel, controlled by engine driven pump.

Mast and Rigging:

- Southern Spars Carbon fibre mast with three spreaders and carbon EC-6 continuous rigging. Carbon rigging service completed 2019. Rod forestay and PBO backstays.
- Halyard locks for mainsail, headsail and 2 x mast head spinnaker halyards
- Carbon boom with 2 x Outboard end reef locks
- All running rigging in good working order
- Adjustable mast butt (fore and aft) and internal mast jack for rigging tension adjustment
- Under deck halyard leads and internal turning sheaves to pit organiser
- Harken mainsail track on back of mast and Harken ball bearing slider cars
- Harken twin-groove forestay head foil
- Carbon fibre bowsprit with 2 x tacklines and rod bobstay



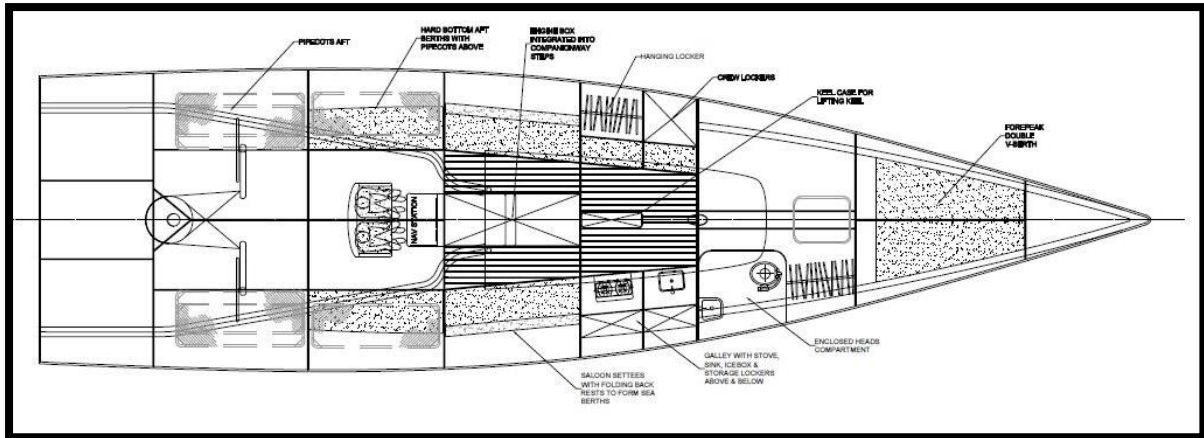
Electrical System:

- 12V house electrical system with 240V shore power and 2 x GPO for running systems onboard whilst at dock.
- 3 x V-Max XTR-27 110 A/hr house Batteries (installed 3/2019)
- 1 x Optima Red 34R 50A/hr crank battery
- 16-breaker digital BEP Marine switch panel with battery status display
- 3 x battery switches, VSR smart charging relay
- LED interior lights and interior LED strip lights
- LED Aqua Signal Navigation lights mounted to bow and stern rails
- Projecta 20A battery charger, shore power cable and cockpit side, waterproof plug.
- 12V fans throughout cabin

Electronics and Communication:

- B&G H3000 instrument package. Details as follows:
 - Carbon Vertical MH unit and speed/ depth sensors
 - Heel sensor, compass, GPS etc
 - 5 x 20/20 displays mounted in Alloy mast bracket
 - 2 x FFD displays on Steering pedestals
 - 1 x GFD display in Nav station
 - 2 x 10/10 displays at backstay winches
 - 2 x A&T MF displays in cockpit
- Simrad NSE-8 Chart Plotter with OP-40 on deck control
- Raymarine V30 Smart Auto-Pilot control and hydraulic actuator connected to quadrant
- Icom ICM-330 VHF radio
- Standard Horizon HX 870 Hand-held VHF
- Icom ICM-80 HF radio
- Class B AIS
- Sony CDX-H910UI AM/FM/ MP3/ USB stereo
- Thrane & Thrane Sat phone
- Panasonic Tough Book laptop with Expedition software etc.





Accommodation: The interior of the yacht is painted in the midships areas. Bunk front/ tops create storage areas along the length of the interior accommodation space, and 6 x alloy framed pipe costs are mounted on each side to sleep crew.

Forward and aft ends are clear carbon finish.

The galley is alongside the mast to starboard and is fitted out as follows:

- Lightweight wire frame gimbaling gas cooker with 2 x burners and gas canisters
- Integral ice box in galley, insulated with 12v refrigeration.
- Large sink with FW outlet
- Storage lockers above with fabric zip-up fronts

Opposite the galley on the port side is further storage lockers.

Forward of the mast bulkhead and to starboard is an enclosed head with manual flush toilet and handbasin. Opposite on the port side is a large hanging locker.

The navigation station with dedicated moulded carbon fibre nav seat is aft of the engine box and features an ergonomic arrangement for navigation and communication.



Sails:

Pin head mainsail	Doyle 2016
Delivery mainsail	Evolution 2019
Squaretop race mainsail	Doyle 2014
Trysail	North 2011
Delivery Jib	Doyle 2015
Jib Top	Evolution 2019
J1 AP	Doyle 2016
J3	Doyle 2012
J3 +	Doyle 2013
J5	Doyle 2012
A0	Doyle 2014
A1.5	Doyle
A2	Doyle 2015
A3	Doyle 2014
A4	
A5	North 2011
Storm jib	North 2011
Spin Staysail	North 2011
Genoa Staysail	Evolution 2019



Ground Tackle and Safety Gear:

Active Again is currently set up for CAT 1 safety and recently competed in the Brisbane to Gladstone Yacht Race (May 2021). Safety gear to be audited as part of buyer due diligence/ survey.

3 x electric Bilge pumps fitted and operational.

Covers and Extras:

Various covers including boom tent, mainsail cover, deck covers plus loads of spares to be audited during buyer due diligence period.

Cradle:

Steel transportation cradle with composite splashers to hold boat with or without keel, hot dip galvanised.



Noted Updates 2019-2021:

- Stripped old anti-foul from hull, faired and re-finished 2019
- Mast removed, stripped, all rigging serviced/ replaced, all other items serviced 2019,2020,2021
- Mast re-wired and new MH wand fitted
- Electrical upgrades including proper 240V shore power input, breaker, charge and cable
- New Bilge Pumps
- Major engine and control service including refurbishment of heat exchanger 2021
- New Hydraulic boom vang 2020
- Lift keel system refurbished 2021

Disclaimer: The company offers details of this vessel in good faith but cannot guarantee or warrant accuracy of this information.

