

60 ft 1995 Sundeer 60, SLINGSHOT

US\$339,000 (A\$460,008)

TAHITI, French Polynesia



Cruising Yachts Specialists



Boat Details

Make:	Sundeer	Class:	Racer/Cruiser	Cabins:	2
Model:	60	Hull Material:	Fiberglass	Berths:	4
Year:	1995	Drive Type:	Direct Drive	Heads:	2
Length:	60 ft 0 in	Beam:	13 ft 9 in	Fuel Type:	Diesel
Price:	US\$339,000 (A\$460,008)	Boat Location:	TAHITI, French Polynesia	Max Draft:	6 ft 11 in
Condition:	Used	Name:	SLINGSHOT		



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HIGHLIGHTS

SECOND TO NONE PRESENTATION.

A PEDIGREE YACHT CONTINUALLY MAINTAINED AND UPGRADED WITH KNOWLEDGE, RESPECT AND DILIGENCE.

EXTENSIVE REFIT 2018 - 2020

3 WATERTIGHT BULKHEADS - EXTENSIVE RANGE OF SAFETY FEATURES

DESIGNED AND EQUIPPED FOR ULTIMATE COMFORT AND OFFSHORE SAFETY

INCREDIBLY FAST PASSAGE-MAKER EASILY TURNING OVER 200NM / DAY WHILE REMAINING BALANCED AND COMFORTABLE ON ALL POINTS OF SAIL

CARBON FIBRE FREE-STANDING MAST FOR SAFETY AND DURABILITY

MAST AND SPARS WERE FULLY RE-SPRAYED IN 2020 AND PRESENT AS NEW

FULL SET OF SAILS IN VERY GOOD CONDITION. FULLY BATTENED MAINSAIL NEW 2018

COMPREHENSIVE LIST OF CRUISING ELECTRONICS AND OFFSHORE COMMUNICATION

12V, 120V AND 220V FOR ELECTRICAL ADAPTABILITY ANYWHERE IN THE WORLD

950W OF SOLAR POWER, 6KWA GENSET AND 2 X 200 A/H ALTERNATORS FOR UNRESTRICTED POWER USAGE AND INDEPENDENCE

ALL THE COMFORTS OF HOME WITH HEATING, AIR CONDITIONING, WASHING MACHINE, WATERMAKER, HUGE GALLEY WITH ABUNDANT FRIDGE / FREEZER STORAGE ETC.

HUGE ENGINE ROOM AND SEPARATE MECHANICAL ROOM

TYPICAL DASHEW DESIGN WHICH OFFERS IMMEDIATE ACCESS TO ALL SYSTEMS FOR SAFETY, REPAIRS OR TROUBLE-SHOOTING.

1100L WATER TANKS WITH CLOSING VAVLE DESIGNED TO ALSO BE USED AS WATER-BALLAST

RELIABLE YANMAR 88HP WITH 950L FUEL CAPACITY FOR IMPRESSIVE RANGE UNDER POWER

6'8" HEADROOM AND WIDE OPEN INTERIOR FOR A MODERN AND AIRY FEEL

DESIGNED AND EQUIPPED TO BE EFFORTLESSLY SAILED SHORT HANDED OR EVEN SOLO

MUST BE SEEN TO BE FULLY APPRECIATED

SLINGSHOT IS LOCATED IN TAHITI, WHICH IS OPEN WITHOUT QUARANTINE TO VACCINATED VISITORS.

PRIVATE VIDEO TOURS CAN ALSO BE ARRANGED WITH THE OWNERS IF YOU WISH.

A VERY THOROUGH VIDEO WALK-THROUGH COMPLETED AT THE TIME OF LISTING (AUGUST 2021 IS AVAILABLE ON OUR YOUTUBE CHANNEL AT NAUTILUS YACHT MANAGEMENT).

Slingshot is a superbly kept blue-water performance cruiser ready for worldwide cruising. She is a perfect choice for a couple or family looking for a well-built comfortable and proven offshore cruiser.

She is a Sundeer 60 designed by Steve and Linda Dashew built by well-regarded TPI Composites in Rhode Island, USA – one of 17 in this line of Sundeer 56/60 yachts and only 1 of 9 of the 60' model. Slingshot is hull number 5. Steve and Linda are legendary offshore designers and sailors who literally wrote the 'book' on offshore cruising: *The Offshore Cruising Encyclopaedia* in addition to many other books and publications.

Sundeer 60's are designed to be easily handled by a couple with a focus on comfort, performance, and safety - a perfect choice for serious ocean cruisers.

Steve and Linda Dashew need no word of introduction as designers and builders of superb pedigree yachts who have established something of a cult following. Few boats compare to their designs, with such names Deerfoot and Sundeer inspiring an almost religious awe for sailors around the world.

Dashew yachts are object of beauty, grace and power who beneath their elegant lines are truly built for ocean conditions. They sit at the exact opposite to production yachts in the way that each and every component of their design and assembly is not subject to a price point but to their motto: quality, strength, durability.

The Dashew's life on the ocean and genius in adapting to its sometimes challenging environment is visible in every trait of their design, from the rigidity of the hull, balance, comfort ratio etc, but also in the modern, enviable interior which never fails to impress with its very much avant-garde for the times search for light, open spaces and optimisation of usable space while at the same time providing an interior that usable in all conditions and conceived to offer the off-watch person somewhere peaceful, dry and safe to rest and recover. At anchor, where most cruising yachts spend 90% of the time, the Deerfoot does not compromise on luxury either, with its easily accessible transom, large and well-protected cockpit, unencumbered deck space etc, while also remaining very easily maintained, in typical Dashew Cruising Spirit which aimed to reduce the amount of time spent on varnishing and cosmetic maintenance to focus on enjoying life on the water instead.

Slingshot is presented to you in turn-key condition, an extraordinary example of a design which both designer and owners should be extremely proud of. As creator, one can imagine how pleased the Dashews would be to contemplate Slingshot today, a real credit to their vision but also to her owners, a family of avid racing sailors who did not want to compromise when searching for a yacht to explore the world with their children.

This Canadian family specifically searched for a Dashew because few boats in the world offered them what they wanted: speed, exhilaration, safety and comfort. Two handed sailing with young children over thousands of ocean miles and sometimes difficult conditions imposes stringent search criteria when deciding on a yacht. They found this and more in Slingshot, and if parting with their beautiful yacht is certain to be an emotional time, they can be proud to pass the flame to a new family who will certainly appreciate Slingshot for the extraordinary yacht she is in a condition that reflect the respect she inspires.

For a bit of info about ourselves, we are a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community. Ex- cruisers ourselves we just strive to help others begin their journey on the ocean. These are tricky times, but our little team are here to help you bridge the geographical gap and surmount Covid restrictions.

If Slingshot has got under your skin, get in touch! Our team can organise a private video viewing with you as well as have all the time in the world to answer your questions, put you in touch with the owners if you wish, assist with organising surveys or expert reports etc.

NYM has a reputation to present to the market only quality cruising yachts in beautiful, turn-key condition, but our real trademark is to work as a team with you and the sellers to ensure a seamless, transparent and joyful experience.

In the Owners Words:

"It has always been a dream for us to own a Sundeer 60. We have followed Steve and Linda Dashew (boat designers, builders, authors, and offshore sailing experts) for years, and when a Sundeer 60 became available during our boat search, we were immediately interested.

As longtime sailors and cruisers with a plan to take our family on an extensive offshore adventure, we wanted a boat that lead the charts in three key areas: safety, comfort and performance. Slingshot scores high in each of these areas and she has been a perfect choice for us.

Sundeer 60's build quality is a critical factor that attracts us to this design. It gives us immense confidence (and comfort) while we are thousands of miles offshore with our family to know that we are aboard a well-built boat. Sundeers are built better and safer in all areas - from hull composition and structure, to the robust rudder

and keel design and in many other areas, compared with any production boat on the market. As semi-custom boats the designers and builders were focused on quality of materials and construction as opposed to profit incentives.

Comfort (both underway and at sea) is an area that is hugely important to us. We were not prepared to give up comfort in the name of performance, which is often a compromise folks are forced make when selecting a cruising boat. We wanted a comfortable platform for our family to live and travel aboard for years at a time. It was critical to find a comfortable interior and exterior space for our family to live.

Slingshot's galley is the best we saw in the multiple boats we toured (including many catamarans!) Her huge fridge and freezer have been a key area for our comfort (we love cooking and enjoying delicious food) while off grid for months on end. And her large counter space makes food preparation easy and enjoyable. We also love her enclosed dodger which is supremely comfortable for our entire family to keep out of the elements and comfortable while underway and while at anchor. The large cockpit area with two seating areas as well as the spacious open concept interior has meant that Slingshot is often the boat hosting others aboard for sundowners and meals.

The salon seating area is open and comfortable, that easily transitions from homeschooling area to meal and entertaining area. The settee cushions are built with high quality foam and we've yet to find another boat with more comfortable cushions.

And the separation of the forward large stateroom and aft double bunked cabin has provided our family with with privacy and our own comfortable sleeping spaces. There is plenty of room for storage and we appreciate not having to be as concerned about weight of our personal items as perhaps we would be more conscious of aboard a catamaran.

We also love the comfort that the 60 feet of waterline as well as her efficient hull shape provides us while underway and at anchor. There have been many times when we have been comfortable aboard Slingshot at anchor whereas other yachts in the same anchorage (including catamarans) are rocking/jerking and uncomfortable with the chop or swell. Furthermore, the large aft swim step and reduced motion at anchor make boarding easy.

We also subscribe to Steve Dashew's quote: "You know your anchor is almost big enough when people laugh at the size of it." We have had a few chuckles when people notice the size (55kg) of our Rocna anchor. We've found it more than sufficient; it held in 50 knots of wind when a tropical storm passed by us in New Zealand, and multiple above 30 knot squalls and stormy conditions. We tend to anchor in windy conditions (we are all avid kite surfers) and we have high confidence in our ground tackle.

Sailing performance is another key aspect of safety and is critically important to us as sailors. When we dreamed of crossing oceans, it was aboard a beautiful sailing yacht, with good performance and the smooth motion of a monohull. Slingshot excels in this area.

For us, it is important to be able to sail efficiently and comfortably both upwind and downwind in order to avoid unfavourable weather and to minimise time on passage when exposed on long stretches between destinations. Slingshot easily sails in lighter winds (from 6 to 8 knots of wind we will nicely beam or broad reach doing 5 knots). As the wind picks up, Slingshot comes into her own and with speeds of 8 to 12 knots on a consistent basis from upwards of 12 knots of wind. Upwind Slingshot does 7 to 8 knots depending on sea state. We budget for 175 mile passage days and have had numerous 200 plus mile days.

We have been incredibly happy with Slingshot's performance and comfort while passage making. It took us a mere 16 days from Mexico to reach the Marquesas, with multiple 200 plus mile days of consistent, comfortable tradewind sailing. This compares with (upwards of 20 to 30 days for most other boats we crossed with of the same distance). And when Covid hit while we were in New Zealand, we were able to confidently make the choice to sail the 2200 miles during winter back to French Polynesia, avoiding hurricane prone Fiji and make good upwind performance when required, reaching our destination of Papeete in 14 days. This was not an option other cruising

yachts (catamarans and monohulls) facing the same situation felt comfortable tackling. We knew Slingshot was more than up to the task.

Our ample fuel tankage (1000 litres and efficient motoring (we budget 2-2.5 liters per hour) allowed us to keep making mileage between passing troughs and kept us moving away from what turned out to be a significant low that we would have had trouble with had we not been able to maintain good consistent speed in all conditions. (We can send you a link to our blog for our winter passage from NZ to Tahiti as an additional source of information if you like).

The fact that the Sundeer 60 is designed with the goal of having two people or one person being able to handle her underway is also a feature that is important to us. With a young family aboard there have been many times that one of us has had to do sailing manoeuvres single handed. With the three electric winches, reefing lines lead back to the cockpit and strong and reliable autopilot and well-balanced boat, this has been safely manageable.

We also love the fact that Sundeer comes equipped with fresh water tanks that are outboard on either side of the boat with a cross-linked gravity fed plumbing system that allows water to be transferred from one side to the other to reduce heeling, stiffen the boat and add to comfort underway. We use this feature on almost every passage on all points of sail. We notice the immediate reduction of roll and heel when the windward tank is full. And the boat is not tender – we generally don't heel more than 15 degrees while close hauled, and this makes for a very comfortable upwind motion and performance.

We've had an incredible adventure on our three years aboard Slingshot with our family and have cruised from Point Roberts, Washington, down the coast of the United States, to Mexico, French Polynesia, Suvarrow, Samoa, Tonga, New Zealand and now back to French Polynesia. It's now time for us to return to land life and we will be very sad to say goodbye to Slingshot. I don't think we will ever find a boat more comfortable that meets our objectives in all areas than Slingshot."

Information & Features

1995 Yanmar 4JH2-DTE (Engine 1)

Type:	Inboard	Drive Type:	Direct Drive	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	88 hp	Folding Propeller:	true
Hours:	4216	Propeller Type:	3 Blade		

Dimensions

LOA:	60 ft 0 in	Max Bridge Clearance:	64 ft 7 in
LWL:	59 ft 2 in	Min Draft:	6 ft 11 in
Beam:	13 ft 9 in	Max Draft:	6 ft 11 in

Weights

Ballast:	6,591 kg
Displacement:	17,500 kg

Seating

Liferaft Capacity: **6**

Tanks

Fuel: **950 l**
Fresh Water: **1,100 l**
Holding: **164 l**

Accommodations

Single Berths:	2	Heads:	2
Double Berths:	1		
Cabins:	2		

Other

Hull Shape:	Monohull	Builder:	TPI Composites in Rhode Island, USA
Flag Of Registry:	Canada		
Designer:	Steve Dashew		

The Salon

When people step inside Slingshot's interior space, their first comments are often, "Its so wide and open" and , "Wow that is a large galley and cooking space".

The Sundeer 60 has a wide-open interior space with plenty of natural light that streams in from its 4 large hull windows in the salon area which provide nice views at anchor and while underway, as well as the two large opening hatches above the kitchen and salon table. With 4 dorade vents and 4 opening hatches in the salon and galley area, there is an airy feel with good ventilation.

Slingshot has 6 feet 8' inches of headroom throughout which makes the interior space comfortable and airy.

The interior living space is completely separated from the large aft mechanical area and large forepeak storage area by watertight bulkheads fore and aft. This is not only an excellent safety feature, but also provides welcome separation of the living area from the sound and any potential odours of large machinery and equipment or sails stored in either of the two areas. It makes for a fresh and open interior space and allows for easily accessible areas for gear storage and equipment maintenance and access.

The salon has a brand new (2021) leatherette upholstery on all of the interior seating areas which gives the entire area a bright, clean and spacious look. It has a light texture, luxurious feel and is easy to wipe clean. The good quality foam and lumbar support of the cushions provide for an extremely comfortable seating area to entertain and relax in. Each side of the settee also provides for large extra births at sea or at anchor. It is also possible for the table to be lowered if another large sleeping area were desired for guests.

The entire headliner throughout has light vinyl covered panels attached with velcro which allows for easy accessibility of any deck items from the underside as well as easy to clean.

There are four large fold-up cupboard areas that provide for ample, easily accessible storage, as well as 7 large under seat storage compartments. Two built in bookshelf areas on either side together with a large bulkhead area to showcase your favourite art piece and four halogen spotlights above the salon table make Slingshot's salon area feel elegant, spacious and modern.

The Salon area is also functional underway, with ample handholds from the ceiling, fiddles throughout and two large comfortable sea-berths on either port or starboard if required.

The beautifully varnished teak trim and varnished floors balanced with light-coloured walls, table, provide for a modern open concept feel.

The cabin sole is teak overlaid on marine plywood and very solid. All the lighting is LED for good power conservation with the exception of halogen spotlights over dining area.

There is also air conditioning with reverse cycle heat as well as a Webasto diesel heater. All of the ship's equipment is well installed.

The Galley

The Galley is large with ample counter space, large double center-line sinks, extensive storage and extremely large and well insulated refrigeration and freezer areas. The deep cherry fiddles with the light-coloured Corian counter tops provide functional usability while at sea and a pleasing open design and modern look while at anchor.

The u-shaped galley provides for a safe area to cook and prepare meals while at sea. There is a large deep pantry area, 5 deep storage drawers, and ample cupboard areas to store dishes, pots, pans, food and kitchen related items. Each cupboard has a double locking mechanism to ensure it stays closed underway.

The fridge area has two levels with two access doors to allow for ample storage and accessibility.

- Gimbled gas oven with 3 burner top with solenoid on-off switch for safety
- Large freezer (3.3 cubic feet) and fridge (3.3 cubic feet) which runs on both 12 V and 220 V separate systems.
- 8 inches of insulation surrounding the fridge and freezer areas
- Glacier Bay 12V Compressor(new 2018)
- Double stainless steel deep sinks with single lever mixer faucet with spray or solid flow options, pull out for extra length (new 2018)
- Under-sink carbon water filter
- Under-sink mounted soap dispenser
- Generous stowage space in 5 pull out drawers, large pantry with 5 deep shelves, four cupboards, and two above counter storage spaces for plates and more food storage.

Staterooms

Slingshot has two spacious staterooms. Her design concept is to suit a couple, with a large forward, walk around queen sized bed, for comfort while at anchor, and a mid-aft stateroom with offset comfortable bunks for comfort while underway.

Her current owners have been cruising comfortably with their family of four for the past three years with the children using the aft cabin and the interior and exterior side settees used as berths underway, or the forward stateroom cabin can also be comfortable in downwind conditions.

Forward Stateroom:

The forward stateroom, has a comfortable queen sized, walk around bed with his and hers closet and clothing storage cupboards. There are two large pull out drawers for storage under the bed, as well as extensive additional under bed storage.

The forward wall extending from the headboard is covered with a mirrored acrylic which gives the space a wide-open feel. There are two dorade vents which provide excellent ventilation and air flow, combined with a large opening Bomar hatch which makes the area open and fully air conditioned with natural air.

Each side has book shelving areas along with individual reading lights.

The two long hull windows, each with their own pull-down privacy blinds provide plenty of natural light and nice views. The port side has a sink, mirror, and storage cabinet. There is an adjoining private head with storage and shower as part of the forward stateroom.

Aft Stateroom:

The aft stateroom is designed to provide a comfortable sleeping space while underway and while at anchor.

It has two offset long bunks, each with its own light and fan. They are spacious and comfortable. The upper bunk has an adjacent long hull window which provides pleasing views and light to the entire room. It is also equipped with a privacy blind.

There are three opening cupboards with deep storage shelves, a dorade vent and two opening window hatches, one to the cockpit area, and one to the port side deck. A mirror over the cupboard and cabinet adds to the open feel.

Heads (Bathrooms)

Slingshot is equipped with two heads, one larger aft on the starboard side and another head on the forward port side.

The aft head has a La-Vac toilet (new 2018) with a an electric diaphragm pump (new 2020). There is also a manual flush option. The toilet system is quiet, clean, and the diaphragm pump with long flush period (45s) greatly reduces any potential calcification build up. The diaphragm pump is is vastly superior to other macerator type systems that are often used aboard yachts that have the problem of clogging regularly – not the case for Slingshot. The vanity, mirror and under- sink area is a housed within a clean white built-in gelcoat counter and cupboard area, and there is a separate stand-alone shower. The shower is equipped with a temperature mixer shower faucet with good water pressure and keeps a consistent temperature. The Baby-Nova washing machine is nicely built into an opening cupboard unit and plumbed into the shower drain area.

The result is a generously sized head and shower area with pleasing lines and comfortable ergonomics.

The forward head is an enclosed shower and head area with a large double deep storage cabinet.

Hull

Slingshot is an exceptionally well built offshore cruising yacht built in the USA by TPI Composites. Both the deck and hull, above and below the waterline, consist of quadraxial and biaxial glass cloth set in vinylester resin, vacuum-bagged over a balsa core using TPI's proprietary SCRIMP resin-infusion process.

Vinylester is vastly superior to polyester resin (polyester is what most production boats on the market are built with) as vinylester has superior strength (25% stronger to polyester with equal weight) and superior elasticity (greater ability to stretch under load).

The Sundeer 60 is heavily reinforced in the bow, centre-line, and waterline (for the bow 17 layers of uni-directional and bi-ax cloth which is equivalent in impact strength to 3 inches of solid conventional laminate). Added to this, the Sundeer 60 has a collision bulkhead and three water-tight compartments.

The keel grid has been built to four times the safety requirements as set out by ABS (American Bureau of Shipping Standards), and the rudder two times the amount.

The result is an exceptionally strong yet light weight hull, easily driven and ready to cruise offshore with confidence.

The Cockpit and Deck

The Sundeer 60 cockpit design is optimised for use of a couple underway. Cockpit seats are long enough so that you can sleep on them if desired. All sail control lines have been brought aft so that it is possible to steer the boat and handle the sails without leaving the safety and comfort of the cockpit.

An autopilot control box is easily accessible within the comfort of the dodger (there is a second control port for the autopilot at the navigation station), equipped with a dial that allows full steerage and control of the boat at sea or while docking, as well as controls for one degree or more movements.

Slingshot has a custom-built aluminium frame hard dodger with new acrylic glass (2018) and three opening hatches allowing for good protection from the elements while underway or at anchor, and also good ventilation when desired.

There are 3 Anderson 46 two speed electric winches and 2 Anderson 28 two speed regular winches. The electric winches provide ease of hoisting halyards, reefing and trimming the sails. The main sheet has its own dedicated electric winch which provides for ease during gybing with the ability to bring the main to center line prior to any gybe which allows for a gentle movement of the main across the boat to reduce loads on gear and provide for easy comfortable gybing in varied wind conditions. The ample rudder is fully able to manage the boat downwind with the main centre-line prior to gybing.

The cockpit is well set up for entertaining a large crowd. There are two seating areas with an attached folding teak table which can be positioned in two different seating locations. The back raised deck seating areas come with two extremely comfortable deck marine chairs (new 2018) which can be utilized for entertaining and relaxing while at anchor, and while underway on the back aft mid and port side. There is also a large deck mounted storage area which provides ample storage and additional seating on the back deck.

The swim grid and boarding area of Slingshot provides a functional multi-use platform. It has a large stable ladder for climbing on board and welcoming visitors and guests. There are three large stainless grab rails which provide easy handholds. The lower swim-grid is also a safety feature which allows for ease of retrieving a person in the event of a man-overboard incident.

The current owners use the swim-grid as a launch and landing platform for kite surfing. The aft deck provides ample room for this purpose and a safe and efficient launch area off the swim grid.

The cockpit also provides access the aft mechanical area through two large access hatches. Slingshot also has a dedicated propane locker with 2 ten-kilogram tanks (new 2017).

Slingshot has a sleek and modern side profile. With the free-standing carbon mast, there are no shrouds or rigging leading down to the deck which provides for an uncluttered profile and open deck area.

The 36 inch high stanchions (considerably higher than a standard production yacht) provide for enhanced safety. The deck is configured to route all rainfall water to the tank fills to back up the water maker.

Slingshot's cockpit and deck features include:

- Aluminum frame custom solid dodger
- 8mm Acrylic glass on dodger (new 2018)
- 3 Electric Anderson 46 Winches, 2 speed,
- 2 Anderson 28 - 2 speed winches
- dedicated propane locker with 2-ten kg propane tanks
- 2 large access hatches to the aft mechanical area
- Fold up Boarding ladder
- Aft cockpit shower and hose.

- Aluminum toe rail with cutouts for attaching anchor straps for blocks including preventer
- Stainless Steel bow pulpit
- Stern rail 1 ¼ SS
- High stations 36" 1 ¼ Stainless Steel
- Ten dorade boxes
- Eight opening Bomar Hatches in excellent condition- fully refurbished in 2018 with new paint, glass and seals.
- Double lifelines
- Edson wheel
- Main traveler
- New Dyneema running rigging (halyards, sheets etc. 2018 to present)

Machinery and Electrical

Slingshot comes well equipped and ready for immediate offshore passage making and living aboard off-grid with a comprehensive mechanical and electrical inventory.

Slingshot's electrical system is designed for self-sufficient world cruising. The water-maker, fridge/freezer and electronics run from the 950W solar system 95% of the time (in sunny weather). The 6KW 220V generator is used occasionally (on consecutive cloudy days) or when using the air conditioning.

As well, Slingshot has a 2000-Watt pure sine wave inverter at 120Volts for domestic needs. This allows the washing machine and domestic power items (ie. waffle maker, curling irons and electric blenders etc.) can be used as desired without requiring the generator.

A stand-out feature of the Sundeer 60 is the exceptional space for machinery and systems in the aft mechanical compartment fully separated from the main living area by a watertight bulkhead. All this space is contiguous and allows for excellent access to service the main engine, generator and multiple systems. Access is through a very large starboard cockpit locker hatch and an aft deck hatch. Repairs and service can take place without disturbing any interior living space.

The mechanical inventory includes:

- Northern Lights 6KW Generator 220 V, 1075 hours
- Spectra Newport 400 Watermaker 400 gallon per day watermaker; vain pump rebuilt (2021), recovery unit rebuilt and new membrane (2018)
- 220V fridge/freezer systems.
- Glacier Bay 12V Compressor(new 2018)
- stainless steel 20 gallon hot water tank.
- Webasto Diesel furnace for heating and hot water

In addition, Slingshot is wired to run with 12V, 120V and 220V outlets with a 60Amp charger that can run anywhere in the world - a huge advantage when world cruising. There is also an isolation transformer to only allow clean power inside the boat. This prevents damage from any power surges or inconsistent power supplies at marinas.

12 Volt Ship System:

- 950 Watts of Solar with midnight solar controller
- Ship batteries include 12x 2 volt lead acid traction battery bank (900 amp hours) installed in the keel stub, low and centered (new 2018)
- House Bank Charging via Main engine twin 200 amp alternators (400 total amps)
- 1 x 75 amp engine battery alternator
- 1 main engine start battery
- 1 generator start battery
- DC Electrical panel
- LED deck lights for navigation, Anchor light
- LED cabin lighting throughout (with exception of 4 halogen spotlights over salon table)
- 12v outlets
- USB charging outlets
- 12v refrigeration
- Deck wash/anchor wash
- Cockpit shower hose

- Three electric bilge pumps, one in each compartment

120v System:

- 2000 Watt pure sign wave inverter
- 2 outlets

220v shore power system:

- Pro-mariner 60 amp charger
- 220V fridge/freezer system
- Power cords: one 50 amp cable and one 30 amp cable
- AC breaker panel
- AC outlets -6
- Air Conditioning (Cruise-Air) and reverse cycle heating air system
- Washing Machine

Adaptors for overseas connection to AC power: Special 230v 16amp/32amp adaptors for overseas connections. This is a huge bonus if you are going to circumnavigate.

Electronics

Slingshot's navigational electronics include a Panasonic Toughbook loaded with Open CPN, charts of the world, google earth images of the Pacific and cruising guidebooks to Pacific., as well as a backup GPS.

As well, Slingshot has a Vesper marine AIS transponder and receiver with a visual and audio proximity alarm wired into the cockpit area.

Slingshot is well equipped for offshore communication – with an Iridium Go! satellite communication system (with two inactivated predict wind sim cards) as well as a Single Sideband Radio and tuner to provide redundancy.

Slingshot also comes with a robust WH auto-pilot with inbuilt redundancy. In the words of Steve Dashew, “the WH auto-pilot is the fastest acting, best steering and most reliable pilot we've found.” (see p. 63 of the *Cruising Encyclopedia*). The auto-pilot is designed to steer the boat in breaking wave conditions with twin half horsepower hydraulic drive units. These two hydraulic independent drive WH AP-4 auto pilots are both permanently connected. If one hydraulic unit malfunctions, the second hydraulic unit is fully capable of steering the boat. The auto-pilot system is designed to have low power consumption with the hydraulics locking the rudder in place (dynamic braking) when not in use to save power. Slingshot's balanced hull design further reduces steering and auto-pilot use. There is a section on page 63 of the *Cruising Encyclopedia* that further details the Sundeer auto-pilot system. The current owners report sailing on a close-hauled course in 15 knots of wind, doing 7 knots of boat speed when the auto-pilot was inadvertently put on standby and the boat continued sailing on straight course for ½ an hour before anyone noticed. This is a testament to Slingshot's balance under sail.

The WH autohelm hydraulics was fully refurbished in 2018 and both motor control boxes were sent back to WH who professionally refurbished the system in 2018. In addition, the compass was upgraded to a new 9 axis gyro compass in 2018.

A summary of electronic equipment includes:

- Icom SSB M802 (Single Sideband Radio) with new radio antenna wire installed 2021
- Icom ATU 140 (Tuner)
- Standard Horizon Eclipse VHF (new 2018)
- Simrad 3G 24 mile radar (new 2018)
- Vesper marine AIS with external gps antenna (new 2018)
- ACR Globalfix EPIRB (new 2018)
- Panasonic Toughbook with Open CPN, charts of the Pacific and google earth images of the world, guidebooks to Pacific., backup GPS.
- Autohelm ST50 (wind, speed, depth)
- Bluetooth, USB stereo with 4 saloon and cockpit speakers
- Propane gas solenoid
- Safe-T-Alert – Fire, fume and bilge high water alarm (Marine Technologies Inc.)

Anchoring

Slingshot has a robust anchoring system. Her anchoring equipment inventory includes:

- Maxwell 2200 windlass with new motor (2019) with spare motor (rebuilt in 2020).
- Rocna 55kg anchor
- Fortress 85 spare anchor
- 40 meters of 10mm lofran chain (new 2020)
- 100 meters of one inch yacht braid anchor rode
- 100 meters of one 1/8 inch yacht braid anchor rode

Sails

Slingshot has a full sail inventory including:

- Dacron fully battened mainsail with double ply leach, triple reefing points. (good condition)
- NEW (2018) dacron fully battened mainsail with triple reef points. (Brand new spare kept intact as the mainsail being used is still in very good condition)
- Sunbrella Stackpack for mainsail (new 2018)
- 1 dacron jib
- 4 oz dacron code zero (with continuous line furler)
- 1.5 oz asymmetrical spinnaker (150 square meters) in sock
- Storm jib

Rigging

Slingshot has a free-standing full carbon fibre Forspar, factory installed (by TPI) mast. The benefits of the Forspar carbon free standing mast are primarily its strength, lighter weight and longer service life. Carbon masts have double the life of traditional aluminum masts as they can withstand double the number of load cycles of aluminum. As well, there is no requirement for a costly standing rigging refit every ten years. Nor are there any corrosion worries or concerns about small rigging items breaking underway causing catastrophic mast failure.

The tapered mast stands 75 feet from the waterline and gives Slingshot an elegant profile. The mast was repainted in 2020 with a two-part polyurethane paint.

The stainless steel forestay (1x19) was newly installed in 2018, as well as new Dyneema running rigging (in 2018) and a Harken Roller Furler which was refurbished in 2018.

Safety

Slingshot comes equipped with several safety features and equipment including:

- Edson Manual Emergency Bilge Pump (30 gallons per minute)
- ¾ horse power electric emergency pump (60 gallons per minute)
- Emergency steering tiller
- 3 x electric bilge pumps
- Viking 6-person life raft with hard case (new 2018)
- ACR Globalfix EPIRB (new 2018)
- Iridium Go Satellite Communication Device with external antenna (new 2018)
- First aid kit
- LifeSling MOB device
- Man Over Board Module (8A)
- Engine room automatic fire suppression halon system
- lifejackets / harnesses
- fire extinguishers
- Fire blankets

Tender

Slingshot comes with an Inmar 3.4m Hypalon dinghy with aluminum floor (new 2018) and a 20 Horsepower Suzuki outboard engine (new 2018). The Inmar dinghy has 19-inch diameter tubes (larger than regular size) which provides for a drier and more comfortable ride. The dinghy may be equipped with a centre console if required.

Under way, there is room to store the tender (with engine affixed) securely amidships behind the mast and in front of the dodger area. It is easily hoisted and lowered with the main halyard using the electric winch and eliminates the need for any davits and keeps the transom area uncluttered and easily accessible.

Recent Upgrades (2018 refit)

- New main starter motor (old one rebuilt and kept as spare)
- New spare windlass motor
- New LED Navlights
- New LED interior lights
- New 900 Amp hour traction batteries
- New composite battery boxes
- All heavy duty Bowmar hatches completely rebuilt and refinished (9): new 8mm acrylic glass, new seals, and beadblasted and new IMRON paint applied.
- New (1 x 19) Stainless Steel Forestay
- New Toleron ball bearings in Harken Roller Furler
- New EPIRB
- New 6 person Viking Liferaft
- New Vesper AIS
- New Inmar 3.4m Hypalon dinghy with aluminum floor
- New 20 Horsepower Suzuki outboard engine
- New 3G Simrad Radar
- Refurbished WH autohelm hydraulics and motor control boxes (sent back to WH who professionally refurbished system); new 9 axis gyro compass
- 2000 Watt Aims pure sign 120 V inverter
- 945 Watts of Solar with midnight solar ** (Boat 95% self sufficient on solar)
- New Glacier Bay 12V Compressor (refrigerator system refurbished)
- Refurbished 2x 200 Amp hours alternators (house bank)
- New cutlass bearing (2018)
- New 8ml acrylic glass on dodger
- New freshwater pumps (5)
- New LeVac toilet manual, upgraded to electric flush in 2020
- All plumbing hoses replaced
- All new fresh water hoses replaced with carbon filtration system for drinking water
- Spectra Newport 400 Watermaker 400 gallon per day watermaker; recovery unit rebuilt and new membrane.
- Iridium Go with external antenna.
- 1.5 oz asymmetrical spinnaker, 150 square meters (2020)

Spare Parts:

Slingshot comes with a number of spare parts ready aboard including:

- House Bank Alternator and regulators
- Heat Exchanger
- Injectors
- Injector lines
- Full gasket set

- Shop Service Manual
- Starter motor
- Shaft and propeller zincs (three full sets)
- Many other plumbing, filters, impellers and other miscellaneous pumps and equipment

Potential Maintenance and Improvements for Future Owner:

Slingshot is immediately ready to go offshore cruising and there are no major improvements imminently necessary. The significant refit in 2018 and continued maintenance has Slingshot in turn-key condition.

Upcoming work for Slingshot will be to apply an additional coat of anti-foul at the next haul out opportunity. In the clear waters of French Polynesia, the boat requires a scrub every 4 to 6 weeks. If the boat were to return to subtropical waters, the growth would likely increase and scrubbing required more frequently. The boat currently has top of the line paint: Petit Trinidad hard ablative and it is still functioning extremely well. Also, while Slingshot's instruments (wind, speed and depth) are functional and work well, some may wish to budget an upgrade to a more recent version.

Engine

Slingshot has a 4 cylinder Yanmar turbo inter-cooled diesel. The engine has been well maintained throughout its life. Maintenance list within the last three years includes: primary and secondary fuel filters replaced, two coolant flushes, transmission oil change, heat exchanger cleaned twice (last time in 2020), coolant flush 2x, valve adjustment 2x, oil changes every 150 hours, dual raycor filters changed at 2750 hours. The engine has also been kept well painted and rust free. The engine currently has 4200 hours and runs well without issue. On the Sundeer forum, one owner notes he is replacing his engine after 11000 hours, which indicates the long life available for these engines. Over the past three years, the current owners have put 1400 hours on the motor, which is a testament to Slingshot's easy sailing.

Disclaimer

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