



INVENTORY WARWICK 65 FT "PAWIKAN"

Type: Pilothouse Cutter With Centerboard

Rig: Cutter

Designer: Warwick

Flag: Antigua

Builder : Offshore Boat builders, Temperzone, New Zealand

Length on deck : 65'

Length overall ; 70'

Beam : 18'

Draft : (Board up) 6'

Draft : (Board down) 12'6

Length of waterline : 50'

Displacement: 86,000 #

43 Tonnes

Ballast (lead) : 26,000 #

13 Tonnes

Sail Area : (main) 936 sqft

(fore) 979 sqft

Total : 1915 sqft

Construction : Fiberglass

Tankage : Fuel : 750 gallon in stainless tanks (tanks need cleaning)

Water : 350 gallons in 6 fiberglass tanks.

ACCOMMODATION :

Owner's suite plus two double guest staterooms plus two crew berths.

Starting forward is a fore peak just aft of the chain locker with extensive storage or two crew berths. This area is accessible through a large deck hatch.

This area houses the retractable hydraulic bow thruster, and DC hydraulic power pack

and the deep freezer. The aft bulkhead of this area is watertight from the main accommodations.

Starting forward in the main accommodation, there is a very large owner's suite forward with an en-suite head and separate shower. This area, as through out the yacht is finished in cream polyurethane with beige "faux cuir" walls, and hazelnut beige New Zealand wool carpets, that are bound and fully removable. The bed is designed for a standard "king size" mattress. Presently installed is a "memory foam" type mattress less than 1 year old. There is a large mirrored vanity and a large settee convertible to "over and under" berths if necessary. This area has 3 ports and one large deck hatch. The head room is 6'9" or greater.

Aft of the master suite, amidships where the full beam and depth of the vessel is evident, there is the lower salon and galley. The head room in this spectacular area is 11', finished in cream polyurethane, and illuminated by the pilothouse windows, 6 ports and two hatches it is incredibly spacious and gives the feeling of 80 or 90' yacht. The galley is on the starboard side and is 11' long plus the pantry. It has extensive storage and counter space equivalent to most apartment size kitchens.

The galley equipment comprises one 60 liter, 24 DC refrigerator, one 4.5 cuft 24 DC refrigerator/freezer, one Broadwater Marine 4 burner propane stainless stove with oven, one 220 V combo convection-microwave oven, one 4sqft hard rock maple cutting board, one 4'X16' stainless double sink with drain board. The galley sole is finished in hard rubber flooring.

Opposite the galley is the lower salon settee, round and finished in forest green velvet. The table is African Paduk and has two folding leafs. The settee seats 10. The port wall has large book shelves and the aft bulkhead is decorated with a beautiful half-model of the yacht. The carpets are light brown New Zealand wool woven in a "sisal look". One can go aft into the additional accommodation, or up into the spacious pilothouse. The stairs are finished in teak.

On the starboard side is one guest state room with over and under berths and small vanity and storage. This area has two ports the head room is 6'3" or greater.

Opposite is the engine room with standing headroom, a small workbench, vice and tool storage. This area houses the main engine, generator diesel hydraulic system, water maker, hydraulic dive compressor, and their associated controls and equipment. Access is excellent throughout, and the sound proofing is extensive, with both lead sheets, foam rubber, and fiberglass insulation. The sound levels with the main engine and/or

generator are very low through the vessel.

Aft to port is a double guest state room with a queen berth and an-en suite head and shower. This stateroom is very spacious, with extensive ventilation, 3 ports and ample storage.

ACCOMMODATION CONTINUE :

Opposite on the starboard side is a large “utility” room with a full stand up shower, a stainless “utility” sink, a full-size combination washer/dryer, a “wet” area for dive equipment/wet suits etc, and a vacu-flush toilet.

Aft is the large companion way to the stern cockpit and folding transom stairs/ swim platform. This cockpit has seating port and starboard with very large storage areas under the seats. These areas also house the “water chill” air conditioning compressor, and a fill station and storage for 12 dive bottles.

Finally, the pilothouse is over the engine room and starboard guest stat room with access outside through double doors on the aft bulkhead. This area is probably the most popular in the vessel with the full 360 degree visibility through large slightly tinted windows. The finish is cream polyurethane with white wool carpets. The forward third of the pilothouse is open below to the salon and galley through a beautiful 10’ oval opening. The navigation area is on the port side and comprises a helm station with all the vessels electronics and system controls, chart table a small settee. The starboard side has a large settee which can double as a quarter berth on watches. There is one overhead hatch which allows a good view of the main sail from the inside helm position.

All the interior joinery is in the famous New Zealand Kauri wood and has been completed to the highest standards with many carved details elaborate and practical details.

CONSTRUCTION:

The fiberglass hull and deck was built by offshore marine in New Zealand to an ABS certification. The vessel has an ABS certificate for hull construction dated 1989.

The vessel was built as a "one off" custom vessel of polyester resin with glass filler reinforcement.

The last several laminations of the hull were laminated with epoxy resin and all fairing compounds were epoxy fared.

The hull was "post-cured" prior to completion.

The vessel has an extensive framing system of rings frames and longitudinal frames all constructed in fiberglass with doublers or diagonals in high stress areas. This construction is to the highest standards for fiberglass construction and the vessel is incredibly "solid" at sea; see construction details.

The pilothouse is welded 5086 aluminum construction and is bolted to the fiberglass deck.

The rudder is welded 316 stainless.

The decks are fiberglass

CENTERBOARD:

The centerboard is of fiberglass/ foam construction with a slightly positive bouncy. It is operated by a hydraulic ram and rotates on a 3" 316 stainless shaft. On each side of the centerboard trunk are 2 nylon rollers which constrain the lateral movement of the centerboard.

Centreboard has not been lowered for several years , this area needs inspection.

TRANSOM DOOR:

The transom door has a large folding door constructed in aluminum which is operated manually, and has built in steps and stainless steel hand railing. There is a large "semi submerged" platform for swimming or diving from the stern.

MECHANICAL:

210 Hp 3208 naturally aspirated Caterpillar V-8 diesel, with heavy-duty 100 amps (24V) alternator. Engine has 2500 miles range.

6.5 KW Onan 220 V 50 HZ 4 cylinder generator with additional 100 amp 24V alternator. Full onan serviced rebuild May 2004, full sound shield

Richfield Hydraulic retractable bow-Thruster model 300 R

4 cylinder Nanni diesel driving a Rexroth hydraulic pump for power to the bow thruster, anchor windlass, centerboard and dive compressor. (Currently not running and also not tested for 2 years)

All wet exhaust systems are custom made in fiberglass.

Drip-less stuffing box

3 blade maxi-prop / spare 3 blade fixed prop

Flexible shaft coupling.

30 gallon / hour sea recovery water maker with pre-filter and charcoal filters. 220V

Bauer hydraulic 3 stage dive compressor with aft filling station for filling 2 bottles simultaneously.

24 V hydraulic power pack for power to main furler and both jib furlers.

MECHANICAL CONTINUE:

10 gallon day tank in stainless with sight gauge.

Hydraulic 2 station engine gear and throttle controls.

3 24V bilge pumps / 1 2" manual Edson emergency pump.

2 bilge alarms

Racor filter

ELECTRICAL: 12V /24 V 220 V

50 Hertz system.

2 x large house batteries , but the vessel needs larger battery bank to get her to sea again.

2 150 amp hour "Rolls" starting batteries in series for 24V.

1 12V 80 amp hour starting battery for nanni and generator.

6.5KW 220V 50kz Onan generator with 40 amp DC alternator for charging the house batteries.

30 amps shore power system.

2 solar panels with solarex regulators mounted in pilothouse roof charging house batteries.

1 Heart Interface 50 Amp 24 V battery charger/inverter

1 Heart Interface 24 to 12 volt converter

AIR CONDITIONING / HEATING:

Custom in stainless steel tray one large water chill compressor, water cooled 220 V Ac installed aft with four fan-coil units with heating coils and individual thermostats.

DOMESTIC:

2 Vacu-flush ceramic toilets with seal land vacuum pumps.

Jabsco/Par sensor max 4.5 GPM fresh water pressure system

DOMESTIC CONTINUE:

220 V 15 gallon hot water heater.

4 burner Broadwater Marine "Schooner" propane stove with oven with 2/5 gallon propane tanks and newmar propane control.

1 4.5 cuft stainless Vitro / Frigo / refrigeration/freezer 24 V

1 60 liter 24 V. Vitro / Frigo / refrigeration/freezer

1 Panasonic 1250 watt dual convection/microwave oven

Removable wool carpets.

4 fire extinguishers

Full vessel documentation including original plans and all equipment brochures and service bulletins.

Built in lee cloth for all berths.

TENDER:

4.4 meter white, aluminum rigid bottom inflatable with "jockey style" seat stowed in custom aft stainless davits. Probe sonar transducer and garmin handheld gps mount.

Inflatable tubes are perished and need replacement

50 HP 2 stroke outboard 2000 with hydraulic steering probe sonar transducer, electric tilt not working

GROUND TACKLE:

1 4000 Maxwell Neilson Hydraulic windlass with double gipsy and drums, power down and power up.

1 heavy duty Maxwell Neilson chain stopper.

2 Nylon/ Stainless bow rollers.

1 120# stainless plow

1 100# Galvanized plow

1 100# Galvanized Danforth type

1 60# Galvanised stern anchor.

1 Stainless / Nylon stern anchor roller with chain locker.

300' 3/8 Galvanized chain

300' 3/4 Nylon rope with 30' 5/16 chain

300' 1" Nylon rope

NAVIGATION AND COMMUNICATION:

VHF radio

White star 6" compass

WINCHES:

2 Arco 65 2 speed electric 24 V primary self tailing winches with air switches with air switches. Not tested .

2 Arco 55 1 speed electric self tailing 24 V secondary Winches with air switches. Not tested

4 manual Arco running backstay winches

4 Manual 48 Arco Halyard winches on mast.

FURLERS:

2 Hood sea furl 4800 Hydraulic furler with cockpit controls for jib and staysail

Furlway Spartec inmast furling mainsail, built Spar Tecknologies, Auckland NZ with hydraulic drive.

DECK EQUIPMENTS:

Upper and lower running back stays port and starboard with turning blocks

Spinnaker turning-blocks

Deck awning

Spinnaker pole mounted for storm trysail

Track mounted for storm trysail

4 Ronstan travelers

13 Bomar opening ports

5 Weaver deck Latches

2 Bomar companionway Hatches

Stainless standing rigging

Main shrouds New 1999

2 outboard mounting brackets

6 deck cushions

6 dorades

SAFETY:

1 ACR 406 Hertz epirb

1 man over board pole

Category 1 offshore parachute and handheld flares

2 man over board lights

SAFETY CONTINUE:

1 Horseshoe ring

7 Acrylic storm shutters for pilothouse

1 50 meter Nylon webbing for deck jack line

SAILS: Need replacement as reported by owner

Genoa MPS Hood

Spinnaker MPS with squeezer Hood

1 high cut Yankee Hood

1 Spectra Yankee Hood

1 main Hood

1 Triesail Hood

1 Staysail Hood

1 Storm Jib Hood

LIGHTING:

42 interior Vetus Fluorescent 24 V low amperage lights

Spreader lights

Tri-color light

Anchor light

Steaming light

P/S navigation lights

Stern lights

LIGHTING CONTINUE:

24 V outlets throughout

Aft boarding lights / cockpit courtesy light

COMMENTS:

“Pawikan” was originally inspired by the famous Ted Hood designed “ Little Harbor” yachts and

their large volume accommodation combined with a shallow draft long keel centerboard.

In the Mid 80s a well known New Zealand yachtsman walked into Alan Warwicks office and asked him to design a vessel that had the characteristics of these “Little Harbor” yachts but that could be built in New Zealand and have the unique feature of a large cockpit aft, a folding transom for water access and a pilot house. The vessel had to be the best quality available and had to be built for the thought 37 South and southern ocean sailing.

She has since been used privately through Southeast Asia, the South Pacific with occasional trips as far as Borneo, Micronesia, Tahiti and Easter Island.

“Pawikan” is totally unique and her shallow draft, aft cockpit, pilothouse and fiberglass construction would be difficult to find anywhere in the world.

Her current condition could be described as long-term unused. Recent deck paint and cockpit , so very good cosmetically externally and internally. Main engine and genset are running however all other systems need replacement or overhaul. Centreboard, furlers, anchor winch and bow thruster have been unused for several years due to the diesel running the hydraulics not running for several years.

She is currently based in Cebu, Philippines 40km from the Mactan/Cebu International Airport.

PRICE : USD\$ 160,000

While the above list is as accurate as the owner can make it at the time of compellation, no responsibility can be accepted for any errors or omissions.

It is up to the purchaser to ensure that everything is recorded correctly.

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