

SEAWORTHY DEVELOPMENT, INC.



Vessel Catalog



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**“Maverick”
68’ Nelson/Marek - 1988**



LOA:	68'
Beam:	16'
Draft:	8'3"
Builder:	Betts
Model:	Nelson/Marek 68
Year:	1988
Designer:	Nelson/Marek
Rig:	Sloop
Hull Mat:	Aluminum
Hull:	Keel
Weight:	29,500 lbs.
Engines:	Single 77/hp diesel 1993 Yanmar TURBO
Engine Hrs:	3,400
Ballast:	8,686 lbs. - Lead
Speed:	Cruising: 7K Maximum: 10K
Tankage:	Fuel: 145 gals Water: 110 gals

During her conversion in 1993-94, carbon fibre composites were used adding very little weight. This created a very comfortable cruising boat. She is not just fast. but adds a whole new dimension to the term “FAST cruising boat”.

Maverick recently completed the EXPO 98 Around the World Rally and was the first boat to finish 15 out of 15 legs, sailing against several larger boats. With just the owners, on a 1600 mile crossing the boat averaged 270 miles per day with a main and #3. 240 mile days are expected with 300+ mile days frequently attained. Her 8'3" draft and well balanced easy handling makes her an ideal boat for Caribbean cruising.

The boat has had one full time maintenance person since launch and is in beautiful condition. She is a one-of-a-kind boat for those who love to sail very fast but want the luxury of an elegant cruising boat.

“Allegra” - 65' Nautor Swan - 1985



LOA:	65'
Beam:	16' 5"
Draft:	10'
Builder:	Nautor Swan
Model:	Ketch
Year:	1985
Designer:	S & S
Rig:	Ketch
Hull Mat:	Fiberglass
Hull:	Keel
Engines:	Single 124/hp diesel Volvo TMD 40 BTB
Engine Hrs:	9,800
Ballast:	36,000 lbs. - Lead
Speed:	Cruising: 6.5K Maximum: 7.5K
Tankage:	Fuel: 261 gals Water: 345 gals

ALLEGRA in 1990 went through a complete topside and underwater refit at Driscoll's Boat Yard in San Diego. 1997 an epoxy barrier coat was applied to the bottom in Oxford, MD. She was refinished in dark blue Awlgrip with red and white boottop stripe. Inside and outside this yacht is maintained by her professional captain in condition for cruising worldwide on a moment's notice. ALLEGRA is fully equipped in present status to cruise offshore anywhere in the world.

All interior furniture was recovered in 1994 using Ralph Lauren materials. Cockpit cushions were new in 1996. Entire plumbing system was overhauled in 1994. Three new Sealand, electrically operated 24 volt heads were installed and connected to stainless steel holding tanks. A macerator pump and provision for pump-out were also installed.

"Danza" - 60' Cutter Headed Ketch - 1986



LOA:	60'	Weight:	66,000 lbs.
Beam:	13' 1"	Engines:	Single 76/hp diesel
Draft:	8'		1986 Detroit Diesel
Builder:	Saum/Globe		GMS3-53
Model:	Cutter HeadedKetch	Ballast:	36,000 lbs. - Lead
Year:	1986	Speed:	Cruising: 9K @ 2300
Designer:	R. Clarke		rpm
Rig:	Ketch	Tankage:	Fuel: 200 gals
Hull Mat:	Steel		Water: 180 gals
Hull:	Keel		

DANZA, designed by Robert Clarke, is the same design as "British Steel" which Chay Blythe sailed single handed the wrong way round the world. She is a go anywhere, under any condition type of boat with excellent electronics. She was sailed from South Africa to the United States, cruised extensively in the Caribbean and twice across the Atlantic to Labrador including circumnavigation of Newfoundland as part of the Columbus Commemorative festivities. In 1996-97 she circumnavigated the South American continent, rounding Cape Horn in the process.

DANZA is of classic design, superb construction and immense strength. She was built with the finest materials, is in excellent condition and well maintained. She is finished throughout with varnished, solid teak panels and furnishings.

“Tioga” - 49' Pouvreau - 1978



LOA:	49' 5"
Beam:	14' 5"
Draft:	5' 6"
Builder:	Pouvreau
Model:	Custom Sloop
Year:	1978
Designer:	Sparkman & Stephens
Rig:	Sloop
Hull Mat:	Aluminum
Engines:	Single 80/hp diesel 1978 Renault 4 CYL FWC
Speed:	Cruising: 7K
Tankage:	Fuel: 100 gals Water: 150 gals

TIOGA is a pedigree Sparkman & Stephens design that was custom built in France to the highest yacht standards. TIOGA was completely refitted in July 1990. TIOGA'S equipment inventory is impressive as is her fit and finish. TIOGA offers maximum creature comforts for owner and guests in a beautifully finished and liveable interior for the serious offshore sailing family.

TIOGA is a performance, all ocean sailing yacht on the same par as a Nautor/Swan of the same LOA. TIOGA'S fit and finish will turn heads in any port of the world. If you seek an extremely fast and comfortable sailing yacht for extended world cruising, this vessel is highly recommended. To replace TIOGA is in excess of \$800,000.

Not for sale in US waters.

"Strider" - 46' Aft Cockpit Ketch - 1977



LOA:	46'	Hull:	Keel
Beam:	13' 1"	Engines:	Single 85/hp diesel
Draft:	6' 6"		1994 Perkins 4-236
Builder:	Dufour	Speed:	Cruising: 6.5K @ 1600
Model:	Pilothouse 12000 CT	rpm	
Year:	1977		Max: 7K @ 1800 rpm
Designer:	M. Dufour	Tankage:	Fuel: 190 gals
Rig:	Ketch		Water: 220 gals
Hull Mat:	Fiberglass		

STRIDER has just completed a 7 year circumnavigation. The owners moved aboard 11 years ago, have continuously upgraded her throughout their careful, loving stewardship. She is, today, in better than new condition, especially to be noted are the decks from which all teak was removed, fiberglassed and a light beige Treadmaster non skid was installed, the whole effect is most pleasing and functional.

Her design, which was way ahead of its time, features an raised pilothouse, today de riguer on such boats as Oysters, Trintellas, none of which are as strongly built as this Dufour, dating, as she does, from the era before foam sandwich was introduced.

She has the largest after cabin with queen size bunk on centerline of any similar length vessel - with 2 double mirror image cabins forward for family or friends.



“Catalyst” - 38’ Wauquiez - 1983

LOA:	38’	Hull:	Centerboard
Beam:	11’ 8”	Ballast::	11,022 lbs
Draft:	4’ 6”/10’ 6”	Engines:	Single 47/hp diesel Perkins 4-108
Builder:	Wauquiez	Speed:	Cruising: 6.5K
Model:	Hood 38 MK II	Tankage:	Fuel: 40 gals
Year:	1983		Water: 90 gals
Designer:	Ted Hood		
Rig:	Sloop rig		
Hull Mat:	Fiberglass		

The Hood 38 is an exceptional sailor - fast, dry, easy. With relatively shallow draft she works well in the Bahamas and Florida Keys. If needed, the centerboard makes her lay up at least 10 degrees to weather. She is exceptionally strong and beautifully constructed. She is easily handled by two and can be single handed.

Two stateroom layout, each with its own head. The entire boat has glossy varnished teak and holly sole and removable sections for dry storage.

Totally painted with Imron in 1992 (hull) and 1997 (deck). Although blisters were very small, below waterline was sandblasted and refinished in 1997.

A wash and wear boat with not a stitch of wood on deck.

“Heimdal” - 179’ Norwegian Coast Guard Ship - 1990



LOA:	179”	Weight:	471.90 tons
Beam:	26’ 10”	Engines:	Twin 600 hp turbo diesels
Draft:	16’		Wichmann 9ACAT
Builder:		Speed:	Cruise: 14.7K @ 350 rpm
Model:	Commercial	Tankage:	Fuel: 140 tons
Year:	1990		Water: 40 tons
Top:			
Hull Mat:	Steel		

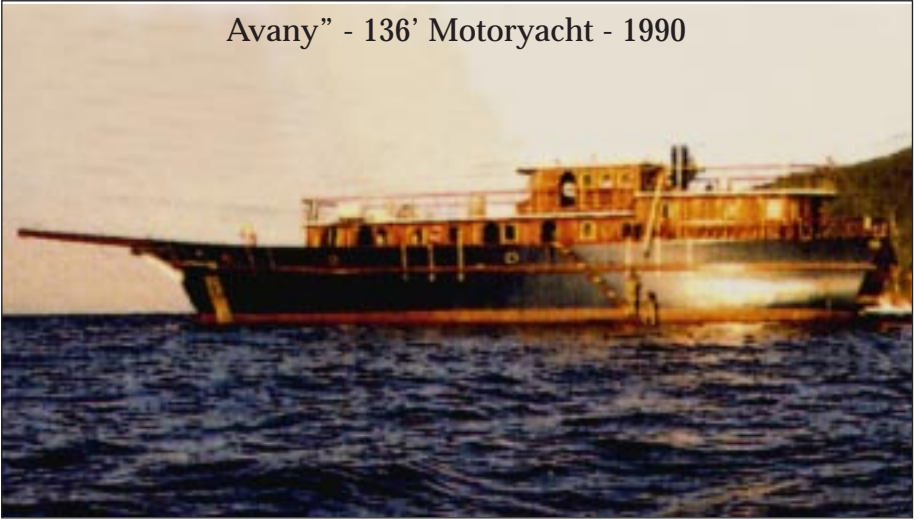
Occasionally a commercial ship with yacht/private use potential comes on the market. Recently two Dutch Pilot vessels of the same type converted 10 years ago into the 193 MY Capella C were sold for around one million USD a piece. Here is a Norwegian Coast Guard Ship of some what similar style land background available for a fraction of that price.

The HEIMDAL was recently decommissioned by the Royal Norwegian Navy (1995) then laid up at the local navy base. She is out of class (DNV), but present owners are preparing certification for the identical sister vessel which is to be entered into DNV. Probably same can be “copied” at reasonable cost.

To make the vessel seaworthy some maintenance/service of the machinery and equipment is envisaged. For example, one propeller shaft is damaged or stuck probably due to a burnt bearing in the aft propeller bracket.

It is said the vessel is well stocked with spares. Stock ashore was transferred to the vessel since they were the last units of their kind in the Navy.

Avany” - 136’ Motoryacht - 1990



LOA:	136”	Weight:	317 tons
Beam:	30’	Engines:	Twin 400/hp diesel Cummins
Draft:	13’	Speed:	Cruising: 11K @ 1800 rpm
Builder:	Custom	Generators:	64 kW MWM diesel 27 kW Northern Lights
Model:	Motoryacht		
Year:	1990		
Top:	Enclosed Pilothouse		
Hull Mat:	Wood		

AVANY is the contemporary interpretation of the old, classic motoryacht/schooner, blending the charm and warmth of the wooden construction with the comfort and security of a modern layout and equipment. She accommodates 12 guests in 5 cabins plus 8 crew.

Other business interests of the current owners are competing for time to finish the yacht, and accordingly they have decided to sell.

This yacht has many possible uses: Display for corporate image, space for presentations, charter, sightseeing, oceanographic/research/diving operations or family cruising in a world-class vessel.

The wood of her construction “greenheart” is super hard and impervious to rot and worm - but it is also completely covered with copper.

“Les Girls Delphin” - 130' Motoryacht



LOA:	130"	Designer:	James S. Krogen
Beam:	24'	Hull Mat:	Steel
Draft:	10'	Weight:	298.99 tons
Builder:	Maritima De Axpe, Spain	Engines:	Twin 465/hp diesel D 363 Turbo Cats
Model:	Steel hull luxury motoryacht		

Originally constructed in 1971, Delfino II underwent a two year major re-fit, and completion in early 1984. She now represents the finest in marine systems, decor and safety for those long ocean passages. The new reverse-osmosis watermakers each capable of producing up to 1,200 gallons of fresh water with waterco filters and U/V purifiers ensures Delfino II's water supply. Fuel recycling, modern monitoring and warning systems, large spare parts inventory, and multiple choice electrical generating capability make her engine room a chief engineer's delight.

“Drenec” - 117' Converted Trawler - 1964



LOA:	117'	Hull Mat:	Steel
Beam:	23'	Engines:	Single 745/hp diesel
Draft:	12' 9"		M.A.N. G6V 30/45
Builder:	Haalemse Scheepsbouw	Speed:	Cruising: 10K Max: 15K
Model:	Converted Trawler	Tankage:	Fuel: 31,000 gals Water: 7,000 gals
Year:	1964		
Top:	Enclosed Pilothouse		

DRENEC was rebuilt in 1981 and 1988. Her engine had a complete overhaul in October of 1995. The yacht has a saltwater converter which enables it to make long voyages without refill of fresh water (new in 1997). One lifting crane winches the dinghy and other heavy items. One mast with fitted sails to assist the stability during cruising.

Entire redecorated in 1997. Owner's stateroom has a double bed, wardrobes, and private bath. Three double guest cabins sleep eight; each cabin has a private bath. Crew accommodations for six in three cabins.

Large salon, all in teak, with dining area separate by build in sofa with coffee table and tow leather armchairs, all in teak. Fully equipped galley.

“Aldie Huguenot” - 100’ Long Range Cruiser



LOA:	100'	Hull:	Displacement
Beam:	23'	Engines:	Twin 240/hp diesel
Draft:	6' 6"		Caterpillar D342T's
Builder:	Sutton	Speed:	Cruising: 11K @ 1100
Model:	Long Range Cruiser		rpm
Year:	1986		Max: 12.5K @ 1300
Top:	Flybridge		rpm
Hull Mat:	Steel	Tankage:	Fuel: 7,500 gals
			Water: 3,000 gals

ALDIE HUGUENOT was a ten year project by a Canadian yachtsman who desired a comfortable, spacious yacht to cruise the water of the Bahamas and Caribbean with his family. She was built with many thoughts in mind, but primary among those were the strength that the steel hull provides and the ability to cruise away from any docks or fueling station for months at a time. Aldie Huguenot's keel was laid in 1976 at the Sutton Boatyard in Tarpon Springs, Florida, but she was not completed until 1986.

She is a true, long range displacement vessel. Her second (and present) owner purchased her in 1991 and now, after six years of cruising, is ready to move in a new direction. Please call for details and photos on this wonderful yacht!

“Sea Diver II” - 86’ Seagoing Tug - 1957



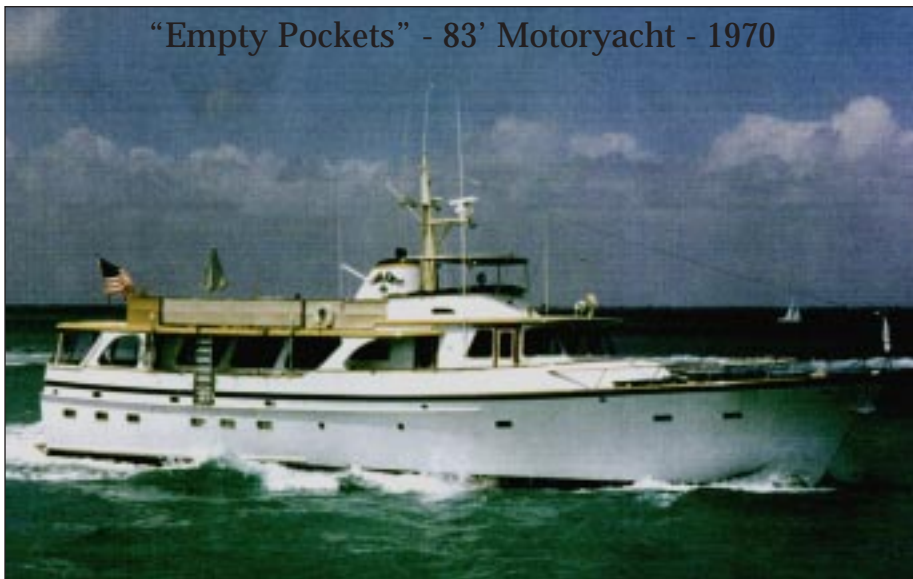
LOA:	86’ 9”	Hull Mat:	Steel
Beam:	20’ 6”	Weight:	182 tons
Draft:	6’ 8”/7’ 9”	Engines:	Single 500/hp diesel
Builder:	Den Helder Navy		Werkspoor
Yard		Speed:	Cruising: 10K
Model:	Seagoing Tug/Yacht		Max: 12K
Year:	1957	Tankage:	Fuel: 10,000 gals
Top:	Enclosed Pilothouse		Water:

The owner of this vessel, who owns several others, has concentrated in her a lifetimes experience with yachts, ships and machinery.

She is admirably suited for treasure hunting, dive charter or extended world wide, self-sufficient, ultra safe voyaging.

Ocean going search and rescue tug built in the late 1950’s. She is 87’ long and rated at 750 hp. She is equipped with a steerable Kort nozzle, and has a range of 6,000 plus miles. Accommodations for 12 in six double cabins, with a well appointed galley. The engine room is spacious and well equipped and the pilothouse is high and convenient. She is fitted for Scuba and has an evaporative water desalinator. She is a strong, versatile ship for an experienced professional, with both range and comfort, and has papers for both Panama and Suez canals.

"Empty Pockets" - 83' Motoryacht - 1970



LOA:	83"	Hull Mat:	Mahogany
Beam:	22'	Range:	2,500 miles
Draft:	5'	Engines:	Twin 450/hp diesel
Builder:	Ditmar & Donaldson		1970 GM 12V-71N
Model:	Motoryacht	Speed:	Cruising: 11.5K
Year:	1970		Max: 13K
Top:	Flybridge	Tankage:	Fuel: 3000 gals
			Water: 700 gals

EMPTY POCKETS was built by one of the foremost wood yacht builders in the USA. The yacht has large beams, spacious cabins, is beautifully furnished, and in immaculate condition. An excellent sea boat that cruised from drapes, etc. Price subject to reasonable offers and owner will consider smaller boat in trade.

MAIN DECK: Sleeps 6 plus 4 crew. Central A/C (new 1993) and electric heaters throughout. Pilothouse, galley, and combination dining/living salon with wood burning fireplace. Bar in main salon has built-in liquor dispenser, icemaker and sink. Galley has large refrigeration capacity with dishwasher, microwave oven, electric range with two ovens and four burners.

LOWER DECK: Three double staterooms each with private head and shower. Two crew staterooms forward, one head and shower.

UPPER DECK: Full controls and electronics, wet bar, and extensive seating, custom built on starboard side of boat deck.

Sistership of the famous "MOJO".

“Mathilde” - 74' Tug - 1914



LOA:	74"	Hull Mat:	Steel
Beam:	16' 9"	Weight:	125 tons
Draft:	6' 6"	Engines:	Single 2000/hp diesel
Builder:	Unknown		M.W.M. Murphy
Model:	Tugboat/Yacht	Speed:	Cruising: 8K
Year:	1914	Tankage:	Fuel: 376 gals
Top:	Enclosed Pilothouse		

μMATHILDE was built in Holland in 1914 and decommissioned in 1976. She underwent a total refit/conversion in the late 80's executed by the highest quality craftsmen at top class Dutch yacht facilities. Modern technology has provided a level of comfort which exceeds the most discriminating yachtman's standards. The refit process encompassed: removal of complete interior; removal of entire infrastructure, including all plumbing, wiring, pumps and auxiliary engines; reconstruction of hull including replating with steel preserving oil between inner and outer plates; grid-blasting of hull, deck superstructure inside and exterior to highest standards; application of interior and exterior multi-component marine paint installation of commercial grade infrastructure and systems such as electrical, hydraulics, fresh water, waste water, heating and cooling; complete overhaul and refit of main engine and gear box, including replacement injectors; installation of hydraulic bow thruster and replacement of propeller shaft, bearings and glands; construction of new spacious and luxurious mahogany accommodations comprised of wheelhouse, galley, main saloon, three guest cabins and three heads.

In total, a masterful restoration accomplished by an owner with a passion and a large pocketbook. MATHILDE is being sold at a fraction of her owner's investment. She has been stored and maintained in Holland for the past several years and as the owner has transferred to the US he has no time to enjoy this absolute gem.

“Allegro” - 64’ Huckins - 1960



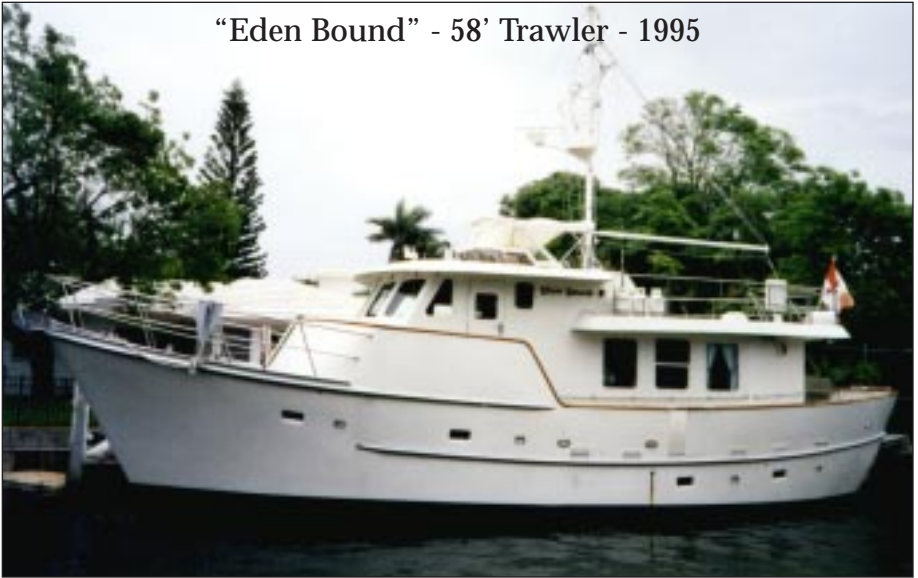
LOA:	64' 4"	Engines:	Twin 525/hp diesel
Beam:	16" 4"		1960 Detroit Diesel
Draft:	4' 3"	12V71N	
Builder:	Huckins	Speed:	Cruising: 18K @ 2000
Model:	Fairform Flyer	rpm	
Year:	1960		Max: 24K @ 2300 rpm
Top:	Flybridge	Eng. Hrs.:	340
Hull Mat:	Fiberglass over Wood	Tankage:	Fuel: 925 gals
Hull:	Semi Vee		Water: 400 gals

One of only five left of this classic enthusiast's vessel. Current owners refit is in progress, involving electrical panel and wiring updates. All salon windows redone, stanchions rebbed, bilges epoxyed, tanks pressure tested and proven, bottom painted. Offered for sale due to change of owner's plans. Vessel kept under cover.

Sleeps 7 owners and guests in 4 staterooms. The master stateroom is aft with two single berths. Amidships to starboard is the guest stateroom with twin lower berths. The guest head is opposite the stateroom with stall shower and vanity.

The dining salon has seating for 8 with fold out queen size couch. Up 4 steps from the dining salon is the wheel house with helm chair and bench seat. Aft of the wheel house, the upper salon features a full bar.

“Eden Bound” - 58' Trawler - 1995



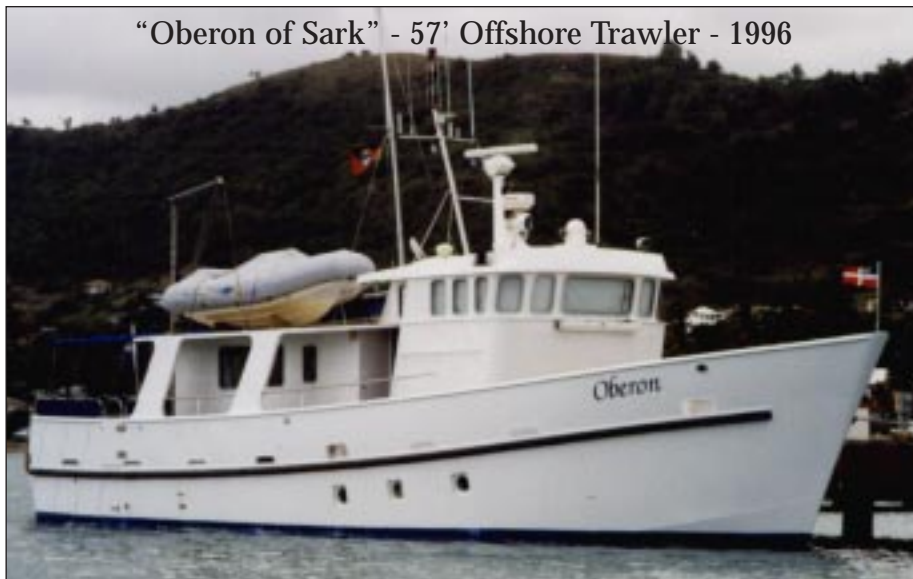
LOA:	58'	Hull Mat:	Steel
Beam:	17" 6"	Engines:	Twin 220/hp diesel John Deere Turbo
Draft:	6'	Speed:	Cruising: 8K Max: 9.5K
Builder:	Trawler Corporation	Eng. Hrs.:	200
Model:	Stabilized	Tankage:	Fuel: 3,360 gals Water: 500 gals
Year:	1995		
Designer:	Bob Johnston		
Top:	Flybridge		

EDEN BOUND was designed by Bob Johnston, a British/Canadian naval architect with 1400 commercial/utility projects completed worldwide, tankers, research vessels and the famous Maid of the Mist at Niagra Falls.

The builders, Cartier Marine Industries in Ontario, normally build tugs, fishing boats and military vessels. She is built in excess of Lloyds and ABS requirements for yachts as far as scantlings, plate thickness and watertight integrity are concerned, steel hull and aluminum superstructure. The hull is self righting from 180 degrees in 3-4 seconds. Windows are armored to withstand 60 tons of water. The entire bottom is tankage, therefore, she is effectively double bottomed. Care was taken to coat the steel with epoxy and she is foamed above the waterline and on all steel bulkheads and decks for sound deadening.

The 360 degree steerable Z-drive is particularly effective in pulling her off the ground - in effect she is her own tug - never mind a “get home system”. The emphasis on safety within the structure and the controlling machinery sets this vessel in a special class of its own. After safety, comfort seems to naturally flow in all the living, sleeping and working parts of this splendid little ship.

“Oberon of Sark” - 57' Offshore Trawler - 1996

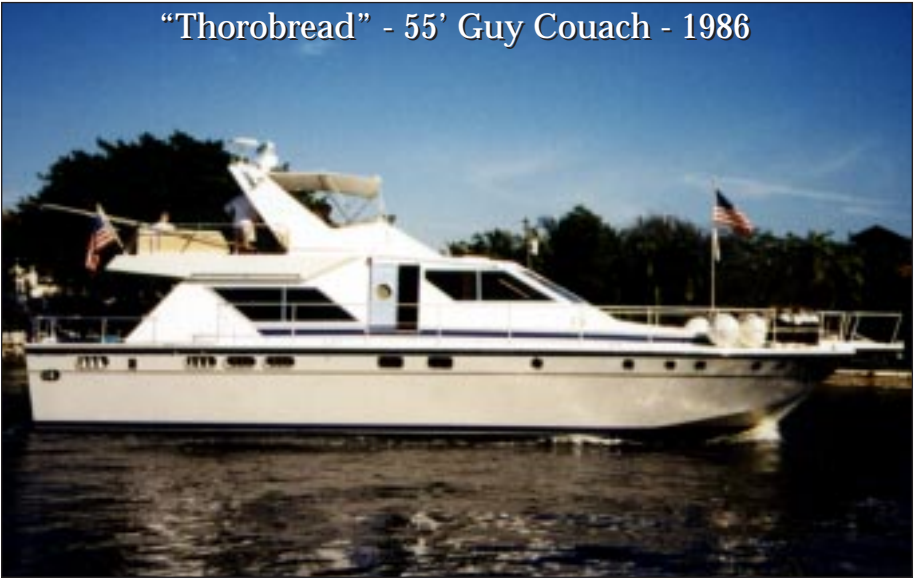


LOA:	57'	Engines:	Single 60/hp diesel 1964 Gardner 8L3B, 230hp
Beam:	18"	Ballast:	36,000 lbs. - Lead
Draft:	8'	Speed:	Cruise: 8.5K @ 925 rpm Max: 9.5K @ 1050 rpm
Builder:	Offshore Steel Boats Ltd.	Eng. Hrs.:	200
Model:	Trawler	Range:	4,500 miles
Year:	1996	Tankage:	Fuel: 4,500 gals Water: 600 gals
Designer:	Wilson		
Top:	Enclosed Pilothouse		
Hull Mat:	Steel		

Essentially as new having been launched in June 1996. OBERON OF SARK is clean, fresh and extremely well cared for. Ideal as a user friendly yacht for solo, two person or family world cruising. OBERON has everything and everything works. You will find all areas spacious from aft deck to staterooms to engine room. Dependable power, long range and carefree exterior make OBERON OF SARK an ideal companion for cruising.

Of particular note is the Gardner engine, rebuilt in '96 - a 35,000 hour engine. A "get home" Volvo 60 hour with 2 drives and a feathering prop.

“Thorobread” - 55’ Guy Couch - 1986



LOA:	55' 9"	Weight:	50.705 lbs.
Beam:	17' 6"	Engines:	Twin 600/hp diesel 1986 GM 892TA's
Draft:	5'	Engine Hrs:	1,200
Builder:	Guy Couch	Speed:	Cruising: 18K @ 2100rpm
Model:	Eurostyle		Max: 20K @ 2300 rpm
Year:	1986	Tankage:	Fuel: 1,291 gals Water: 400 gals
Designer:	Guy Couch		
Top:	Flybridge		
Hull Mat:	Fiberglass		

“Thorobread” is a beautifully balanced design. Among her assets is her seakindliness. We have ridden her on turbulent days in the Gulf Stream and the Erie Canal. In either locale she is comfortable and easily handled. Even at speed in a seaway she is a joy to be aboard. The customized flying bridge is now an excellent entertainment center. The full width galley is unusually spacious for a vessel this size. We urge you to compare her spaciousness and performance with anything else around.

“Ulysses” - 53' Romsdal



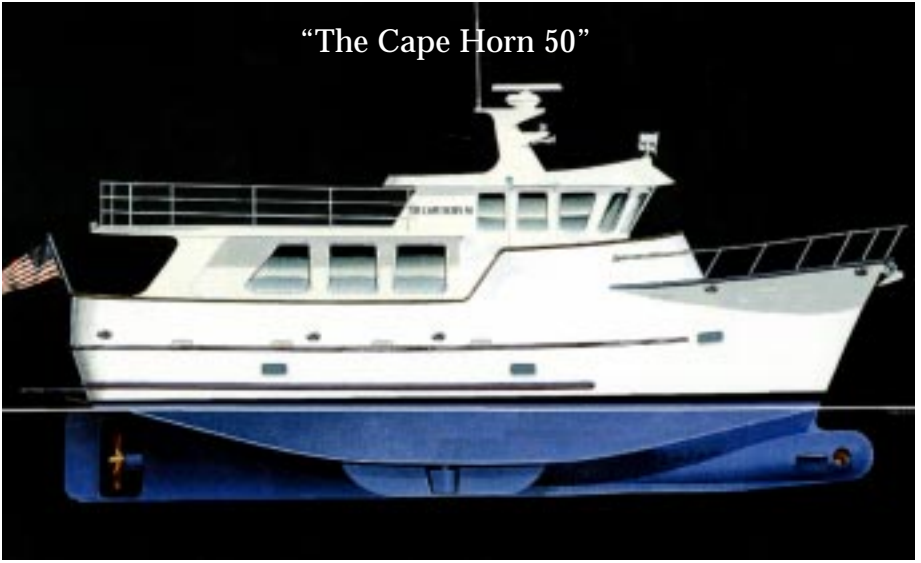
LOA:	52'	Weight:	52 tons
Beam:	15' 2"	Engines:	Single 180/hp diesel
Draft:	6' 6"		1995 Volvo
Builder:	Romsdal	Speed:	Cruising: 9K
Model:	Pac Range Stabilized		Max: 10K
Year:	1963	Tankage:	Fuel: 3,000 gals
Top:	Enclosed Pilothouse		Water: 750 gals
Hull Mat:	Steel		

The interior of ULYSSES reflects the experience of a firm able to build a true offshore vessel. Her interior woodwork is superior making ULYSSES truly the ultimate example of form follow function. She is not a yacht for the inexperienced or the condo set. She is a turnkey yacht built to the highest standards.

Quite simply, the state of the art in offshore trawlers. Others may compromise, other may be purchased for less due to those compromises, but ULYSSES stands alone as the quintessential LRC for the world's oceans.

This serious go to sea trawler —μnow in better than new condition. She has been meticulously maintained and largely kept under cover.

“The Cape Horn 50”



The boat is actually a 56' - 50' on deck plus swim platform and anchor etc.

The Cape Horn accommodates two double beds for guests and a queen in master stateroom. Plus a large utility room. We know of no other 50' yacht with this much room below decks.

Beneath companionway is a 6'6" high utility and electrical locker for hot water tank, batteries, chargers and other utilities—all easily accessed from the port side.

Stateroom on port side can be converted to office or exercise room with fold-up bunks. A whirlpool bath tub can be fitted in master head. A dresser/vanity can be fitted in master stateroom on starboard. Extra lockers and bookshelves (over the bed) can be built into the forward stateroom. Extra storage can be added to the utility room. The table in the wheelhouse can be fold-out and the pilot berth in the wheelhouse can be a slide-out double.

Two 50' are under construction Summer '98 and two 70' are also in build. The prototype, “Eden Bound” will be for sale in Florida, Winter '98.

