



Presenting the GOZZARD 51 MY

1. STRUCTURAL.

1.1 General.

The builder's workmanship is to be done at a level equal or superior to that exhibited by a current Gozzard 44 (2001 Vintage). All FRP calculations are based on a hand lay-up of alternating layers of glass mat and a knitted double bias E-Glass cloth using marine grade resins. All laminated schedules are recommended and approved by the material suppliers and are based on existing technology and known successful examples of comparably sized vessels.

1.2 Hull Construction.

The hull will be molded using the "ATC" Bead and Cove method on a male form. The laminate, as with all Gozzard's, will be a cored sandwich construction. The "ATC" A550 and A600 Core Cell foam core increases panel stiffness, strength, impact resistance and sound/thermal insulation while maintaining an excellent weight to strength ratio. A marine grade "Cook" Iso-DCDP blend resin is used throughout except for the outer most layers where Duratek Vinylester resin is substituted for superior osmotic resistance. All fairing compounds are either vinylester or epoxy based and are kept to a maximum thickness of 1/8".

The coring material is eliminated in the areas of the sheer line, centerline, keel, rudder post, and thru-hulls creating a solid FRP lay-up in these areas.

Details:

- A.) The outer skin of knitted double-bias E-glass cloth and mat is built up to a thickness of approximately 1/4" above the waterline and 5/16" below with additional re-enforcing in the bow and other high stress areas.
- B.) The core material is 1" Core Cell in the topsides and 1 1/4" in the bottom. The core density varies according to load. The bow sections have A600 to accommodate the loads from pounding at speed.
- C.) The inner skin is also a knitted double-bias E-glass cloth and is similar in thickness to the outer skin.
- D.) The solid laminate areas are built up to the following thickness:

| | |
|-------------|---------|
| Centerline | 1 1/8" |
| Keel | 1 5/16" |
| Sheer | 7/8" |
| Hull Flange | 1/2" |
| Thru-hulls | 3/4" |

- E.) Finish above the waterline is "Awlgrip" in any normal color and style. Below the waterline is finished with 15 mils (dry) of "Inter-Protect" 2000 and the bottom anti-fouling paint of your choice.

1.21 Stabilizer Pre-install

To accommodate the possible future installation of stabilizers, the area just aft of station 6 located below the waterline and above the chine will have the core removed in lieu of a solid glass laminate. This area will also be further reinforced with extra laminates to eliminate hull flex in this area should stabilizers be installed.

1.21 A - Stabilizer System - RS600 Gyro Roll Fin Stabilizer System. Hydraulic power is provided by a Vickers V10 direct double belt drive pump custom mounted to the port engine. Water cooling for the hydraulic system is provided by a direct single belt drive Jabsco #1673-1001 bronzed impeller pump custom mounted to

the port engine. A ¾" intake thru-hull with a Perko bronze strainer supplies the water.

1.3 Deck Construction.

The deck is a molded FRP sandwich construction with ½", ¾" and 1" A500 Core Cell. In areas where equipment is to be installed, the coring material is eliminated creating a solid laminate. The outer and inner skins are built up to a thickness of approximately 1/4". The deck flange is solid and built up to ½" in thickness.

The hull deck joint is bedded in 3M 5200. A teak cap rail finishes the joint

1.4 Rudder.

The rudder stock is 2" diameter solid stainless steel. The rudders are FRP custom built from A600 CoreCell with stainless webs welded to the SS shaft. They are designed to be more hydrodynamically efficient than available bronze foils. Upper and lower bearings are installed with a shaft seal.

1.5 Skeg.

The integral skeg is a solid, heavily reinforced FRP construction.

1.6 Bulkheads.

All main or structural bulkheads are constructed using cored FRP laminated for superior strength versus weight and total rot resistance. All bulkheads are glassed to the hull and deck before the interior trims are installed. Where possible all wooden furnishings, shelves, seat tops, dividers, etc., are glassed to the hull or deck to minimize unsupported panel size.

2. DECK.

2.1 General.

The deck, like the hull is finished with Awlgrip linear polyurethane paint. All horizontal surfaces (walkways) are coated with Awlgrip non-skid, a sand type anti-skid surface. The aft deck is finished with teak decking for improved durability, excellent wear and dirt resistance. The teak decking is glued to the deck (and together) with Sika-Flex 290 Deck Caulk keeping external screw fasteners and plugs to a minimum.

2.1A - Teak Decking is provided also on the side decks, bridge decks and the fore deck.

2.1B - A custom anchor well is built in to the fore deck for the customer provided Fortress anchor.

2.2 Exterior Details.

- Port and starboard board gates with locks
- Teak cap rail
- A welded stainless steel bow pulpit will be fitted above cap rail. The rail will extend from the Portuguese Bridge and encompass the fore deck including the anchor sprit. The bases will be mounted to the side of the bulwark (not on the teak) with two side legs mounted on the sprit.
- Swim platform with boarding ladder
- Stainless steel rub strake on rub rail, cap rail and upper deck edge
- The FRP antenna arch is hinged for low clearance bridges.
- 2.2A – Install handrails over gates.

2.3 Dinghy and Handling.

The customer supplied 12' hard bottom inflatable dinghy is stored and secured on chocks mounted to the upper deck. The swinging aluminum davit incorporates an electric winch.

2.3A – Custom dinghy cover.

2.3B - Provide and install life raft on upper deck.

2.4 Deck Hardware.

- Search light with dual station remote includes flood and spot light control
- Ritchie compass at both helm stations, lower compass is a SP5C
- Three 2-speed wiper with windshield washer
- Shore cable TV and phone connection – chord not supplied
- TV antenna mounted on antenna arch
- 10 custom hawse pipes and cleats capable of handling 2 - 3/4" mooring lines located at the bow, stern, mid forward, mid aft and transom.
- Two helm seats will be supplied for the flybridge
- Stainless steel hand rail on upper deck with lower rail.
- Stainless steel ladder with hand grip for upper deck access
- 2.4E – Folding ladder upgrade.
- Dual trumpet horn

2.5 Anchoring System.

The vessel is equipped to handle 2 bow anchors. Both the main and secondary anchors are held in stainless steel self-launching anchor roller assemblies. The main anchor rode is 200' of 3/8" HT galvanized chain fastened with a stainless steel anchor swivel to a customer supplied anchor. Both anchor rode lockers are drained lockers with dead end attachment points.

A Maxwell 2200 vertical electric windlass with foot controls forward and remote switch at both steering stations is used for anchor handling. Two chain locks are mounted on the sprit for securing the chain separately to the windlass.

2.5C – Install Samson Post

An electric sea water anchor wash down pump is provided and with a manifold will allow for either Sea Water or Fresh water wash down positioned conveniently in the bow locker.

2.6 Ventilation.

The forward cabin is provided with an overhead stainless steel fore deck hatch (large enough to escape through) and 8 stainless steel opening ports mounted in the hull side. Both head/showers have 12 volt powered vents.

2.6A – Install second SS hatch in fore deck.

2.6B – Install 9th SS opening port.

The main saloon area is provided with 4 sliding marine grade windows with 2 similar windows in the pilothouse. All hatches and opening ports are equipped with screens.

2.7 Doors.

Both pilothouse doors are FRP over wood that slide storing against the pilothouse side when open. The aft cabin/deck door slides open from the center and stores open outboard. The deck hatch to the upper deck slides closed to provide a rain resistance to the aft deck.

2.8 Canvas.

All canvas is made with Sunbrella fabric for long life and resistance to sun fading.

For protection from the sun, the flybridge has a full-length bimini starting from the radar arch and extending forward. A full enclosure is provided for the flybridge as well as the aft deck. Both enclosures have zip out sections so that it can be left up and still have decent ventilation.

3. MECHANICAL.

3.1 Main Engine.

- 2 – Cummins 450C 6-cylinder marine diesel rated at 430 HP at 2600 RPM.

- Turbo charged with after-cooler.
- Heat exchanger cooling system
- 6" wet exhaust to muffler and 8" to transom
- Walker Air Sep air cleaner package
- Dual Station 24 Volt instrument panels complete with VDO Blue Line premium gauges. Tachometer, hour meter, oil pressure, voltmeter and water temperature with an audible alarm for low oil pressure, low voltage and high water temperature.
- 3.1A – Pyrometers and Boost Gauges for both motors.
- 24 Volt Delco Remy 42 MT starters
- 24 Volt 70 Amp 21SI type 200 alternator
- 120 Volt 1000 watt block heater
- Water connection for cabin hot water
- Perko clear glass bowl type intake strainers

3.2 Drive Train.

- The transmission is a Twin disc marine gear model MG507-1A with 1.98:1 reduction ratio
- Evolution Drive System is used in lieu of the Aqua drive, pillar block and drip-less shaft seal systems.
- 4 – Bladed Bronze Prop 26" diameter by 25" pitch.
- Custom made stainless steel "V" struts.
- 3.2B – Install shaft cutters

3.3 Engine Room and Equipment Room.

The equipment room, just forward of the engine room, houses the:

- Fuel tanks.
- Fuel distribution manifold and filters with a transfer pump
- And miscellaneous ships systems such as water pump manifold.

As with the engine room, all efforts will be made to provide maintainable, easy to clean, area that centralizes most systems.

The engine room will be heavily sound insulated with access from the equipment room and via a stairway from the aft cabin. Containing the main engines, generator and engine-related systems, all efforts will be made to facilitate easy access for maintenance and repair. Dual overhead latched hatches can be removed for full engine access.

The engine room is equipped with an automatic fire control system with remote indication lights and manual discharge control.

3.3A – Remote halon control and alarm with master shut down control.

3.3B – Extra sound insulation in engine room.

3.3C – Windows in engine room doors.

3.3D – Install oil change system.

3.4 Steering System and Controls.

- The engines are controlled using a Mathers Micro Commander dual station single lever shifter with hand held remote.
- An engine synchronizer option is included with the shifters.
- Steering system is by Teleflex – Capalano II hydraulic dual station. Variable rate pumps from 5 to 2.5 turns lock to lock.
- 22" stainless steel destroyer type steering wheel is provided at each helm station.
- Bennett trim tabs with dual station control.

· 3.4C - Upgrade Bennett Trim Tabs to include Trimdicators.

3.5 Thru-Hulls and Seacocks.

All Thru-hulls below the waterline have Forespar Marlon ball type seacocks. Made from a re-enforced plastic, these valves are totally impervious to corrosion and electrolysis. Installed with ease of access in mind each valve has an independent function and is clearly identifiable (tagged). Manufactured by Shields, all hose are USCG approved for the particular application and are double clamped.

3.6 Refrigeration.

- Nova Kool # RFS - 7500 refrigerator/freezer. Runs on 24 or 120-volt power supply.
- 3.6A – Install a Nova Kool # R2600DC 24 volt in flybridge.

3.61 U-Line icemaker will be install in the main saloon or galley area.

3.61A – Plumb icemaker into Seagull water filter.

3.7 Pumps.

Located at the aft end of a heavily raked keel are the main bilge water pickups. A manual hand operated Whale Gusher is positioned with access for pumping from the aft deck. The main electric bilge pump has manual and automatic switch with an indicator light. A cycle counter is also installed so you can see if the pump has operated without you noticing. Both main pickups are can be lifted out of the bilge for easy servicing.

3.7A – Install extra bilge pump forward complete with auto/manual switch.

3.7B – Install high water alarm.

Independent shower sump pumps are supplied for each shower. (See 5.4) By removing (or smashing) the lid, these pumps can be included as emergency pumps.

3.8 Air Conditioning.

Separate (2) 16000 BTU air conditioners/heat pumps are supplied for the main saloon and pilot- house climate control. Separate (2) 9000 BTU air conditioners/heat pumps are supplied for the two forward cabins. All units are reverse cycle and can heat as well as cool and have separate temperature digital temperature controls. The forward cabin units operate from a single water pump, as do the main cabin units. The heat pumps will have remote condensing units.

3.9 Stoves and Propane System.

A Force 10 stainless steel 4-burner propane stove with thermostatically controlled oven and broiler is provided. 2-20 pound propane tanks are supplied and stored in a custom isolated and drained container located on the upper deck (flybridge). Installation includes a pressure regulator, gauge and shut-off valve controlled by a propane leak detector. If the leak detector senses propane gas it sets off an alarm and shut off the solenoid interrupting the propane supply.

3.9A – Replace 4 burner with a 3 burner (credit). Replace 2 x 20 lb. Tank with 2 x 10 lb. (credit)

An 800-watt 110-volt microwave convection oven is built into the galley.

3.9B – Upgrade microwave to MV-1311M with vent and filter.

3.9C – Install 2 x CO2 detector in sleeping areas.

3.10 Bow Thruster.

A Side Power 10 HP twin prop bow thruster is provided for extra maneuverability while docking. The joystick control is located on the opposite side to the shifter within easy reach of both helm stations. We believe a thruster remote control is available on the remote for the shifter (push button), otherwise a third thruster control

can be install on the aft deck.

3.10A – Upgrade Mathers remote to include thruster control with relay box.

3.11 Generator.

A Westerbeke 12 KW, 3 cylinder diesel generator in installed in it's own sound box inside the insulated engine room. Instruments include oil pressure, water temperature and hour meter. The generator is equipped with an automatic shut down system. The exhaust is routed through a water separation system that exhausts the gas above the waterline and the water below the waterline to reduce noise.

3.11A – Upgrade to 15 KW.

4. ELECTRICAL.

4.1 General.

All ship's wiring is marine grade tinned copper including primary battery runs and is installed in accordance with ABYC specifications. All wires are coded and colored for easy identification. Schematics and a legend are supplied for servicing. All connections are crimped using tinned fittings with colored heat shrink covers for stress relief and easy identification.

4.2 DC Electrical System.

The ship's main DC Voltage system is 24 Volt. There are 4 separate battery groups. The house batteries consists of 4 - 8Ds located aft and 2 – 8Ds forward. The forward batteries are positioned to prevent voltage drop at the thruster. These batteries combine for a of total 750 amp hour at 24-volt. The engines each have a dedicated pair of 8D (24-volt) series diesel starting batteries. The generator has a dedicated 24 series 12-volt diesel starting battery.

4.2A – Credit 4 x 8D house bank, upgrade to 12 x 2 volt industrial gel cell bank.

4.2B – Credit 2 x 8D fwd bank and upgrade to 2 x Optima deep cycle with solenoid with diodes for engine charging.

4.2C – Credit 2 x 8D engine starting batteries.

4.2D – Upgrade Generator starting to Optima Red Top.

The ship also has a 12-volt system for electronics and other lower amperage draw equipment. The 12-volt is produced through a high efficiency DC to DC inverter that basically center taps 12-volt from the 24-volt system while balancing the batteries. If this system were to fail, backup is provided through the 12-volt generator starting/charging circuit.

4.2E – Upgrade DC to DC converter to 100 Amps and restock original 30 Amp.

All batteries are of Gel-Cell construction to maintain similar charging properties and virtually maintenance free operation. The system is wired for total redundancy. For emergency starting, the main engines can access the house batteries.

Each main engine is supplied with a 70 amp 24-volt alternator that charges the batteries automatically through an isolator. Each engine is capable of thoroughly charging the system independently for redundancy. The generator battery is charged from the standard 35 Amp internally regulated OEM alternator supplied with the generator.

Alternatively, when the vessel has access to a 120 volt AC source, all batteries may be charged from the 65 amp automatic Freedom 2500 charger/inverter. The house batteries have direct access to the automatic charge (up to 65 amps) while the engine battery(s) are charged via a separate current limited Echo Charger. Another Echo Charger charges the bow battery bank.

The DC system is monitored by a Link 2000, (a power consumption meter for your main battery bank). It is integrated to the Freedom 2500 inverter/charger, but unlike the Gozzard 44, not the twin main alternators. The Link 2000 controls the inverter/charger 70-amp charge rate, as the batteries require through a multi-stage voltage regulator. The 70 amp alternators also have a "smart" multi-stage external voltage regulator but it is not integrated into the Link 2000. Each alternator is still equipped with the standard internal voltage regulator, which could be converted back as further additional backup.

Each battery bank is equipped with a main disconnect switch. Each main disconnect switch can be linked in parallel or in isolation to the other battery banks for emergency access.

4.3 AC Electrical System.

The ship's AC system is 230-volt single-phase 60 cycle. AC power is supplied by a ship to shore connection, the on board generator, or from the 24 volt DC system via the inverter. All outlets are GFI protected. Two separate 115-volt load groups are supplied by a single 240-volt input.

The ship to shore connection is made through a single 50 Amp 230-volt shore cord. There are bow and stern shore chord connections with a transfer switch to isolate the connection not being used. There is a primary disconnect switch within 6' of the deck connection and a secondary disconnect at the distribution panel.

4.3A – Credit second shore inlet and transfer switches and original shore chord.

4.3B - Stern shore chord will exit via a Glendenning Cable Master System through the transom. 4.3C - This unit also has remote control.

Limited AC power can also be generated from the 2500-watt inverter using the ships DC system.

To operate the entire AC system away from the dock a Westerbeck 12KW-diesel generator (see 3.11) is installed in the main engine room. It is large enough to support the entire ship's full AC requirements.

The system also incorporates a galvanic isolator to control stray electrolysis.

4.3D – Upgrade to Charles Isoboost power transformer in lieu of galvanic isolator.

4.4 Distribution Panel.

The main DC and AC distribution panels are located in the pilothouse. The distribution panels are custom made using magnetic circuit breakers with indicators and back lighting. An analog voltmeter is integrated into the DC panel allowing you to test the voltage at the house bank, main engine and generator starting batteries. An analog DC amp meter measures amp draw at the panel. Similar meters are installed for the AC side and measure both load group #1 and #2. A reverse polarity light is included.

A 12-volt DC distribution panel controls 12-volt accessories.

4.5 Bonding System.

The vessel is fully bonded and is equipped with 4 external zinc anodes. The vessel's primary zinc is a Vetus Type 25 located aft. The thruster is equipped separate zinc, as are the propeller shafts, trim tabs and struts.

4.6 Lightning Protection.

The lightning protection system has all pulpits, lifelines and antenna arch grounded with 4 gauge tinned copper braid to a large Dyna-Plate (est.64sq.ft.)

5 PLUMBING.

5.1 General.

All hoses are premium quality marine grade and are UL and CG approved for specific application. The fresh

water system uses the Whale 2000 tubing system. Made of hard plastic and colored blue for cold and red for hot, this system does not use hose barbs and clamps, rather quick disconnect fittings that are much easier to service.

5.2 Fresh Water System.

Three separate water tanks supply fresh water, each with its own fill, vent and draw tube. Custom made, maximizing the available space, the FRP tanks are lined with a FDA approved epoxy to ensure no taste transfer and have removable lids with access panels for easy maintenance or service. A manifold is used to control water draw from each tank, thus allowing you to control the boats trim as the water is consumed. The level of water in each tank can be measured using the Hart Tank Tender located in the nav station. Total water capacity is set at 400 gallons but can be modified to suit specific needs.

The largest Flowjet centrifugal pump available with filter and accumulator tank supplies water pressure. A pressure regulated shore water connection is installed to by-pass the on-board system if dock water is available. Additional fresh water outlet is included at the bow. Hot and cold are run to 3 head vanities, galley sink, both showers, washing machine and cockpit shower.

5.2A – Upgrade shower center set with thermostatically controlled units.

5.2B – Soap dispenser install.

A 20-gallon hot water heater supplies hot water. This heater can make hot water using a 120-volt electric heating element or a built-in heat exchanger using the closed loop engine coolant system from the port engine. A mixer valve is installed to regulate the water temperature at 140 degrees to prevent the 180-degree engine coolant heat exchanger from overheating the water.

A Seagull water filtration system is plumbed into the galley, ice maker and both master staterooms to provide clean taste free drinking water from a tap.

5.3 Waste Management System.

The boat is designed to incorporate 3 separate Vacu-Flush marine heads. A single FRP holding tank can be emptied using a deck fitting or the onboard macerator system. Fluid levels are measured using the Hart Tank Tender. The holding tank utilizes a cross ventilation system by incorporating port and starboard vents. The advantage of this is that air is always moving through the tank, lessening the odor, and if one vent becomes blocked you always have a spare. Total waste capacity is set at 100 gallons

5.3A – Upgrade to HeadHunter system complete with 110-volt pressure system. PVC plumbing used where ever possible.

5.3B – Install SeaLand charcoal filters in vents.

5.4 Grey Water System.

All sinks drain directly overboard through a seacock installed in close proximity and within easy reach.

Independent shower sump pumps are supplied for each shower and drain (pumped) overboard. The self-contained units are automatic and have strainers built-in. They are also used for the air conditioner condensation drains.

5.5 Diesel Fuel System.

Diesel fuel is stored in four baffled aluminum tanks. Connected by a manifold, fuel can be returned and picked up in any combination allowing you to maintain trim or to re-filter your fuel supply. Large clean outs are built in to the tank tops for easy servicing. Capacity is set at 800 gallons or approximately 200 gallons each.

Two Racor 1000 filters are supplied with double redundancy in mind. A simple valve system allows you to be able to by-pass either filter or even change one out on the fly. Fluid levels are measured electronically with the

fuel gauges located near the helm stations.

5.5A – Install Vetus overflow containment system.

5.5B – Install dedicated Hart Tank Tenders for fuel system.

5.5C – Install fuel transfer pump.

5.5D – Install Racor Vacuum Gauges.

5.5E – Install 2 additional Racor 1000s with manifold by-pass.

6 INTERIOR.

6.1 General.

As with a Gozzard designs, all usable space is made accessible for storage or machinery. Where possible, overhead panels, hull lining, nut covers, etc., are made removable for easy access to wiring and deck hardware.

The style and level of fit and finish is to Gozzard 2001 Standards as set by boats shown at the 2001 Boat Show Circuit.

6.2 Joinery Work.

The standard interior wood is American cherry finished with a rubbed effect varnish. The louvered cabinet doors feature an adjustable hinge to allow easy adjust for wood movement. All drawers are dove tailed and are installed on sliders.

Showers will be fiberglass and Formica. Doors to be Plexiglas or fiberglass.

All veneers are made with marine grade cores and waterproof glues. All main bulkheads are FRP cored structures with cherry veneer faces. All trims, fiddles, face frames, kicks and doors are solid cherry. The owner has the option to select the use of Formica upper laminates or other veneers for a lighter effect

Cabin soles are teak and bass wood and are solid core not veneer. Glued to a FRP substrate, access panels are cut in or provided where required. All bilge panels have locks or are fastened securely.

Additional to the vanity mirrors, a dressing mirror will be included in each stateroom.

6.3 Counters.

All counters are made of cultured marble. All sinks are recessed and back splashed are provided. Color is the owner's choice.

6.4 Upholstery.

The owner may choose from a large in house selection of fabrics or purchase them independently with a credit equal to the cost of the standard Ultra Swede or the Ultra Leather. Cabins can be done in different materials bearing in mind that some materials are only available in minimum length orders.

Mini blinds are included in the main saloon, galley and for the pilothouse side windows. Snap on outer covers are supplied for the pilothouse doors and forward windows. All furniture shown on the attached drawings are included in the specification.

6.4A – Upgrade to cordless blinds.

6.4B – Install drapes as per owner's request.

6.4C – Mattress covers and special foam upgrade.

6.5 Lighting and Accessories.

- AC florescent lights in equipment and engine rooms.
- Recessed overhead lighting throughout
- Courtesy floor lighting in saloon, pilothouse, stairwells, and forward cabins
- Night lighting in pilothouse
- Hi-low lighting for vanity mirrors.
- Valance lighting in main saloon
- Halogen reading light in forward cabins.
- Built-in TV/VCR
- 6.5A - Upgrade TV and VCR
- Automotive type Stereo with CD Player and built-in speakers including flybridge
- 6.5B – Credit original stereo and all speakers except flybridge. Install customer provided stereo, CD changer, amplifier, and speaker selection box. Upgrade aft deck speakers, main saloon speakers and pilot house speakers.
- 6.5C – Upgrade salon overhead lights and restock originals.
- 6.5D – Install 6 x Fans (Hella)
- 6.5E – Install customer’s Satellite TV Antenna.

7. RIGGING (NONE)

8. ELECTRONICS.

8.1 Basic Instruments.

Raytheon supplies all instruments. All instruments are integrated using the ST. bus or HSB. and are capable, in some cases, of repeating other instrument functions.

Pilothouse

- ST 60 Tridata
- ST 60 Wind
- ST 60 Rudder Angle
- ST 6000+ Auto Pilot Control
- RAY 210 VHF with antenna
- 8.1A – upgrade 210 to 220 with hailer horn.
- 8.1B – Install customer’s cell phone.
- 8.1C – Install customer’s intercom.
- 8.1D – Install customer’s video camera.
- 8.1E – Install SSB Ground Plane
- 8.1F – Install customer’s SSB with Tuner
- 8.1G – Rework Navigation Panel

Flybridge

- ST 60 Tridata
- ST 60 Rudder Angle
- ST 6000+ Auto Pilot Control
- RAY 220 VHF – Hailer/horn – Intercom with antenna
- Hand held remote for auto pilot

8.2 Advanced Instruments.

Pilothouse

- Raychart 520 – chart plotter – HSB to RL74
- 8.2A – Upgrade to RL80CRC

Flybridge

- RL 74 Main Radar Control – 4kW 24” dome – HSB to R520
- 8.2B – upgrade to RL70C
- 8.2C – upgrade 4Kw Dome to open array.
- R114 GPS – Combined GPS and GPSD
- 8.2D upgrade to R300 with antenna

8.3 Auto Pilot.

- Autohelm Type 300 Computer – with fluxgate compass and rudder feed back
- ST 6000 Plus Controls with digital compass read out
- 8.3A – upgrade heading sensor to active heading sensor.
- Type 2 hydraulic drive.

9. OTHER EQUIPMENT.

9.0A – Name and hail port.

9.0B – Brokerage and handling for personal items.

9.1 Gear

- 4 – 50’ $\frac{3}{4}$ ” Nylon Dock Lines
- 4 – 30’ $\frac{3}{4}$ ” Nylon Dock Lines
- 6 – 10” Fenders
- Boat Pole with deck storage
- 8 USCG Life Jacket in storage bags
- Odin Flare Gun Kit
- 4 Fire Extinguishers
- Flag Poles with bow and stern sockets
- Stainless signal mast with running lights.

9.2 Spares

- Spare primary, thruster and shaft zinc anode
- Main Engine Cruise Kits
- Generator Cruise Kit
- Spare alternator belts
- Ship’s fuse kit
- Ship’s spare bulb kit
- 9.2A – Additional spares.

9.3 Manuals

- Owners manual complete with users guide, specification and equipment literature
- As-built schematics for the electrical and plumbing systems
- Electrical legend and color code
- Manuals for main engine and generator

10. COMMISSIONING

10.1 Delivery Dates.

Gozzard Yachts will make every effort to complete this project in a timely fashion. However, considering the complexity of the project, we are only prepared to estimate the delivery date. We will, via email, be able to send photographs of the weekly progress and through full disclosure keep the owner in the loop as to the timing. Our past experience indicates we are never more than three week behind (or ahead) of schedule.

10.2 Testing and Sea Trails.

The boat will be launched, rigged and tested fully in Goderich. The owner is encouraged to make thorough

inspection the vessel, either by surveyor or personally, at this time as this will represent the end of construction and related work. The final payment will be due on your acceptance of the boat.

All electronic systems will be tested and calibrated.

10.3 Delivery.

The boat will be launched and commissioned in Goderich. The cost of the transportation of the boat from Goderich will be the responsibility of the owner.

10.4 Systems Inspection.

- A Cummins service technician will spend one day performing sea trials before Cummins will sign off on the warrantee.
- All major systems will be inspected and have the installation approved (signed off for warranty) by their manufacturers or authorized representatives either during construction or at time of sea trials.

10.5 Pre-scheduled Factory Maintenance.

Upon final commissioning 2 visits by factory personnel will be scheduled at approximately 3 and 6 months intervals to fine tune the systems and make any final adjustments.