

62 ft 2002 North Sea Trawler, Engelenbak

US\$1,800,000

Vancouver, British Columbia, Canada



Boat Details

Make:	North Sea	Class:	Trawler	Cabins:	3
Model:	Trawler	Hull Material:	Steel	Heads:	3
Year:	2002	Drive Type:	Direct Drive	Fuel Type:	Diesel
Length:	62 ft	Beam:	18 ft 10 in		
Price:	US\$1,800,000	Boat Location:	Vancouver, British Columbia, Canada		
Condition:	Used	Name:	Engelenbak		



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Description

Designed and built with total safety and comfort as her strengths, Engelenbak has taken two different owners on their own voyage of a lifetime. Her original owners traveled over 25,000 miles and her current owners explored the Pacific North West to Alaska several times. She has always been operated with husband and wife crew. Her exterior strength and seaworthiness are perfectly complemented by her luxurious and comfortable interior layout. Designed by notable **Greg C Marshall Naval Architects** and built by **Alberni Engineering** in British Columbia, she has every modern convenience onboard along with many recent upgrades.

Engelenbak has been a once-in-a-lifetime experience for her current owner, and now she is ready for her next great adventure. Built as a world class passage maker, she is fully capable of taking YOU safely on YOUR lifetime adventure to the destinations of your choosing.

Notable features include:

- All steel hull. Hauled for bottom paint and zinc anodes, April 2024
- Reliable John Deere main engine
- 5,000 NM range at a cruise of 8.5 kts
- 2016 Polaris 14' 6" Seamaster RHIB with 50hp Honda outboard
- Active stabilization
- Hydraulic bow thruster
- Air conditioning and a diesel boiler for heat
- New Northern Lights 12kw generator
- Three stateroom layout
- 50" Hundested variable pitch prop for maximum efficiency and 4" diameter shaft

***If your dream is to cruise the oceans of the world
in complete safety and comfort, you do not want to miss this "Little Ship".***

Information & Features

2001 John Deere 6125 AMF 12.5L (Engine 1)

Type:	Inboard	Drive Type:	Direct Drive	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	340 hp		
Hours:	7010	Propeller Type:	3 Blade		

2001 John Deere 4039D (Engine 2)

Type:	Inboard	Power:	80 hp
Fuel Type:	Diesel		
Drive Type:	Other		

Dimensions

LOA:	62 ft
Beam:	18 ft 10 in
Min Draft:	7 ft

Speed

Cruising Speed: **8.5 kn**

Range: **5000 nmi**

Tanks

Fuel: **5,000 gal Steel**

Fresh Water: **800 gal Steel**

Holding: **525 gal**

Accommodations

Cabins: **3**

Heads: **3**

Background

This vessel - many believe she is actually a small ship - is about much more than comfort; she is about SAFETY! Safety, to the knowledgeable owners, means being protected from the consequences of failure, damage, error, weather, and accidents. They have spared no expense to make this vessel as safe as realistically possible in 62 feet. These SAFETY features include: a heavy steel hull, a huge I-beam keel, dry stacks for all engines, keel cooling for all heat sources, redundant operating systems, a crash bulkhead, several watertight compartments, two oversized ground tackle systems, uniquely protected active stabilization, and much more...

The Designer

Having designed some of the world's finest megayachts, yacht design firm Gregory C. Marshall Naval Architect Ltd. has built a reputation as one of the top naval architecture firms in the world. For more than 35 years, founder Greg Marshall and his business partner, naval architect Gordon Galbraith, have designed ever-larger megayachts, and commercial craft for a wide variety of clientele. As with any life-long dream, it started early with Greg.

Greg's father, Victoria, Canada architect Donovan Marshall, recognized his son's obsession and introduced him to Bill Garden, the famed yacht designer. Garden asked the 15-year-old Greg to sketch a yacht for a customer. Greg made batches of drawings and when the opportunity presented itself, Garden offered him a few weeks of drafting work after High School. In 6 years under the tutelage of Bill Garden, Greg amassed the skills and practical approach to yacht design that has served him to this day.

The Builder

Alberni Engineering was founded in Port Alberni, on Vancouver Island's West Coast in 1914. This shipyard has produced a large number of quality vessels such as tug boats, side-winders, for the logging industry, seine and trawling fishing vessels, barges, skiffs, live fish transport barges, water taxis, work boats and supply boats. The company also produced its own line of marine equipment such as nozzles, anchors, towing pins and winches, trawl winches and custom made equipment. The company was capable of producing in both steel and aluminum and work can be done to ISO-9002 standards.

The company was equipped with a large fabrication area with over 20,000 square feet under cover and 7 overhead cranes. Vessels up to 30m in length were being built inside.

Accommodations

Salon and Galley

Her interior is richly finished throughout with Honduran mahogany and includes custom built solid wood mahogany doors and trim.

The galley is equipped to be every bit as functional as any cook's kitchen. The placement of the galley at the aft saloon entrance allows easy access for provisioning as well as a stable location to be when the wind and sea state increases. A large pass thru window in the galley is connected to the aft deck and grill for effortless serving and entertaining.

- 2 x Sub Zero refrigerator 700 BR and freezer drawers 700 BF
- Chest freezer on the lower deck
- Summit glass front drink cooler
- Wolf 3-burner propane gas cook top with range hood
- Miele dishwasher
- Miele convection oven
- Panasonic microwave oven
- In sink garbage disposal
- trash compactor is located on the aft deck to minimize interior odors
- Maretron DSM 410 electronic display for tank level monitoring (and more)

Also located in the aft deck grill area is a ice maker, sink and storage.

The saloon and galley complement each other by offering an eat-in breakfast bar with built-in barstools. Every consideration has been given to the best use of space by designing storage features throughout, including built-in bookcases, magazine racks, and additional pantry storage. A custom designed hydraulic lift table in the saloon is utilized during the day as a coffee table, but unfolds to a banquet sized table which will accommodate up to ten for dinner. A Dickinson Antarctic diesel furnace offers warmth on even the coldest Alaskan evenings. A starboard side weathertight door allows access to the side deck and bow.

Overnight Accommodations

The three staterooms are located on the lower level. The owner's stateroom is equipped with a walk around island queen bed, custom upholstered headboard with additional storage, two large built-in dressers, built-in night stand and tons of storage. The large owner's closet is cedar lined. The owner's suite includes a large head with extensive cabinetry for storage and full size Corian shower with glass doors. All of the toilets on the boat are Headhunter Royal Flush. There is a Furuno Navnet MFD located beside the owner's bed.

Adjacent to the owner's stateroom is a bonus stateroom which is designed to allow for crew if needed, or a great place for younger kids. It has a secondary access to the main deck, and can be closed off from the primary stateroom. Twin bunk beds, built-in dresser, cedar lined closet, and a full head with Corian shower complete this room.

The guest stateroom is nearly as large as the primary stateroom, and offers luxurious comfort to your friends and family while aboard. A walk around island double bed with custom upholstered headboard, built-in night stands with storage, built-in dresser, and cedar lined closet. A full private head with large Corian shower completes the guest suite.

Also below deck is an office area complete with built-in desk, bookcase, file cabinet, fireproof safe, and large storage closet. The laundry area is located here as well, and includes separate Miele washer and dryer, built-in ironing board and large work surface for use in laundry needs or as additional desk workspace.

- Miele Novotronic W1930 dryer

- Miele Novotronic T1570 Washing machine
- Victron Energy remote power display/monitor
- Maretron DSM 800 display
- Chest freezer

All lower level opening port lights are made with 19mm tempered glass and include storm shutters.

Pilot House and Electronics

The pilothouse was designed to be "state of the art" and components have been upgraded to be current with the latest navigation options. Port and stbd side deck doors allow access to the wing stations, Portuguese bridge, and the fore or aft deck. Along with the primary STIDD helm chair, there is a comfortable U-shaped settee that offer panoramic views for the "crew". The table can convert into a captain's Berth. A chart/navigation table is located to port and interior access to the accommodations decks is found to starboard.

- 4 x Hatteland MFD's (Chart, radar, depth, Maretron info, CCTV)
- Furuno Radar FR2125BB - 25 KW, 6.5 foot open array antenna, ARPA plotter, navigation interface
- Furuno Radar via Navnet3D - 6 KW, 4 foot open array antenna, CMAP NT chart plotter, high power Furuno Navnet depth sounder
- KVH digital compass
- Maretron electronic systems display - DSM 250
- Furuno SC-50 digital compass
- Furuno CH250 forward scanning sonar
- Furuno RD-30 repeater (depth, speed, position)
- Furuno NAVTEX NX-300 receiver
- Icom M506 VHF
- Icom M510 VHF
- Icom IC-V8000 Mobile Transceiver
- Young 5106 wind sensor
- Young 46203 temperature / humidity sensor
- Furuno 207 weather fax
- Navigation Computer 1 - Custom built 1 GHZ system
- Navigation Computer 2 - Custom built 1 GHZ system
- Satellite TV - Seatel S-1510
- Satellite Phone 1 - Seatel S-1515
- Kobelt hydraulic thruster control
- Kobelt throttle and variable propeller pitch control
- Carlisle & Finch remote spotlight
- Variable speed wiper control
- Village Marine water maker remote panel
- Ritchie compass
- Overhead night lighting

The main pilot house windows are ½ inch tempered safety glass from Diamond Seaglaze Windows, and the center three can be electrically heated when necessary. They have multispeed wiper blades and WARM water wash down to aid in the removal of salt and dirt.

Alarm/Monitoring

The alarm panel and Maretron monitoring system offer real time details on all aspects of the health of on board systems and components. This includes tank levels, temperatures, pressures, flow, and AC/DC state. Each room on the vessel also has emergency LED lighting.

Steering

Steering is provided by a separate Jastram hydraulic system consisting of an engine driven hydraulic pump, dedicated hydraulic tank, dedicated keel cooler, and two hydraulic rams actuating the tiller. BACKUP steering hydraulics is provided by a Jastram H90 helm pump and a 30 inch diameter wheel in the pilot house. Heading control is provided by a ComNav 2001 autopilot and corded remote along with dedicated Comnav 201 tiller rudder control in the pilot house and at each wing station. Rudder angle indicators as well.

Main Engine and Mechanical

Main Engine

A John Deere 6125AMF, is a turbocharged, 6-cylinder, 12.5 liter engine with an electronically controlled fuel system. The engine, as installed, is continuous duty rated at 340 horsepower. The M1 rating means that the engine may operate 24 hours a day at uninterrupted full power. Under actual 8.5 knot cruise conditions, the engine is in fact operating at a comfortable 50% power level. It is fitted with one 60 amp and one Electrodyne 250 amp alternator. The engine's heat exchanger is keel cooled with a fresh water cooling loop. The main engine control panel and pyrometer are duplicated in both the pilothouse and the engine room. The engine is mounted on Lo-Rez engine mounts and coupled to the running gear with a Lo-Rez flex coupling. The exhaust system is dry exhaust, enclosed in custom ceramic shrouds. Approximately 7000 engine hours.

Auxiliary Engine

A John Deere 4039D - Series 300, is a normally aspirated 4-cylinder engine. The engine is rated at 80 horsepower. The engine is heat exchanger keel cooled with a fresh water cooling loop. The engine is primarily for powering the vessel's auxiliary hydraulic pump. It is also fitted with one 40 amp and one 210 amp alternator. The auxiliary engine control panel and pyrometer are duplicated in both the pilothouse and the engine room. The exhaust system is dry exhaust, enclosed in custom ceramic shrouds.

Fuel System

The fuel system consists of three main tanks and a day tank. The forward fuel tank holds 2,500 gallons, the port and starboard tanks each hold 1,250 gallons, and the day tank holds 160 gallons. All of the fuel users - main engine, auxiliary engine, generator, boiler, and Dickinson heater - draw fuel from the day tank. All tanks, except the forward tank, are fitted with sight gauges and have Headhunter tank sentry sensors. Fuel can be moved between any two tanks by EITHER a 120 VAC transfer pump OR a 24 VDC transfer pump. Any time fuel is transferred it is polished by a Gulf Coast Filter. Anytime fuel is added to the day tank it is polished by the Gulf Coast Filter insuring clean fuel is always available. Dual Racor filter systems, with vacuum and water probe sensors, are installed between the day tank and each engine. The vacuum and water probe sensors for both Racor filter systems have additional readouts in the pilothouse. All fuel piping and valves are stainless steel. Additionally all fuel tanks have a fuel sampling port and transfer system, with a dedicated transfer pump, from the lowest spot in each tank. The generator, Dickinson heater, and diesel furnace each have dedicated Racor filters.

Hydraulics

Like most of the vessel's systems, the hydraulic system was designed with redundancy as a key principle. The vessel's hydraulic components can be run by EITHER the main engine driven hydraulic pump OR the auxiliary engine hydraulic pump and include Keypower come-home drive, Keypower 16 inch diameter bow thruster, Smith anchor windlass, Maxwell anchor windlass and warping capstan, Steelhead davit, aft Keypower warping capstan, 20 KW generator, and the Flomax 8 bilge / firefighting pump. The hydraulic system has a large capacity reservoir tank, and the hydraulic fluid is cooled by an integral keel cooler.

Monitoring

The vessel's Maretron monitoring system displays the temperature of 16 critical components of the vessel on a real time basis. By knowing the operating temperature history of these components, it is possible to watch for predictive failure indications of each component. Monitored items include the following

- main hydraulic pump temperature

- main 250 amp alternator surface temperature
- main 250 amp alternator BELT temperature
- engine coolant temperature IN and OUT of the keel cooler
- Hudedsted coolant temperature IN and OUT of the keel cooler
- Hudedsted hydraulic pump temperature
- packing gland temperature
- engine room temperature
- stabilizer hydraulic pump temperature
- steering hydraulic pump temperature
- hydraulic reservoir temperature
- engine room fan system generator temperature

Additionally, the system monitors AC and DC current loads.

Fresh Water System

Fresh water is stored in an 800 gallon integral tank. Water pressure is provided to the vessel by a 120 VAC Headhunter Mach 5 in conjunction with a Headhunter pressure accumulator tank. This system is backed up by a Jabsco Flowjet constant pressure 24 VDC pump system. Water from the tank is filtered by a cartridge filter system before distribution. These systems can be supplemented by shore water hookup when available. The storage tank is fitted with a Headhunter Tank Sentry.

Water Maker

Additional fresh water can be produced on board utilizing a Village Marine PW1200 water maker. This produces 50 gallons of fresh water per hour. The water maker has control panels in the lazaret and in the pilothouse.

Black Water

The black water system consists of a 175 gallon fiberglass storage tank, PVC piping from each of the three Headhunter Royal Flush toilets, and a Headhunter M1 pump. The storage tank is fitted with a Headhunter Tank Sentry.

Grey Water

The grey water systems consists of an integral 350 gallon storage tank, a central grey water collection sump, a 24 VDC Jabsco macerator pump which is backed up by a Headhunter M1 pump. All fittings and valves are stainless steel. The storage tank is fitted with a Headhunter Tank Sentry.

Electrical

The vessel's AC electrical system is designed for maximum flexibility under a variety of operating conditions. AC electrical SOURCES include,

- 240 VAC 50 AMP shore power with inlets located both forward and aft
- 120 VAC 30 AMP shore power with inlet located forward
- NEW A/SEA Systems shore power booster/ isolation transformer
- 240 VAC 20KW hydraulic generator
- NEW 240 VAC 12KW Northern Lights generator. Model: PX-312K2
- Victron Energy 24/3000/70 Inverter/Charger x 2
- Extensive Maretron monitoring network with 4 displays located throughout the vessel (tank level, temperature, pressure, electrical)

DC Electrical

The vessel's DC electrical system is designed to power the vessel whenever AC sources are not available. It is a 24 VDC system. The central component of the DC system is the house battery bank, which consists of SIXTEEN 8D AGM batteries, which gives 2,040 amp-hours of capacity, or in actual use, with a 50% run down factor, 1,020 amp-hours of day to day capacity. This capacity allows the vessel to remain "on the hook" for well over 24 hours and run NO GENERATORS at all. EACH engine is provided with TWO 8D AGM start batteries. The navigation / emergency battery system, located in the pilot house, consists of TWO 8D AGM batteries. DC alternators, available to charge the various battery banks, consist of one 40 amp, one 60 amp, one 210 amp, and one 250 amp. All alternators have dedicated Balmar multi-stage voltage regulators. During times when shore power is not available, AC power for the vessel is provided by one 4KW and one 2KW Trace inverters. DC distribution and breaker panels are located in the engine room, pilot house, and several other key areas of the vessel.

- 24 VDC system
- 16 8D AGM batteries
- DC alternators, available to charge the various battery banks, consist of one 40 amp, one 60 amp, one 210 amp, and one 250 amp
- All alternators have dedicated Balmar multi-stage voltage regulators

Deck Equipment

Located on the foredeck are two windlass/anchoring systems, the tender, tender cradle with 300 gallon gasoline storage tank built-in, Steelhead Marine davit, and three skylight hatches.

The centerline ground tackle system consists of a #18 size 210 pound Forfjord anchor, which is typically recommended for boats up to 150 tons. The anchor swivel, a heavy duty S2 stainless steel unit, attaches the anchor to 100 feet of 5/8 inch BBB galvanized chain, which is shackled to 400 feet of 9/16 wire rope. The anchor winch is a modified Smith Brothers drum winch.

The port side ground tackle system consists of a 150 pound CQR anchor, which is coupled to a heavy duty S2 stainless steel swivel, which is coupled to 800 feet of ½ inch BBB galvanized chain. The anchor winch is a Maxwell 4500. The below deck chain locker houses this chain on the port side, leaving the starboard side free for the emergency tiller, stern anchor, and spare fenders.

These two heavy duty anchoring systems allow the vessel to anchor in waters deeper than might otherwise be considered, or more securely in difficult conditions of holding or weather.

The davit is a Steelhead 1500 lb unit and is operated from the vessel's hydraulic system. The davit is also fitted with both lanyard controls and wireless remote control.

The vessel has port and starboard wing stations, giving the Captain an unrestricted view of the desired side. The wing station controls consist of throttle, pitch, rudder with position indicator, and bow thruster. Docking becomes a breeze with these controls. Additionally the Hundested controllable pitch propeller aids the docking operation by giving the Captain nearly infinite control over the vessel's speed. When not in use, the wing stations are protected and covered from the elements.

Located on the aft deck is a 6 person Switlik SAR-6 hard shell life raft, two storage lockers, and a large amount of open deck space. The port storage locker contains the vessel's three propane storage tanks, and associated safety equipment. There are the dry stacks for the main engine, auxiliary engine, generator, and diesel boiler. Access to the upper mast is made easier and safer by a series of built-in steps on the stack, complete with handgrips.

- 14 1/2' Polaris Seamaster RIB with a 50 horsepower Honda 4S outboard
- Steelhead 1200R - 1,500 pound hydraulic davit
- Two lockers for mooring lines and deck equipment
- Port and starboard bridge wing stations
- Smith hydraulic drum windlass with 100' 5/8" chain and 400' cable. attached to a Forfjord #18 210lb anchor.
- Auxiliary Maxwell 4500 hydraulic windlass with a 150lb CQR and 800' of 1/2" chain
- Maxwell hydraulic stern mooring/warping winch
- Auxiliary hydraulic fire pump with fore and aft deck spigots

An air compressor is located in the lazaret to provide compressed air to the vessels air horns, tool outlets in the lazaret and pilot house, and an outlet located on the forward deck to service the tender and fenders as required.

HVAC

Heating

Heat for the vessel is provided by an Olympia diesel fired boiler located in the engine room. This boiler, through a heat exchanger, provides circulating hot water to the individual Aqua Air air handlers located in each compartment. Additionally the boiler provides an unlimited supply of domestic hot water. This in addition to the Torrid 20 gallon hot water tank.

Air Conditioning

Air conditioning for the vessel is provided by circulating cold water to the individual Aqua Air air handlers located in each compartment. The water is chilled by two Aqua Air 2.5 ton chillers. Both chillers have dedicated 3 phase soft start speed controllers. Every compartment has its own air handler. There is an oversize AC unit in the Main Salon. Pilothouse and Galley

Default Disclaimer

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