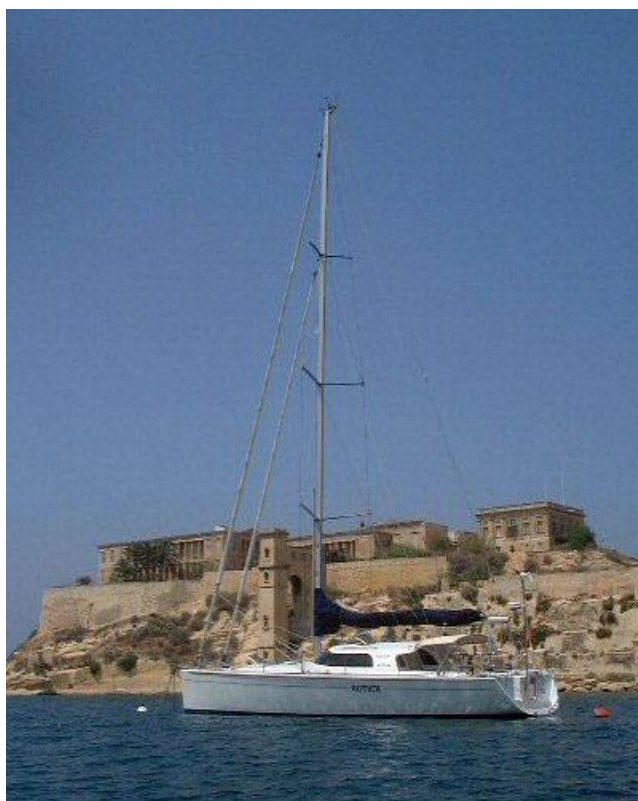


## INVENTORY ELLIOTT 50

S.Y. KOTICK



DESIGNER: Greg Elliott, Elliott Boat Design Ltd, Auckland, New Zealand

BUILDER: Custom Yachts, Auckland, New Zealand

REGISTERED: Malta- (VAT Paid)

LOCATION: Lagos, Portugal

LOA: 15.20m

BEAM: 4.50m

DRAFT: 2.40m

DISPL: 17 tons with full tanks

BALLAST: 4 tons

PRICE: NZ\$340,000.00 (VAT paid Europe)

## **Construction**

Built 1997 by Customs Yachts, Auckland New Zealand  
Project Management: Elliott Boat Design Ltd  
Composite hull with Kevlar reinforcement below waterline.  
Steel keel with lead bulb.

## **Spars & Rigging**

Cutter 7/8 rig (sailed as sloop)  
Keel-stepped mast c/w backward sloping spreaders  
Alloy mast and boom  
Carbon spinnaker pole  
Furlex reefing gear on both forestay and staysail  
Standing rigging (new 2010): main shrouds 12mm Dyform, forestay 12mm, backstay 10mm, with split 8mm wire bridle  
All spars and rigging removed and revised 2010 and 2016

## **Sails**

Mainsail: 63m<sup>2</sup> New 2009, North Sails. Fully battened with lazyjacks, (dropping into boom arms; 3 reefs), Ronstan batten cars  
Genoa: 60m<sup>2</sup> 2005  
Cutter Staysail: 35m<sup>2</sup> New 2009, North Sails.  
Asymmetrical spinnaker in snuffer  
Storm jib (rarely used)  
Trysail (never used)  
Full range of snap shackles and snatch blocks included

## **Winches**

Andersen winches:  
52 EST electrical (central) for halyards, reef lines, topping lift  
Andersen 52 ST (genoa) x2  
16 S (checkstays) x2  
10 S (3d reef)  
Frederiksen Genoa track system

## **Machinery**

100HP Yanmar 4-cylinder turbo diesel, Consumption: 4.5 liters/hr @ 8knots in calm waters.  
Cruising speed: 7.5 kts. Engine hours: 4600 hours  
Aquadrive, 1.5" shaft & 23" Brunton self-pitching Autoprop, rope cutter  
Orca shaft seal  
Whitlock Cobra rack & pinion steering system with rod connections  
Max-Power Compact-Retract bow thruster (24V, with own battery bank and charger) 2008

## **Capacities**

Fuel: 650 ltrs (in 2 s/steel tanks with inspection hatch)  
Water: 500 ltrs (in 2 s/steel tanks) + 80 l/hr water maker

## **Electrics**

Generator: Kohler 8 kW driven by a 15HP 3-c Yanmar engine, with own starting battery 12v / 220v including shore-supply  
Service batteries: 3 x 180 Ah 12 volt heavy duty no-service lead acid batteries  
Main engine: 160Ah 12v heavy duty no-service lead acid battery, 160amp Motorola alternator  
Trace 1500 inverter/charger 60amp  
Stirling 30 main engine battery charger  
Bow thruster: 2 Optima batteries, Victron Energy 25a 24v charger  
Air Marine wind generator 400 Watts  
Solar panels on fixed bimini top: 2 banks of 2 Solara semi-flexible SM225M, total peak power 272 watt. Each bank controlled by a Morningstar SS-MPPT-15L regulator. Solar panels connections can be setup to charge all battery banks when boat is laid-up for more than 2 months

## **Accommodation**

4+1 berths in 2 cabins + passage berth. All joinery hand made from kauri with teak capping and some structural oak:  
FWD CABIN: double bed to stb. 2 side-hanging lockers and bookshelves. Sliding door locks the forward cabin  
FWD HEADS: to port with manual toilet, wash-basin & heated shower. Ample storage in sliding cupboards above and lower lockers  
AFT CABIN: lower berth and upper berth. Ample storage lockers, small table with drawers and book shelves  
PASSAGE CABIN: well-sized quarter berth with stowage. computer station & electrical control panel, hanging locker for clothes  
SALOON: dining table and large U-shaped leather sofa to stb. Hand-laid teak and maple floor. Nav station to portside with chart table & pilot seat. L-shaped Galley to port abaft, plenty workspace & storage  
COCKPIT: spacious, well protected, with large seating & spacious stowage lockers. central steering & ropes control laid aft.

## **Domestic Equipment**

Challenge Yachts Watermaker 80 ltrs/hr (new pressure vessel and membrane 2016), with low/high pressure control  
9000 BTU air conditioning unit  
Twin s/s sink  
3 burner cooker and oven (new 2010)  
12V, water cooled fridge  
220V freezer with 12hrs frost holding capacity (compressor is run 40' twice a day)

## **Navigation Equipment**

Garmin GPS 60  
Chart Plotting Options: Yeoman Plotter or fully configured and documented PC nav system based on Brookhouse NMEA/SeaTalk multiplexer, USB GPS, GpsGate com ports manager, OpenCPN chart plotter, NavMonPC instruments monitoring and plotting.

Raymarine Instruments: Speed, Depth, Wind (new 2003 or later) Echopilot 2D Forward Looking Sonar (color)

Autopilot: Raymarine SPX-30, ST6002 control unit and wireless mobile control unit, Type 2 hydraulic pump, Octopus hydraulic actuator (all new after 2008)

Autopilot (reserve): TMQ AP50, Octopus hydraulic pump, sharing hydraulic actuator with primary autopilot above. Control units at steering and at chart table.

### **Communication Equipment**

WatchEye class B AIS transponder (connected to OpenCPN chart plotter) (new 2016)

24 NM Furuno Radar

Icom 710 HF Radio, with backstay antenna and antenna tuner

Icom 59 portable VHF

ICS Navtex (new 2004)

Winsat aerial for receiving weather sat pictures directly (requires new modem and software)

### **Safety Equipment**

Zodiac 4-man liferaft (2016) and 6-man liferaft (revised 2010)

Four fire extinguishers (2016)

Danbuoy, lifebuoy, lifesling and lifejackets

### **Inventory, other**

Maxwell RC12 s/s vertical anchor windlass (new motor and gearbox 2016)

Remote control for windlass (up, down) and bowthruster (left, right)

Anchors: 32 kg ROCNA main anchor, 45lb fisherman, 35lb plough kedge, folding Fortress

12mm chain rode (70m), splice-linked to 20mm rope (30 meters)

Spare rode (centrally stored): 12mm chain (30m), splice-linked to 20mm rope (70m)

18 sqft sea anchor c/w 700ft 3/4" line

Bauer dive compressor & diving cylinders (OPTIONS)

Mercury 290 Airdeck dinghy (inflatable with high pressure floor)

6HP 4S Mercury Outboard

Fully equipped for long-range offshore cruising, including extended inventory of spare parts and tools

### **Documentation**

Delivered with comprehensive and constantly updated documentation, users manuals and inventory lists.

### **Broker's Remarks**

An absolutely stunning design & construction, sturdy yet outstanding performance, custom-built for the original owners with blue-water cruising in mind. "Kotick" has always been maintained to an exceptional standard and is now being offered for sale with a full inventory and in 'ready-to-go' condition. Must be viewed to be truly appreciated!

Although believed to be correctly stated, these details shall not form part of any contract or agreement, unless otherwise concluded.

Extra comments by original owners, builders and designers

**Original Owner's Comments:**

Kotick has lived up to the brief in an exceptional way. She was designed to be our live aboard fast cruiser and she made the grade. Her motion on a passage is amazing with a notable absence of pitching especially on a choppy reach. She is the only boat my wife has never been sick on. We sailed her 25,000 miles on our own through all conditions and she never missed a beat. A further ten thousand miles was made with our son and his girlfriend. She proved exceptionally comfortable with four people- many days exceeding 200 miles without stress.

James McGougin

**Builders Comments:**

The client's brief for this boat was very specific as they were experienced sailors having already sailed half way round the globe. They wanted to obtain a fast passage maker without sparing any of the creature comforts normally associated with ocean cruising. No expense was spared in the building of KOTICK . She is fitted out in New Zealand native KAURI timber with a multitude of additional special features.

**Design Comments:**

KOTICK's owners, a very experienced cruising couple, arrived in NZ for their second visit, having realised that their current boat was no longer meeting their requirements. They commissioned Greg Elliott, to provide them with a yacht that had good sailing speed and easy live aboard comfort. Through close consultation with Greg their dreams were fulfilled KOTICK is a powerful yacht, under sail or motor; providing the necessary safety and speed for ocean passages. Spacious, luxurious comfort throughout, and all the practical requirements for easy live aboard luxury

**Construction notes**

Hull 22mm cedar horizontal planking glued and pinned, clad with three layers of E Glass both sides and rendered with West Epoxy before painting. There is a layer of Kevlar from bows to aft of the keel below the waterline.

**Deck & Superstructure**

The Saloon coachroof is made from foam, similarly clad to minimise weight above the waterline. There are two watertight bulkheads one within the anchor well and one partially watertight aft of the workshop.

On deck from the bows is the anchor well, housing a salt water wash - the windlass motor, and space for fenders and two full anchor warps and chains. On passages it can also house the deflated dinghy.