



Wauquiez 54 PS



Year:	1997	Heads:	2
Location:	Dublin	Cabins:	4
LOA:	55' 1" (16.80m)	Berths:	8
Beam:	15' 5" (4.70m)	Keel:	Fin/Wing
Draft:	6' 9" (2.05m)	Engines:	1

Remarks:

€374,000 Tax Paid

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Mechanical and Rigging

Perkins 135 H.P. naturally aspirated diesel with fresh water cooling.
40mm stainless shaft through water lubricated rubber bearing with flexible shaft connection.
Three blade folding propeller in bronze with shaft anode.
"P" bracket lined with water lubricated cutlass bearing.
Engine is "on the button"
Panda 10KVA generator located in the engine space.
Two heating and air conditioning units that share a single pump.
Bow thruster with contra-rotating blades.
Semi balanced rudder supported on substantial stainless needle roller bearings.
Whitlock steering system to the two cockpit wheels.
Dessalator water maker installed in the engine space.
Keel stepped mast head rig with three pairs of profiled spreaders.
Sparcraft spars finished in white lacquer.
Steps on the lower part of the mast.
Stainless rod standing rig. 9mm forward & lower. 10mm aft lower & 14.5mm main shrouds.
Lower shrouds and single back stay split at lower end.
hydraulic vang.
In mast roller reefing - electric
Self tacking foresail.
Twin hydraulic Bamarelectric furling head sails for genoa and staysail.
Electric Harken 66.2 primary and Harken 53 electric halyard winches.
Harken hardware
Replacement North sails.

Inventory

Panda 10 kVAa generator.
Dessalator water maker.
Flexcon water maker 90l per hour.
electric boiler 60l
Batteries: 2 X engine, 12 X domestic (460 ah) 1 X Generator.
Tecsup 240V 50ah battery charger. 12 V 160AH battery charger.
600 Watt inverter & transfer switch enabling 240V
Electric & manual bilge pumps.
2 X Shipman RS 8400 VHF
Autohelm navigation centre (autopilot, GPS, log, speedo, sounder) with external repeater.
Navtex Clipper weather fax.
Raytheon RC 630 radar
Furno 18 32 radar.
Eberspacher heating.
Air conditioning.
Fire extinguishers.
8 man Liferaft.
Emergency tiller.
Besenzoni davits.
Cockpit & fore deck cushions.
Holding tanks.
Twin anchor rollers on the stem.
Lofrans electric windlass with foot controls.
Mooring cleats and fair leads forward, mid ship and aft.
30kg Danforth anchor and 10mm chain.
Fenders.

Mooring lines.
Cockpit hood with windows.

Accommodation

Bright saloon with all round vision and sliding overhead hatch.
Special interior woodwork in American blonde maple.
All original seating replaced with specially treated marine black leather.
Unique 3 cabin version.
Full beam owners stateroom aft with ens suite shower and WC.
VIP guest cabin forward.
Twin cabin mid ship under saloon, engine room access thro' this cabin.
Galley amidships to port and fitted with twin sinks and large Corian style work top.
Pressure water system with accumulator tank for hot and cold fresh water.
Twin burner gas stove with oven.
Large fridge and chest freezer.
Three marine electric toilets with shower.
All the necessary facilities cor comfortable cruising: Washing machine, Microwave, 19" flat TV, foldable table in cockpit.
Curtains and windscreen covers.
4 X deck Perspex skylights. 10 X portholes with internal curtains and screens.

Remarks :

Excellent example of this rare Wauquiez 54 Pilot Saloon.
Three cabin lay out in American blonde maple.
Deck saloon with table, seating and steering position.
Owners stateroom aft.
VIP guestroom forward.
Aft bathroom with separate shower.
Mid ship double cabin under deck saloon with wash basin and head.
Sail handling assisted with electric winches.
Perkins diesel with generator.
Large teak laid cockpit with twin steering wheels.
Teak plank laid deck cut and placed piece by piece and sealed.
Copper bottom 2017.
Hull is sandwich of glass fibre and isophthalic polyester resin enclosing PVC closed cell foam vacume formed incorporating integrated ribs and stretchers.
Twaron shield - two layers of Aramide cloth.
Multiple coatings internally to prevent osmosis.
Bulwarks in stock dyed gelcoat.
The hull carries a long shallow bulbed keel that bolts to the keel stub.
Interior bulkheads and fittings are bonded to the hull & deck.
Forward water tight bulkhead.
This vessel was purchased from the Mediterranean with light local use in the Irish Sea in recent years.
Viewing will not disappoint.
U.K. Registered, VAT paid.
Located c 15 minutes from Dublin airport. Day return viewing practical.

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