

Trader 54 Sundeck



Year: 1994
Location: Weymouth
LOA: 58' 4" (17.78m)
Beam: 15' 0" (4.57m)
Draft: 5' 0" (1.52m)

Remarks:

A beautifully
complete
motor

servicing and maintenance
makes it one of the most sought-after
upgraded and maintained this Trader 54

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Mechanical and Rigging

Construction

Hull Construction:

The hull is constructed of hand-laid GRP using woven rovings and chopped strand mat with integral stiffening.

Full width plywood bulkheads are bonded to the hull and deck, complete with bonded longitudinal stringers with hardwood inserts which form the engine bearers to complete the hull stiffening.

The Hull was Gel Shielded for anti Osmosis protection from new

The hull is finished with a white gelcoat complemented by dark blue waterline & boot-top lines.

The hull is protected by a full-length stainless steel rubbing strake at boot-top level.

The stainless steel & teak bathing platform is externally bolted to the transom

Deck, Superstructure & Flybridge Construction:

The deck, superstructure & flybridge are constructed of hand-laid GRP in the same manner as the hull.

The deck & superstructure and flybridge structures are separate mouldings from the hull structure.

The aft deck is fully protected by a GRP-moulded deckhead running aft of the flybridge structure.

The superstructure is bolted and bonded to the hull along the bulwark line..

The deck areas are sheathed in prime quality teak with PRC black caulking compound between planks. The flybridge and the bathing platform are also teak laid.

The forward coachroof is GRP also teak laid.

Stainless steel guardrail stanchions with teak capped guardrail

GRP dodgers surrounding aft deck

Exterior doors & windows:

Aluminium framed safety glass windows

Mosquito screens for all opening portholes

Sliding GRP & teak side-door on starboard side adjacent to lower helm

Sliding GRP & teak door at aft end of saloon giving access to aft deck

Opening deckhead hatches for VIP and owner's cabins

Stainless steel opening side-ports

Mechanical Data

Engines & Gearboxes:

2x Caterpillar 3208TA direct-injection V8 turbo-charged after-cooled diesel engines producing 435hp @ 2,800rpm

Fresh water engine cooling via raw-water intake and heat exchangers

Twin disc hydraulic reduction gearboxes

Morse twin-lever cable throttle & gear controls at lower & upper helms

Full bank of VDO engine monitoring gauges at lower & upper helms including voltmeters, water temperature, water pressure, oil pressure and engine hours

Maintenance & Performance:

Engine hours: approx 1495hrs - June 2021

Date of last service: June 2021

Displacement cruising speed: 11-12 knots @

Other Mechanical

Pressurised fresh water supply:

Pressurised water supply via 12v DC low pressure pump with additional backup pump located in engine room

Hot water generated by Raritan 45 litre engine-driven calorifier connected to starboard engine or 1.25kw immersion heater element powered by 240v AC system

Watermaker:

Aquafresh 800AC 240v AC reverse-osmosis watermaker producing approx 126lph

Control

Electrical

Voltage Systems:

12v DC domestic system supplying navigation instruments, VHF, navigation lights, interior lights, stereo, bowthruster, trimtabs, refrigerators, all pumps excluding air-conditioning, watermaker & deck salt-water pump

240v AC system supplying air-conditioning, microwave, watermaker, ring main sockets

Battery Banks:

Emergency link to connect service and

Tankage

Fuel tanks:

2x equal-sized mild steel 'wing' fuel tanks with a combined capacity of 1,892 litres (416 gallons) located in engine room

Digital/analogue fuel-flow meters at helm allowing accurate calculation of fuel consumption and range

Twin Racor 1000FG 180gph fuel filter/water separators supplying filtered fuel to both engines and generator via manifold system from either or both fuel tanks

Stainless steel fillers on side-decks

Navigation Equipment

Lower Helm Position:

Lenovo all in one flat screen ships computer with Maxsea Chartplotter and radar feed

Simrad 48 mile open radar scanner with Chartplotter

Cetrek principal instruments including:-

Depth

Speed

Digital compass

Safety Equipment

Navigation:

Navigation lights

12v DC horn

Windscreen wipers at lower helm with 12v DC demister fans

Searchlight on radar arch

Life-saving:

1x horseshoe buoys with lights

Fire-fighting:

Alarm system:

Halyard exhaust temperature alarm system with units at lower & upper helms

Fire-extinguishers:

3x automatic fire-extinguishers in engine room

Manual dry-powder fire-extinguishers in saloon & galley

Fire-blanket in galley

Accommodation

Accommodation

The interior joinery is principally of high-quality handcrafted teak with raised mouldings. All doors and frames are solid teak and vented. The joinery is finished in satin varnish to create a light and airy interior with excellent ambience under both natural and artificial lighting.

The heads compartments are cream laminate trimmed with teak for easy cleaning. Shower doors are solid teak with tinted plexiglass panels.

The heads sink-surrounds are light Corian. The galley worktop is white laminate for hygiene. All other surfaces are teak.

All interior upholstery including mattresses replaced in 2011

Interior seating upholstery in Saloon and Dinette replaced in 2011 with top-grade Andrew Muirhill leather white

Sleeping cabins are upholstered with a blue patterned cloth. In the saloon, the upholstery is a high-quality blue/white pattern.

Blackout blinds on side windows

The curtains are custom made throughout in the sleeping cabins.

All floors are teak-laid with contrasting holly inlay.

The headlining throughout the yacht are white padded vinyl with teak battening.

Generous 6'+ headroom in all cabins.

VIP Cabin:

Located towards the bow, and accessed by a door from the central lower corridor, this cabin features a large centreline double berth with stowage beneath via 3 drawers or via access panel beneath mattress. Either side of the berth are vanity lockers and upholstered seats. Aft of berth to port & starboard are hanging lockers with internal lights. Aft to port is a full-length mirror. To starboard is an en-suite access to the forward heads. Access to the foredeck via a deckhead hatch. Additional stowage can be found in a useful removable bin in the bilge-space.

Twin Guest Cabin:

Two single berths running athwartships. Stowage beneath berths accessed in drawers. Central locker with hanging locker behind and mirror on door. Door to central lower corridor.

Forward Heads:

Accessible from central lower corridor or via en-suite door from VIP cabin. Single Corian inset sink with marble surround. Lockers above and below sink tops with mirror. Hot & cold pressurised water supply. Manual marine heads. Dedicated shower cubicle with seat, teak grated floor and locker stowage.

Lower Helm Station:

Forward of the main saloon area and accessed from the forward lower corridor via 4 steps. To starboard of companionway is the main helm station with full engine & throttle controls, engine gauges and navigation instruments. Variable speed control for windscreen wipers. To port is a large chart-table area. At deckhead a teak panel with various navigation instruments mounted. To port & starboard are 2-person upholstered bench seats. To starboard is a watertight sliding door to the sidedeck.

Saloon:

To starboard are two single chairs with a locker & counter between with a large teak drinks cabinet forward beneath helm seat. Aft is a teak cabinet and curved staircase to aft deck with solid teak banister. To port is a large U-shaped settee with extensive stowage beneath. The saloon table is solid teak with a stainless steel height-adjuster, allowing conversion to a large double berth with supplied infill cushion. Teak grabrails at deckhead.

Engine room:

Located beneath the saloon. Accessed from forward lower corridor and galley via removable panels and hinged steps or via saloon sole through removable floor-panels. Natural ventilation via topsides grills (with manual shut-off in case of fire) and forced ventilation & extraction via 12v fans. The engine room benefits from extensive insulation to protect guests from heat & noise. Between the engines is an aluminium chequer plate walkway. Generator, watermaker, water-heater and battery charger are located at the forward end.

Dinette:

Accessed via 4-steps down from saloon. A large L-shaped settee is located to starboard with stowage beneath, stowage cupboards above and outboard and book-shelving above. An extendable solid teak table lowers with a stainless steel height adjuster allowing conversion to a large single berth. When used as a berth.

Galley:

Directly opposite Dinette to port. U-shaped worktop to port with twin stainless steel sinks inset. Twin front-opening fridges. Extensive stowage is found in lockers, cupboards and drawers above and below the worktop.

Master Cabin:

Accessed from the dinette, this extremely large owner's cabin centres around a sizeable diagonal-positioned double berth with small bedside cabinets either side. To port is a full-length hanging locker with a desk/dressing table aft complete with upholstered seat. To starboard is a double full-length hanging locker. Access to ensuite heads is forward to port.

En-Suite Heads:

Accessed from the port side of the Master Cabin. Single marble inset sink with Corian surround. Lockers above and below sink tops with mirror. Hot & cold pressurised water supply. Manual marine heads. Dedicated shower cubicle with teak grated floor and teak/plexiglass sliding partition door.

Deck Accomodation

Foredeck:

Teak laid deck. Deck-mounted anchor windlass with chain dropping to chain locker.

Sidedecks:

Wide sidedecks running aft to steps up to aft deck. GRP bulwark with teak-capped guardrails. Stainless steel grabrails mounted to superstructure sides. Sliding door access to starboard lower helm position.

Flybridge:

Accessed via teak & stainless steel staircase on port side of aft deck. GRP bench seating with stowage below. Central helm seat. Upper helm position with lockers to port & starboard. Stainless steel framed bimini above. GRP radar/antenna arch to the aft end.

Aft deck:

Large teak laid level deck area. L-shaped GRP seating with free-standing solid teak varnished dining table to port. GRP deckbox/seating to starboard. Additional directors-chairs for al-fresco dining. Access to bathing platform on via stainless steel & teak ladder. The aft deck is covered by a GRP solid bimini running aft of flybridge with inset lighting and stainless steel grabrails.

Steps down to bathing platform

Covers for directors chairs, L-shaped seating and padded cover for dining table.

A beautifully presented Trader 54, Simplicity comes to the market with all annual servicing and maintenance completed in June 2021. The spacious accommodation of the Trader 54 makes it one of the most sought-after models. Following a major refit on purchase in 2010-11, the owners have upgraded and maintained this Trader 54 Sundeck to a very high standard. Including re-upholstered saloon and dinette seating, many upgrades to navigation equipment, installation of a stern thruster, and many other mechanical improvements. Built under the close supervision of her owner's own marine surveyors, both at the build-yard in Taiwan and whilst being commissioned in Emsworth UK, Simplicity is certainly far from the average Trader 54

Sundeck.

Contact: Network Yacht Brokers Portland Portland Marina Osprey Quay 6 Hamm Beach
Road Portland Dorset DT5 1DX

Tel: 01305 818541

Email: portland@boatpoint.co.uk