



Irwin 54 (16,60 m) - 1990



Layout :

- Length : 16,60 m (54' 5")
- LOA : 19m (62') with bow pulpit, dinghy, and davits
- Beam : 4,6 m (15'4")
- Draft : 1,7 m (5'8")
- Gross tonnage : 33 GRT
- Material : Fiberglass
- Rigging : Cutter
- Engine : Yanmar 4LH-THE 140 HP turbo

Price : 41,41 M XPF / 347 000 euros

\$375,000. Center-cockpit cutter sailboat, ideal for a small crew, very equipped and ready to go.

Interior fittings :

8 sleeps - 3 double cabins

- Large aft owner's double cabin with sofas on each side, wardrobe, desk and plenty of storage
- Ensuite head with closed shower and toilet
- Galley across the full width of the boat
- Chart table on port side
- Large L-shaped saloon to starboard with armchair and settees facing
- Starboard cabin with bunk beds
- Head with closed shower and toilet on port side
- Double cabin forward

Building

Cutter sailboat type Irwin 54 built in 1990 by the Irwin Yacht & Marine Corp shipyard according to the designs of Ted Irwin.

A word from the owner

Irwin is known for being easy to sail short-handed with more space above and below deck than you will find on most other yachts of the same size. Charter companies throughout the Caribbean have been using Irwin yachts for 30 years for their simplicity, and spaciousness and easy to maintain fiberglass decks.

Her shallow draft 1.7m (5' 8") has allowed us to anchor just about anywhere, and we have anchored more than 1,300 times in our circumnavigation around the world.

She holds 2,082 litres (550 gallons) of fuel and has an approximate range of 1,500 miles, enabling us to motor through times of little or no wind on long passages with no worries.

If you are serious about cruising the world in comfort and safety and are looking for a proven world class circumnavigation yacht, then she is not to be missed. My wife and I spent 13 years circumnavigating the world with her. She has proven herself in every way, and has weathered almost every condition imaginable

We have upgraded and invested an additional \$400,000 in her since we purchased her in 1999, and we completed a major refit in Florida in 2017. At the end of 2019/2020 we varnished the floors and put new non-skid on the deck. Few boats have the level of redundancy and upgrades that we have put on her. She offers amazing comfort and can be sailed by two people easily in any condition. All lines run into the cockpit, and she has 3 large electric winches. She has enormous room both topside and down below, and has been well taken care of.

Basically, she is ready to go; everything you need is on board. All you need are your clothes and provisions! Once you have taken the time to learn the systems of her and how to operate her, you can be on your way.

We will be glad to take the time to show you everything you need to know about operating and maintaining her. In addition to the detailed list below for specifications, we have included a separate description of all the custom improvements we made to her.

To learn more about our boat and our adventures, we will be pleased to send you some of the travelogues and anchor logs of our circumnavigation. We anchored more than 1300 times during our 13 years and the logs will be very useful for anyone wanting to follow in our footsteps.

Engine

Yanmar 4LH-THE engine - 140 HP turbo (approx. 7,000 h)
Cruising Speed: 7.0 knots @ 1700 RPM
Maximum Speed: 9+ knots @2200 RPM+
Oil changed 150-200 hrs
Hurth transmission forward/reverse (replaced in 2017)
Maxprop 21" feathering propeller
3 Fuel Tanks: 2 x 160 gallons, 1 x 230 gallons. Total 2,082 litres (550 gallons)

Cutter rigging

New Chain Plates: Moved outboard (2017) for easy inspection
Rigging: New standing rigging in Martinique Jan 2016, replaced backstay 2018
Head Harken furling stay with 110 Yankee cut genoa
Cutter Furling Stay (Profurl) to top of mast (2016); with 110 Yankee cut genoa
The two stays (genoa and cutter) allows downwind sailing without a spinnaker and easier to control and spill wind if necessary
Spinnaker Pole: vertical mounted on mast
Schaefer Furling Boom with full battens; Can raise and lower at angles up to 140+ degrees without coming into the wind, operated all from the cockpit.
Asymmetrical spinnaker with sock
Spare upwind/storm staysail
Riding sail (never used)
Paratech sea anchor for emergency, located in cockpit locker
Aluminum, stepped on keel (keel step serviced 2017)
Reinforced with sleeve inserted from bottom of mast to above boom attachment for increasing thickness/strength (double thickness) and support of mast for the furling boom. (2004)
Double aluminum spreaders
Recently rewired (2017/2018); All new wire and antenna, LED white/blue dimmable Spreader, VHF, AIS, deck and mast reseated with Spartite partner
Dual Radar:
Primary Radar/Plotter: Raymarine Quantum direct and wireless connect (2017)
Secondary Radar/Plotter: Furuno Navnet 2 Radar/Plotter
Spreader/deck Lights: dual white/blue LED dimmable (2017)
Loud speaker Hailer
Tricolor mast light with anchor light (auto light sensor)
VHF antenna (2017)
WiFi antenna: Bitstorm BadBoy and Unleashed N Extreme long-range with local hotspot for wifi on boat (2017)
SSB: backstay insulated antenna (2018)
AIS: transponder antenna (2017)
Spinnaker pole and track
Dual Spinnaker halyards; One to cockpit, one on mast
Garhauer spring boom vang, adjustable from cockpit
2 Winches 32 electric Barrients in cockpit (genoa winches)

- 1 Winch 27 electric Barrient in cockpit (main sail winch)
- 2 Winches small spare winches for control lines
- 3 Winches on mast for genoa, main, and staysail

Ground tackle

Windlass: Lighthouse 1500, dual chain/rope gypsy with remote counter/control in cockpit
Bow Roller: Dual, oversized stainless
Main anchorage: oversized Rocna 55KG anchor (121lb) (2014) + 400ft chain 3/8 G4 + 150 ft rode
Secondary anchorage: CQR 68 lb anchorage + 30ft chain 3/8 G4 + 150 ft rode
Stern anchor: 30lb Fortress anchor + 20ft 1/2" chain + 150 ft rode, mounted on stern rail
Spare Line: 200 ft 3/4" dacron line for Paratech sea anchor if needed. Stored on covered roller on deck
Spare Line: 200ft 3/4" polypropylene line for tying to trees. Stored on covered roller on deck
Salt water washdown hose in bow

Comfort

Water Tank: fresh water tank: 1x 870 liters (230 gallons)
Water Maker: Spectra Newport 700, 110V AC, 76LPH (29 GPH) with UV and carbon block filters. All contained in custom built cabinet inside and easy to service as single unit
Water Heater: Vertical 65 liter (17 gallon) (2017). AC and heat exchanger from main engine
Marine Air A/C (with reverse cycle heating in main and aft cabins)
Redundant refrigeration and freezing systems in galley
AC refrigeration and freezing in galley. Grunert, 110V Water Cooled
Freezer: Top Loading, New insulation and new top, 7 cu ft. approx
2x 110V holding plates for Grunert with bypass switch from water-cooled compressor
1x 12V Dometic BD50 compressor and evaporator plate
Refrigerator: Full standing, front-loading 7 cu ft. approx (Galley)
1x 110V holding plate for Grunert with bypass switch from water-cooled compressor
1x 12V Dometic BD35 compressor and circulation evaporator
Cockpit fridge: 1x 12V Dometic BD35 compressor and circulation evaporator
There is a place and hookup for a 110v icemaker which is currently occupied by the dehumidifier
Dual sinks
Filtered cold water
3 Burner stove and oven, Seward with two 20lb propane bottles in cockpit locker
1,000W Microwave
Massive amounts of storage
Custom built-in two way pass thru cabinets for plates, bowls, saucers, silverware, etc. for passing from galley to main saloon.
Trash Compactor, 110V
Bosch 240V AC stackable washer and dryer
Jensen stereo system
Holding tanks

Electrics

Primary dock connection 220V, 50amp
Secondary connection, 110V 30amp (1 or 2 cables)
Isolation Transformer: Allows voltage from 110V to 280V dock power. Single 240V/50 Amp, or single 110V/30amp, or dual 110V 30amp in phase or out of phase. Balances load evenly to main panel
Main panel has two independent 110V legs and one single 240V tap between the two 110V legs
USB sockets inside and outside
17 Batteries (Gel); main bank (10x 6V), winch bank (4x 12V), engine bank (2x12V) generator (1x 12v)
Battery switches to tie all batteries together for solar charging
Battery switches to select and/or isolate alternators
Battery switches for on and off for engine and generator
220V connections in place in aft deck locker for a scuba compressor
Engine driven Yanmar Alternator: 135 amp, self-regulating
Engine driven Balmar Alternator: 200 amp
Balmar Maxcharge primary regulator
Heart regulator as backup
Isolation switch to disconnect Balmar from charging for restart on extended runs

Primary inverter/battery charger: Victron Omni, 3000 watts
Victron digital color controller and monitor (2017/2018)
Secondary inverter/battery charger: Heart, 2900 watts
Link 2000 monitor
6 Kyocera panels @ 125W each, total 750 Watts with 50Amp Blue Solar controller with independent breakers for system and parallel panels (2x3). Usually produces 40 amps/hr for 6-8 hours a day
USB sockets inside and outside
220V connections in place in aft deck locker for a scuba compressor
Led throughout the boat including red night courtesy lights

Electronic and navigation instruments

Chain and cable driven Edson steering system
Auto Pilots: Two completely independent quadrant attached systems
Primary: Raymarine SG3 hydraulic, with motor located in engine room to reduce noise
Secondary: Raymarine Autohelm 300 linear drive
Emergency rudder/tiller: 3 piece emergency rudder system
Emergency tiller for connecting to quadrant
Raymarine ES127/GPS touch display (2017) with French Polynesia Charts, CMap and Navionics
Raymarine Quantum radar/plotter (2017)
Furuno Navnet 2 radar plotter with French Polynesia charts (CMap)
2x Furuno 32 fixed GPS (1 in cockpit, 1 above nav station)
Interphase forward sonar
Raymarine displays at helm station, cockpit, and below deck at nav station: Speedo, wind speed, depth
AIS Transponder with WiFi (2017)
VHF Dual Radios: Standard VHF Matrix and Standard Quantum with AIS
Microphones: Two below deck in saloon and two in cockpit
Cockpit speaker for VHF
SSB Icom 802, interfaced to lap tops
Pactor 3 Modem, Interfaced to Iridium and lap tops
Iridium 9555 Sat phone and cradle (2016)
Dual backup solid state lap tops for connection to Iridium and Maxsea navigation with French Polynesia charts
Sirius satellite radio receiver integrated with ES127. Sirius only has coverage in USA
Dual navigation lights: Deck-based LED and Tricolor with anchor daylight auto sense
Night Vision; 2nd Generation
Binoculars: Stein Commander 50
Mounts for iPads, etc. plus USB connections for power

Safety equipment

Viking 6 person canister deck-mounted life raft with hydrostatic buoyancy release, repacked 2016
Epirb ACR GPS
Iridium Sat phone 9555 (2017) (kept in nav station cradle) has waterproof case
Flares and laser flare
Fire extinguishers throughout
Fireboy engine fire alarm system auto/manual with override
Inflatable life jackets (Suspenders) with deck harness lines
Multiple VHF handheld radios
Dan-Buoy Emergency Throw Overboard Life Buoy
Life ring mounted on transom
Dual separate independent auto pilots
Separate emergency stern enabled rudder system
Bilge Pumps:
Active bilge pump lights in main saloon and in cockpit
3x 12v Auto bilge pumps in main saloon/galley
1x 12v Sump pump in main saloon
1x 12v Bilge pump in aft lazarette
1x Whale Gusher manual bilge pump
12V rechargeable spot light
Paratech sea anchor
Loud Speaker/Hailer

Tricolor mast light with anchor light (auto light sensor)

Dinghy

Dinghy: (XM010125K798) AB 11' 6" hard-bottom inflatable with center console for steering and throttle, depth gauge, and nav lights. Manual start.

Dinghy motor: Barely used Yamaha 25HP 2 stroke (2017), minimal hours

4 Dinghy fuel tanks

Miscellaneous

Bow Thruster: Sidepower 130 Dual prop (2013)

New prop strut and motor mounts (2017) built and aligned by Derecktor Marine who built Stars and Stripes

Very many storage

Trash Compactor, 110V

WiFi Security cameras in cockpit and main saloon

Separate alarm system for entry

New non-skid on deck (2020)

2 Scuba tanks, 12V Hookah for two (also 220V wired and space for Scuba compressor which we no longer have)

110V AC fresh water power washer for deck with hose

Electric reinforced platform swim step with ladder and a fresh water hot and cold shower system

Custom 4" stainless steel davits with Iridium antenna and GPS/VHF antennas. Holds dinghy 7 ft off the water (can be rotated over the deck if dinghy is not on the davits to shorten LOA)

All portholes reseated and new gaskets (2017)

Rudder, reinforced plus new bearing (2017)

Chain and cable driven Edson steering system

Emergency rudder/tiller: 3 piece emergency rudder system

Emergency tiller for connecting to quadrant

Printer

Fiberglass large table with expandable sides for meals and easy storage (8 people)

Massive Inventory of spare parts and tools of every kind needed to make a repair while underway

List of improvements and changes available

Last bottom paint: 2018 (bottom, props, shaft etc, and zincs changed about every 3 months)

Main strengths

Ultra equipped and very well maintained.

Turnkey, ready to go.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.