



Chuck Hovey Yachts- Newport Beach  
Chuck Hovey Yachts, Inc. 717 Lido Park Drive, Suite A  
Newport Beach, California, US, 92663  
Tel:949-675-8092



## 1970 DeFever Passage Maker

Seattle, Washington

YEAR	LENGTH	PRICE
1970	50'9 ft	\$155,000

Rarely does a well-mannered Passagemaking Defever trawler of this pedigree come to market. Lovingly kept by her shipwright owners, Pendragon has seen many ports of call since her keel was laid in Japan in 1970. The quiet and solid structure is impeccably maintained and her spacious walk-around decks, entertainment flybridge, open plan salon with galley will all delight. Below you will find three cabins with two heads, each with shower, and a large engine room. The aft deck seating area will be a gathering place for generations to come. This yacht speaks to the heart of your new yachting adventures!

## SPECIFICATIONS

<b>Year Built</b>	1970	<b>Category</b>	Power	<b>Length Overall</b>	50'9 ft
<b>Beam</b>	14'5 ft	<b>Max Draft</b>	6 ft	<b>Cabins</b>	3
<b>Construction</b>	Wood	<b>Hull ID</b>	WNZ6940CA089	<b>Engines</b>	1
<b>Total Engine Power</b>	125 hp	<b>Cruising Speed</b>	7 kn	<b>Maximum Speed</b>	9 kn
<b>Fuel Tanks</b>	1	<b>Fuel Tank Cap.</b>	1,400 gal	<b>Water Tanks</b>	1
<b>Water Tank Cap.</b>	400 gal	<b>Holding Tanks</b>	1	<b>Holding Tank Cap.</b>	40 gal

## ENGINE 1 SPECIFICATIONS

<b>Make:</b>	Caterpillar	<b>Model:</b>	D330	<b>Fuel:</b>	Diesel
<b>Engine Power:</b>	125hp	<b>Type:</b>	Inboard	<b>Engine Hours:</b>	1867

# MEDIA GALLERY











### **Accommodations**

The Defever offers a spacious walk around deck and wonderful aft deck seating both at the banquette seat aft and also at the covered area of the trunk cabin. A spacious lounge area out of sun and rain is found here and there is a convenient window from the galley allowing easy conversation and pass through. The flybridge is accessed by an easy staircase where you encounter a covered area is set up with a helm station with forward bench seating plus two aft facing lounge seats, ideal for enjoying at anchor and underway.

Entry inside the yacht is from either the aft deck companionway to the aft cabin, or via two side doors port and starboard into the main salon. The salon, galley and helm station are all contiguous and spacious, each with copious storage and appropriate equipment. The interior helm is to starboard and the saloon to port with a nautical blue Ultra-Leather L-shaped settee and coffee table. There is a dinette aft of the helm seat. The entertainment console is below the galley serving bar, the Galley is delightfully laid out with excellent views and ventilation.

The aft owners cabin has head heights of 7' and a generous ensuite head with shower, plus private access to the aft deck, two large hanging lockers, linen closet, and numerous drawers. The two staterooms forward share the head where there is a second shower. The forward cabin has a huge v-berth, opening portlights, and an overhead hatch. The bunk room is aft and features two large berths. Access to the massive engine compartment is aft from this space.

### **Galley and Laundry**

- Force 10 3-burner LPG stove.
- Panasonic microwave oven.
- Built-in refrigerator/freezer.
- Double stainless-steel sink.
- (1) GE Chest freezer on upper deck.

### **Electrical**

- AC System: 30A 125V
- Shore Power: 30-amp 125V receptacle with heavy duty shore power cable with appropriate end fittings.
- AC Main Distribution Panel: Paneltronics 120V main panel with meters for Volts and amps, single pole 30-amp main breaker with reverse polarity indicator along with 40-amp breaker for the genset having a lockout bar for safe AC source selection.
- AC Sub Panel: Aft in the engine room.
- Galvanic Isolator: Yes.
- Genset: Northern Lights Luger with a 3-cylinder diesel engine driving a 6.0 kW 120V AC generator unit. Engine is heat exchanger cooled, 12V battery start and has wet exhaust through a waterlift muffler. There are gauges for oil

pressure, coolant temperature and volts along with remote start/stop adjacent to the main electrical panels. Gauges for Volts, amps and hertz are located in the engine room. The engine has auto shutdown for low oil pressure and high coolant temperature. The genset is reported to operate normally.

- Genset Engine Hours: 1,347.1 hrs. on a meter.
- GFCI Outlets: Yes.
- DC System: 12V and 32V
- DC Distribution Panel: Paneltronics 32V main panel with meters for Volts and amps, a 100-amp main breaker, battery test switch and labeled breakers for branch circuits
- DC Sub-Panels: Single DC sub-panel with breakers for nav equipment under the forward steps. A second DC sub-panel is located in the engine room.
- Batteries: - House Bank: Sixteen (16) 4V, 200-amp hour, wet cell, batteries making up two (2) 32V banks.  
- Main Engine Start: Uses 32V house bank by way of a 32V to 12V converter.  
- Genset/Get Home Engine Start Battery: Two new 12V AGM batteries.
- Battery Switches: Three (3) vapor tight rotary isolation and/or selection switches sighted.
- DC Converter: NewMar model 32-12-50, 32V to 12V.
- Inverters/Chargers:
  - (1) Outback 2400-watt inverter/charger with monitor/control panel adjacent to main electrical panels.
  - (1) Lewco model 12 20 ACD silicon diode 12V, 10-amp charger.
  - (1) NewMar model 32-300 32V DC to 300-watt 120V AC inverter.
- Lighting: 32V DC/120V AC incandescent with 120V receptacles.
- Circuit Protection: Fuses and breakers.
- Wiring: Marine grade.
- Other: Single GFCI breaker sighted on exterior of aft cabin.

### **Electronics and Navigation**

- Magnetic Compasses: Saura with 4 ½" card at the lower helm station, Danforth Constellation with 4 ½" card at the upper helm station.
- Nav. Lights: Green, red, forward steaming, stern and anchor.
- Steering: Capilano hydraulic steering with a varnished 28" wood ships wheels at both helm stations. Both wheels have 1" dia. SS rings. Two hydraulic rams act on the rudder tiller plate.
- VHF Radios:
  - (1) Icom model IC-M80 at the lower helm.
  - (1) Standard Horizon model with lower and upper helm access.
- Radar: Furuno model 1933C integral with Navnet plotter.
- Chartplotter/Multi-Function Display: Furuno Navnet
- Autopilot: Wood Freeman.
- Rudder Angle Indicator: Raritan at the upper and lower helm station.
- GPS: Furuno WAAS GPS GP-32.
- Depth Sounder: Furuno model BBFF1 that displays on the plotter.
- Ship's Computer: Dell Inspiron notebook along with 19" Dell monitor and roller mouse.
- Other: B&G Network Quad for wind speed, direction and depth; Sea temperature gauge, Furuno Navtex NX-300 Navtex receiver.

### **Deck and Hull**

- Anchor Winch: Albina 32V DC with capstan and chain wildcat.
- Anchors, Chain and Rode:
  - Main: Forfjord style by Wahl, 120 lbs. with 24' of 3/8" BBB open link galvanized chain and approx. 300' of 5/8" nylon rode.
  - Spare: Danforth approx. 60 lb. along with an unknown length of adequately sized chain and rode stowed in the lazarette.
- Mooring Cleats: Bronze cleats integral to cast closed chocks adequately sized and strategically arranged three (3) per side.
- Mast and Boom: Painted wood mast and boom with a single spreader along with mounts for communication and navigation equipment including the aluminum radar mount which is also supported by vertical legs secured to the upper deck. Mast is supported by stainless steel shrouds, two (2) per side (1/4" 1 x 19 wire) and a forestay (5/16" 1 x 19 wire) fitted with turnbuckles. Boom topping lift and vang accomplished by block and tackle. The boom is fitted with a 32V DC electric hoist winch rated for approx. 1,000 lbs. The mast is mounted on a stainless-steel tabernacle.
- Tender: Achilles 11' RIB with 20 hp 4-stroke Honda outboard, console steering, Eagle Cuda 128 depth sounder/fish finder and red/green running lights. HIN is: ACH00250D202.
- 150' of 1 1/8" nylon tow line; two lengths of 200' 5/8" nylon line; Teak boarding ladder, Two (2) plastic kayaks.
- Personal Floatation Devices (PFD's):
  - (4) Type I Adult.

- (8) Type II Adult.
- (2) Type V Adult Recreational Inflatable.
- Other Floatation Devices: (1) Horseshoe buoy with poly heaving line.
- Visual Distress Signals:
  - (3) Orange smoke signal. Expire on 10/2025.
- Sound Signaling Devices:
  - Bell: 7" brass.
  - Air Horn: Dual trumpet, 12V.
  - Loud Hailer.
- EPIRB: Rapidfix 406 EPIRB. Not mounted, battery and HRU expired.
- Life Raft: Switlik 6-person coastal life raft mounted on upper deck in a float free cradle. Inspection date and HRU replacement date expired.
- Smoke Detectors: Single unit.
- Carbon Monoxide Detector: Combination CO and Smoke detector.
- Portable Fire Extinguishers: Numerous size B-I, Dry Chemical extinguishers are strategically located through-out the vessel. Size and type were being updated during the survey inspection. The inventory exceeds Federal Requirements.
  - (6) B-I, Dry Chemical extinguishers.
  - (1) B-II, 15 lb. CO2 extinguisher mounted fwd in the engine room.
- Fixed Firefighting System: The engine room is protected by a an automatically actuated CO2 system consisting of a single approx. 35 lb. cylinder, dispersion piping and nozzles.
- Bottom and topsides painted October 2021

### **Construction**

- Hull Planking: Carvel planked construction. Mahogany, 1 3/8" thick utilizing thru-bolted butt blocks
- Frames: Reported to be steam bent Keyaki (Japanese elm), 1 3/4" x 2" on 12" centers.
- Fasteners: Silicon bronze wood screws and bolts. Reportedly the vessel was refastened in the recent past with silicon bronze wood screws.
- Keel, Stem and Horn Timber: Tropical hardwood, likely Yacal.
- Keel Bolts: Silicon bronze
- Floor Timbers: Appear to be Yacal, sided 2 1/2".
- Longitudinals: Approx. 2" x 4" tropical hardwood, three (3) per side.
- Bulkheads: Mahogany plywood with a teak overlay veneer.
- Decking: Conventional laid 5/8" thick teak main deck over a 1/2" mahogany marine plywood sub-deck. Fiberglass overlay on the upper deck.
- Cabin Sides: Marine plywood sheathed with fiberglass

### **Engine and Mechanical**

- Main Engine: Caterpillar Diesel model D330 turbocharged 4-cylinder engine rated at approx. 125 hp at 1800 rpms.
- Marine Transmission: Twin Disc with 4.48:1 gear ratio
- Engine Hours: Reportedly 7,336 hrs. total. 1,867 hrs (on a service meter) since a top end rebuild.
- Attached Unit: Single belt driven 60 amp, 32V alternator.
- Get-Home Engine: Volvo Penta model MD2, 2-cylinder diesel engine with insulated dry exhaust, heat exchanger cooling coupled to the propulsion shaft by way of a heavy-duty chain. Engine hours not known.
- Engine Instruments:
  - Pilothouse: Rpm's, oil pressure, oil temperature, coolant temperature, exhaust temperature and gear oil pressure.
  - Flying Bridge: Rpm's, oil pressure, coolant temperature, gear oil pressure and amps.
- Cooling: Heat exchanger.
- Starting: Battery, 12V.
- Exhaust: Dry, steel pipe, insulated.
- Engine Start/Stop: Push button start and stop at upper and lower helm station.
- Engine Controls: Dual lever Morse cable at the lower and upper helm stations.
- Engine Alarms: Low oil pressure, high coolant temp.
- Engine Room Ventilation: Natural draft through openings.

### **Auxiliary Systems / Equipment**

- Bilge Evacuation System: Six (6) bilge pumps total, four in the engine room, one under the aft cabin sole, one in the lazarette. All operate normally.
  - Engine Room Pumps: (1) PAR high volume pump driven by a 32V motor with float switch; (1) Lovette model 1200 32V with float switch; (1) PTO driven 1 1/2" pump off the main engine with a manifold and pickups in three compartments and deck option with proper valve alignment.
  - Aft Cabin: Single Rule model 500 bilge pump with float switch.
  - Lazarette: Single Rule model 2000 with float switch.
  - High water bilge alarm for the engine room.



- Cabin Heat: Dickinson diesel fired "Antarctic" model in the salon. Diesel fuel pump and a single Parker/Racor filter located in the engine room
- Fresh Water System: Pressure demand system with two (2) 200-gallon stainless steel tanks port and stbd aft in the engine room, Flo-Jet pump, accumulator tank and in-line filter. Labeled deck fill fitting located on side decks. Total freshwater capacity is 400 US gallons.
- Fuel System: Diesel, with four (4) welded steel tanks, two (2) in the engine room (approx. 400 gal. ea.) and two (2) in the aft steering space (approx. 300 gal. ea.), arranged as port and starboard pairs. Each tank is vented to atmosphere and equipped with shut off valves. Engine room tanks are fitted with caged sight glasses equipped with stop valves. Labeled deck fill fittings are located on the side decks and aft deck. System equipped with dual Racor fuel filter/water separators for the main and auxiliary engines. Fuel lines are copper, steel, and USCG approved hose. The aft tanks are fitted with an 32V Oberdorfer gear type transfer pump along with a manifold and single Racor filter for fuel polishing. Total diesel fuel reported to be 1,400 US gallons.
- Hot Water Heater: Raritan 120V AC, approx. 12-gallon unit with main engine jacket water assist.
- LPG System: Two (2) standard sized LPG cylinders in a dedicated locker with solenoid valve, regulators and pressure gauges. A Marinetics LPG solenoid valve control panel is located in the galley.
- Lube Oil System: A single, 23 gal. welded steel lube oil storage tank is located in the engine room fitted with a Reverso oil change pump that is plumbed to the main and genset engines.
- Saltwater Pumps: 32V Flo Jet washdown pump and engine driven 1 ½" impeller pump.
- Sanitation System: Type III MSD system consisting of two (2) Raritan electric marine toilets, 10 gal. (fwd) and 30 gal. (aft) polyethylene holding tanks each with "Y" valves, Jabsco 12V DC macerator/discharge pumps. Holding tank capacities total 40 US gallons.
- Stabilizers: Stabilizer poles to be used with paravanes are located port and starboard on the upper deck with heavy duty swiveling mounts. Rigging and related hardware for the stabilizers is presently stored off of the vessel.
- Other: Impressed cathodic protection system; Whale gusher manual bilge pump; PAR shower sump pump; Oil change pump with manifold; Port and starboard cowl vents on the fore deck; Engine room overhead and tanks lined with perforated, sound dampening tiles.

#### **Remarks**

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#### **Exclusions**

All personal gear; artwork; loose items; galley gear; CD's; clock & barometer sets; charts; fishing equipment; tools; spare parts; supplies & items not specifically listed on equipment list specifications sheet.

#### **Disclaimer**

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

#### **Additional Contact Information**

**Contact Martha Comfort at 206-624-1908 (office) or 206-499-0910 (cell) for additional information and your viewing appointment.**