



Wildest Dream

61' (18.59m) 1982 Vripack Doggersbank Motorsailer
Deltaville Virginia United States



OVERVIEW

Manufacturer: *Vripack*

Engines:	1 Cummins	Hull Material:	Steel
Engine Model:	MG-514-C	Cruise Speed:	
Engine HP:	325	Max Speed:	
Beam:	16' 9"	Cabins/Heads:	3 / 2
Max Draft:	4' 0"	Fuel Type:	Diesel
Water:	792 G (2998.04 L)	Fuel:	2430 G (9198.55 L)

\$229,000



Data Sheet

Category: Motor Yachts
Subcategory: Motorsailers
Condition: Used
Model Year: 1982
Beam: 16'9" (5.11m)
Max Draft: 4' (1.22m)
LOA: 57' (17.37m)
Cabins: 3
Single Berths: 2
Twin Berths: 2
Double Berths: 1
Heads: 2

Range NM: 3000
Fuel Type: Diesel
Hull Material: Steel
Bridge Clearance: 42'

Displacement: 124000 Bow Thruster: Yes
Fuel Tank: 2430 gal (9198.55 liters)
Fresh Water: 792 gal (2998.04 liters)
Holding Tank: 49 gal (185.49 liters)
Builder: Yachtwerfen Holland
Designer: Vripack

Engines/Generators

Engine 1

Cummins
MG-514-C
Inboard
325HP
Fuel: Diesel
Hours: 2750
Year: 1982
Location: Middle



Summary/Description

Classic Doggersbank Trawler design by famous Vripack Yachts. Fully equipped and ready for an adventure. Very heavy-duty construction and rigging. Made for world traveling with 3400 nm range under power. Mast and rig can be removed - to be used as a Pilothouse Trawler.

WILDEST DREAM, designed by Vripack and built by Yachtwerfen in Holland, is a 60' steel trawler with short rig and Cummins 855 diesel. Vessel carries 2400 gallons of fuel & with generator running, it burns 5 gphr. Easy cruise is between 8 & 8.5 kts.

Classic Doggersbank Trawler design by famous Vripack Yachts. Fully equipped and ready for an adventure. Very heavy-duty construction and rigging. Made for world traveling with 3400 nm range under power. **Mast and rig can be removed - to be used as a Pilothouse Trawler.**

Vripack is known for their offshore designs and seaworthiness. The short rig can be used for making way, or as a steadying sail function. Refitted significantly and constantly over the last 16 years, the condition of this vessel is above average. During the summer months, this boat has had much work done to it, supervised by the Owner. The boat has been commissioned and launched and is now available for showing. The maintenance program is on-going. New batteries installed in August 2020. Sea trials have been completed.

Accommodations are traditional with master and guest cabin. A utility room with washer & dryer could be re-converted into another sleeping cabin. Vessel has two steering stations; an inside pilothouse and an on-deck, full steering station. Galley & dining cabin are huge and inviting and referred to as The Great Cabin. Two additional berths can be utilized in the dining area.

Very serious blue water capable trawler with a steadying sail & "get-home" rig, in fine condition.

Owner has had serious change of plans and would like to sell now, hence the price reduction.

Interior Layout - Accommodations

Vessel will sleep 6, two in master, two in guest stateroom and 2 in day berths. Work room can be reconverted to 3rd sleeping cabin.

Owner's stateroom in forward, large Vee with Handicraft Mattresses, commodious cabinet storage above either bunk on hull sides, hanging lockers to aft of each side, owner's head with standup shower, toilet, sink, medicine cabinet and storage cabinets below sink; additional head storage above VacuFlush toilet. Owner's head on port side. Owner's head, shower and sink has privacy door.



Very ample drawer storage under Vee bunk, four drawers for additional storage under Vee-bunk.

Owner's cabin and head separated by locking door.

Aft of owner's cabin, guest head with shower, sink, medicine cabinet and storage cabinets on starboard side.

Proceeding further aft, on port side is guest cabin, two wide and bunks with large hanging locker and drawer storage. Lower bunk runs fore and aft; upper bunk lies athwartship. Ample storage under lower guest bunk.

New 24" satellite TV added in 2014. Replaced the stereo system and added a new Alpine system and satellite radio with remote control unit in 2015.

On starboard side, proceeding aft of owner's cabin and guest head, is radio room/laundry room. This cabin was a 3rd stateroom; now a work room; could be converted back to cabin. Separate washer and dryer (Asko - washer and & dryer); desk and chair for navigation work. Long hanging locker.

Proceeding further after, up three steps to pilothouse and to port is interior control and steering station with decorative upholstery, matching curtains. At center aft of pilot house is a two-seater couch. On port forward of pilothouse is a computer station with chair. Forward pilothouse windows have workable sun blinds and can be opened for navigating from interior pilothouse control and steering station.

Along each side of the pilothouse are locking drawers and cabinets with very ample storage space.

Aft of pilothouse and down five steps is the very large Great Cabin where galley, sink, stove and burners are located. There is a large freezer with five compartments and two refrigerators on forward bulkhead of great cabin. Aft of the galley and to port is a large, two compartment pantry, large liquor storage, plate, and flatware storage. Aft on both sides are bunks that are used as couches but are designed as sea bunks. Aft of bunks is TV and entertainment center plus very large cabinets for storage. At just above the sole level of the great cabin are many opening drawers for additional galley storage.

There is a large sink with two drains and commodious storage under the sink. Almost on centerline and adjacent to sink is a floor to ceiling cabinet with both drawers and shelves for plate wear and utility storage.

Soles in pilothouse and great cabin are stained mahogany. Forward cabins and forward corridor are high gloss varnish.





Headroom measurements:

Aft Deck: 6' 11"

Aft Deck Helm: 6' 6"

Great Room & Galley: 6' 5"

Wheelhouse / Upper Salon: 6' 5"

Forward Master S/R: 6' 7"

On Deck - Main

Main Deck is large with full walkarounds and plenty of room for outside activities. Bulwarks, railings, and life rails are high and solid. All bollards and cleats are heavy duty. Stainless hand rails are properly placed.

Aft deck / cockpit is centered and aft deck with seating arrangement is totally covered with a fiberglass hardtop, upgraded in 2000. Addition of this hardtop is a great improvement and can carry the weight of two dinghies on chocks. Canvas/ Isinglass provides full 360-degree enclosure for upper seating/steering area. Upper steering station has Stidd Pilot chair.

In 2001 the boat was lengthened by Bradford Marine, Inc. of Ft. Lauderdale. Lengthening was

completed by adding / welding frames in aftermost hull and extending an integral swim platform. Current LWL is 54' 6". (Increase from 52' 4").

Deck material is teak over steel. Aft deck teak replaced in 1997; side decks and foredeck replaced in 2006 with a complete coating system applied to side decks and foredeck before new teak was laid down.

Wheelhouse - Interior Helm

The Pilothouse is located on the port side of the main salon. On port forward section is a computer station. Forward pilothouse windows have adjustable sun blinds. Along both sides of station are locking drawers and cabinets and ample storage. Aft of steering station is a two-seater sofa.

There is instrumentation redundancy at both the lower, pilothouse interior steering station and up on deck, steering station.

There are two automatic pilots, one is a Robertson AP 35 and the other a Simrad AP 24. Each has two control heads, at upper and lower steering stations.

There are four Furuno RD's 30, two at lower, two at upper. These are multiple displays for depth, wind speed, wind

direction, water temperature.

There is a Simrad IS 20 Electric Compass at upper steering station and a Simard IS 20 rudder display. New Fluxgate compass added in 2012.

Furuno Model GP 3208 Radar; 6Kw with a 4' open array in 2013.

(2) New Furuno VX2 black box systems, one at each station.

New Furuno BBWX2 weather receiver added in 2014.

New AIS receiver was added in 2015.

There is one older Furuno Model GP-1850 DF at the lower station.

One Furuno Weather Fax, Model FAX-207

There is an ACR, model RCL remote control spotlight at both steering stations.

There is an ICOM Single Side Band Radio

At upper steering station there is an ICOM VHF Radio, model 412

There is a KVH Direct Satellite TV gimbaled dish.

There is an XM weather antenna with modem for the "Master Mariner" package.

New EPRIB installed in 2013.

Note: In 2017 /18, the décor of the Wheelhouse was upgraded. Re-upholstered sofa and captain's bench. A swivel chair and cocktail table were added.

Salon Spaces

The traditional spaces in the vessel were designed (by notable Vripack) to accommodate true, offshore comfort. The Wheelhouse can and is used as a gentleman's den. Not only a perfect Pilothouse, but offering the charm of a great place to enjoy or entertain.

The Galley is aft, and the aft dining area offers a superb area for dining and entertaining. If you have been offshore, you will know the stern of the boat is a comfortable place. This area allows for as much comfort and rest, also offering a charming space to utilize as a functional galley / dining area and also a place to rest. These accommodations allow for quick napping if desired. Areas have new valances and area rugs. Reminiscent of larger, older sailing vessels of long-ago.

Galley

Engine, Propulsion, and Systems

Propulsion: Cummins diesel, NTA 855M, serial number 25174110

Reported horsepower: 325 hp maximum RPM at 1,600 RPM

No. of cylinders: Six in line. 2,750 hours

Service has been performed by certified Cummins technicians. Minor overhaul occurred in 2001 with new injectors, rebuilt fuel pump, new head gaskets, cleaning of head and valves; resetting and calibrating valves. In 2020, Cummins certified technician overhauled and replaced gaskets, seals, thermostats in closed cooling system.

New shaft, stuffing box, and engine mounts installed by Bradford marine of Ft. Lauderdale in 2001. Engine and generators serviced according to manufacturer specifications.

Speed: Maximum is 9 knots, far more efficient to run at 8 to 8-1/2 knots.

Gallon per hour cruise: Approximately 5-1/2 gallons per hour with smaller generator operating simultaneously with main propulsion engine.

Tankage: Six fuel bunkers and one day tank. Vented, on deck and upper sides of hull, primary fuel bunkers (six) aggregate to 2,338 gallons. Day tank is 92 gallons. Fuel tanks are integral, built of steel with convenient cover/access plates. Fuel tanks cleaned, inspected in 2006.

Racor "Polishing" system on board allows one to draw from one fuel bunker and transfer to another.

Range: Conservatively if yacht is operated at 8 knots and consumption per hour including 9.5 generator is 5-1/2 gallons per hour, then range beginning with full fuel tanks, excluding day tank, would be 425 operating hours or 3,400 nautical miles.

Other:

There is a combination Racor Filter System removing water/debris before diesel fuel enters the engine room's day tank. In 2014 a new FloScan fuel flow and tach system were added. Also, Aqualarm temperature and oil pressure alarm system was added in 2014.

There is a 115-VAC Racor "Blender/Polisher" system so that all fuel bunkers can be "cleaned/polished" by using a series of valves, drawing fuel from a bunker and returning it back to the bunker.

There is Racor Crankcase ventilation filter system; also a Walker fuel sep for main propulsion engine.

There is a Racor air filter/silencer system

Engine and diesel generators have their own Verna - Lift water mufflers

Mechanical, Deck Equipment

On the bow's deck, there is a 24-VDC Ideal anchor windlass with two wildcats, with brakes and clutch. On the top of the windlass is a capstan that can act for line kedging or warping.

Below the anchor windlass is a spacious anchor locker with ample room for the two chain rodes. A sea anchor was added to inventory in 2012.

There is a 140 lb. Pekny anchor and an 85 lb. CQR. Equipment is set for chain rode.



There is a large, robust stainless-steel anchor pulpit with rollers for both anchors and chain rodes.

On the main mast are two LED spreader lights, a steaming light, and the Aqua Signal multi-light (anchor/navigation/strobe).

Mast has steps for easy climbing to top. New sail cover was added in 2015.

There is a 24-hp hydraulic bow thruster, operated off a variable displacement pump on the main engine. New zincs were added.

In the engine room there are two diesel generators, both Phasor. One is a 24 kW generator and the other a 9.5 kW generator.

There is a 40-gallon per hour Watermaker's Inc watermaker, model WMSQ-600, 230-VAC. Membranes were replaced in 2008.

Work bench with vise located in the engine room.

Numerous spare parts inventory are on board.

Air Conditioning:

There are three Cruisair air conditioners, pilothouse is a 2111,000 BTU; forward and great cabins are treated, respectively, by two 16,000 BTU A/C's. All A/C's are 230-VAC. Two new raw water circulation pumps replaced in 2015. Serviced annually.

There is a reverse cycle on the air conditioners for heating. System was serviced in 2015.

Other:

There are two Kahlenberg horns. New switch and solenoid installed for horns, 2013.

A Ritchie compass with 5" card.

Aqua Signal mast head light (anchor/navigation/strobe).

Several Newmar converters, converting 24-VDC to 12-VDC where needed.

Hydraulic steering system with power steering.

Two Anderson 58ST stern winches for aft davits or warping winches.

Access by hardtop is a davit lifting arm for inflatable storage, deployment, and retrieval. Davit can lift 1,000 pounds with GOLO winch, which was factory rebuilt in 2012.

Newer tender, 2007 AB RIB with 30 hp Honda outboard with less than 100 hrs. was added. The davits were custom fitted to handle the new tender in 2014. New dinghy cover 2015.

Electrical Systems

In the engine room, there are two diesel generators, both Phasor. One is a 21 kW generator, and the other a 9.5 kW

generator. In 2013 a new 24V lighting system was installed in the engine room.

Two 50-amp cords: easy to use just one with power management at dock. Both incoming 50-amp service is assisted by a Charles Iso-Booster transformer.

There is a master circuit breaker panel for VAC service with a sub VAC panel in great cabin. There are two master VDC panels with several sub panels. Where necessary Newmar converters move 24-DC to 12-VDC.

All wiring U.S. and all alternating current at 60 Hz cycles.

One bank of batteries are 6-volt Prevailers, in series to stage up to 24-VDC (2008). There are two clusters of batteries for two sets of house batteries. 4 newer batteries replaced with AGM - 2013. One set dedicated to starting main engine. Each generator has its own 12-volt Prevailer battery.

There are two separate battery chargers.

NOTE: New AGM batteries have been purchased; to be installed prior to launching.

Plumbing

The two forward heads, sinks, and showers, plus the separate washer exhaust water into sump which, in turn through a bilge pump and sensing switch, exhaust gray water overboard. Guest heads rebuilt 2013 and 2014.

Likewise, the galley sinks drain into an aft sump which, in turn, through a bilge pump and sensing switch, exhaust gray water.

Vessel carries 793-gallons of fresh water in two identical water tanks, both a mid-length, one on port, and the other on starboard. Water is dispensed by a Groco Paragon Senior pump, 24-VDC. There are two fresh water pumps "in-line" and one acts as a back-up. Fresh water is distributed after going through an Atlantic (manufacturer) ultra-violet treating system. Also, fresh water is filtered with a spun filter system.

There is a 20-gallon hot water heater, located in engine room.

At the after most part of the aft deck, there is an outlet for hose with cold/hot water mixing capacity for an outside shower on the swim platform.

Marine heads are 24-VDC VacuFlush toilets with "Y" valve for selection 49-gallon holding tank or going straight overboard.

Improvements, Upgrades, and Maintenance

The following upgrades and improvement have been made to this yacht, demonstrating the seaworthiness and conscientious maintenance this vessel has received:

2012 Added sea anchor

2012 2007 AB RIB with 30 hp Honda engine, less than 100-hours on engine since new



2012 Winch for dinghy crane rebuilt at factory

2012 Replaced Fluxgate compass

2013 Magma grill added

2013 Installed 24-volt light system in engine room

2013 Replaced Furuno navigation system with 2 Furuno VX2 black box systems, 4-foot open array radar and 17 inch VEI monitor

2013 Replaced solenoid and switch for Kahlenberg air horns

2013 Replaced 4 front house batteries with new AGM batteries

2013 Re-bedded depth transducer and new fairing

2013 Hauled boat new bottom paint, replaced bow thruster, shaft collar, and spr zincs

2013 Guest head rebuilt

2013 Spreader lights replaced with LED units

2014 Rear davits reconfigured for carrying RIB 2014 guest head rebuilt

2014 Added Furuno BBWX2 weather receiver

2014 18-Inch satellite TV unit replaced with 24-inch unit

2014 Added FloScan fuel flow and tach system

2014 Added aqualarm temperature and oil pressure alarm system

2015 Added AIS receiver

2015 Replaced stereo system and added satellite radio with remote control unit

2015 Refrigeration and A/C systems serviced - 2 raw water pumps replaced

2015 Sail cover and dinghy cover replaced

2017 New flat screen TV in galley

2017 Refinished all brass railings in the interior

2018 New battery for RIB tender. NOTE: New AGM batteries to replace (8) house batteries and (2) batteries for mechanical equipment have been purchased and will be installed upon launching. Vessel is currently dry-stored, on-the-hard.

2018 Replaced elbow on exhaust system

2018 Replaced main engine air filter

2018 Replaced power steering fluid pump in engine room

2018 Vessel has had the anchor chain locker re-plated. Common area of rust in a steel vessel; complete rebuild of this critical area. Last coat of paint needs to be applied before launching.

Sail, Rigging, and Deck Equipment

The sailing rig on WILDEST DREAM is over-built. It can provide "get home" propulsion. If someone wanted, the rig could be removed, and then the vessel becomes a long-range trawler; as of now, it is classified as a motorsailer.

The sails consist of a headsail and a mainsail. the rig is primarily used to assist in power and steady the vessel when underway.

Headsail is operated by a Hood hydraulic furler, model 3250, 24-VDC

Main sail can be hoisted from cockpit and has the capacity for lazy jacks

Sheet winch for headsail is a model 28 Barient winch

Boom is supported by a Selden "Rodkicker".

Mast had steps for easy climbing to the top. Mast height above the waterline is 42'.

Spreader lights were replaced with new LED units in 2013

Remarks

Present owner's bought WILDEST DREAM in 2016. Previous owners did a complete refit for the great cabin and pilothouse in 1997 and 1998. Boat was re-coated in 2000 with Awlgrip, and then again in 2006. In 2001 the hardtop and enclosure were added.

Refit also included new wiring, new plumbing, and extensive additional items that upgraded the vessel. The architectural designed extension of the framed swim step was completed in autumn of 2001; it actually became part of the hull, increasing the waterline length. Teak decking was replaced in 2006.

In 2011 the rudder was dropped and the entire rudder post and assembly was rebuilt. New canvas in 2011. Since 2012, and AB RIB and 30-hp outboard were added. New electronics including Fluxgate compass, Furuno nav system, Furuno weather receiver, AIS receiver, TV, stereo system and satellite radio system, pumps replaced, new sail covers, new batteries in house bank, new 24V light system in engine room, and many other improvements (see complete list in tis listing).

All mechanical systems have been maintained according to schedule and maintenance has been logged. The re-plating of the bow area, where the chain locker is located, is a common spot for rust to accumulate. Often over-looked, the owner has addressed this issue and had the bow plates re-plated. Only finish to the job is to have a final coat of paint applied before launch. Vessel is currently stored on-the-hard.

Considering the motion-dampening effect of having the sail rig and the bilge keels, the vessel is quite comfortable and



stable. Performs well in a sea.

Vripack is a name synonymous with sea-worthiness. This vessel has proven itself to be a good sea boat that can take its crew anywhere they wish to explore. The maintenance and condition of this vessel make it a unique boat, on the market.

Current owner has had major change in life plans and is now offering this vessel for sale. His plan was to travel at sea. He hauled the boat and kept it in a service yard for maintenance. It is still dry-docked, which has protected the bottom and boat from added wear and tear; now, easy to see and inspect the bottom and running gear. As NOTED, there are a few small items to be completed prior to launch.

We welcome your inspections.

Exclusions

This vessel will convey with all integral equipment essential and belonging to the boat. Personal tools, belongings, and property of the owner will be removed before sale. A list of exclusions will be made available upon agreed contract to purchase.





Wildest Dreamm

















