



SERENITY

36' (10.97m) 2000 Northern Bay Flybridge
Harpwell Maine United States



OVERVIEW

Manufacturer:	Northern Bay		
Engines:	1 Volvo	Hull Material:	Fiberglass
Engine Model:	TAMD 63P	Cruise Speed:	
Engine HP:	370	Max Speed:	
Beam:	13' 0"	Cabins/Heads:	/ 1
Max Draft:	3' 8"	Fuel Type:	Diesel
Water:		Fuel:	

\$144,500





Data Sheet

Category: Flybridge
Condition: Used
Model Year: 2000
Beam: 13' (3.96m)
Max Draft: 3' 8" (1.12m)
LOA: 36' (10.97m)
Heads: 1

Fuel Type: Diesel
Hull Material: Fiberglass

Displacement: 22000 HIN/IMO:
DEB36071A000

Engines/Generators

Engine 1

Volvo
TAMD 63P
370HP
275.91KW
Fuel: Diesel
Year: 2000



Summary/Description

SERENITY is one of the handsome Downeast-style Northern Bay 36 hull with a Flybridge finished in 2002 by York Marine in Rockland, Maine.

Her present owners are her third, having purchased her in 2015. **SERENITY** has economical cruising speeds of 10-11 knots burning 5-6 gph. She tops at 13-14 knots. Her Volvo 63P diesel engine has approximately 2500 hours and these engines are highly regarded for their longevity. **SERENITY** has an ideal layout for a couple with a queen walkaround berth forward with excellent storage and separate shower room from the enclosed W.C. room. Her galley up is the preferred layout for most chefs. Please call us for your inspection of this handsome Maine-built vessel. Thank you for your interest.

Overview

HULL & DECK:

- White partially cored gelcoated fiberglass hull with black ablative bottom paint.
- Cored fiberglass house and decks with Awlgrip with griptex "2 tone" on the cockpit and flybridge deck and side decks.
- Centerline door aft allows egress to the cockpit; S/S ladder to port gently sloped for easy flybridge access.
- There are under deck lockers for storage port and starboard in the cockpit as well in the lazarette.
- Outside cockpit sink - presently not connected to the water system.
- Seating for 4 on the flybridge (2 fixed chairs, two folding chairs).
- Side door by helm allows for easy access forward with S/S bow rail extending aft.
- All S/S deck hardware.
- Fold-down S/S spring line cleats.
- Awlgrip non-skid redone **2016**.
- Maxwell vertical anchor windlass.
- Fiberglass swim platform.
- Swim ladder.
- St. Croix dinghy davits with 44" arms.

TANKAGE:

Fuel: 360 gallons in 2 fiberglass tanks.

Water: 300 gallons in 2 poly tanks.

Holding: 35 gallons in 1 poly tank.

ENGINE & MECHANICAL:

- Single Volvo TAMD 63P diesel, 370 hp, FWC, with under 2500 hours (2000 hour service was done in 2017-hour meter stopped working-owner reports 2430 hours as of 8/23).
- 4 bladed 26 x 18 prop.



- ZF 2:1 reduction gear.
- 2" S/S shaft.
- ZF 2:1 reduction gear.
- **Cruise speed: 10-11 knots @ 2250 RPM @ 5 gph: max speed: 13-14 knots @ 2500 RPM.**
- Morse dual lever engine controls.
- Dual Racor fuel filters with vacuum gauge, **2016**.
- Fireboy halon engine room fire suppression.
- 12V engine room lighting.
- **2016 new** turbo charger.
- **2023 new** raw water impeller.
- **2021 new** hydraulic steering ram for Vetus hydraulic steering.
- Four electric bilge pumps.
- Macerator pump - black water plumbing system redone **2019**.
- Tank Watch level holding tank monitor.
- 2 fuel gauges are not operational - owner uses measuring stick on each tank.

ELECTRICAL:

- 12V DC & 120V AC systems.
- Plumbed for generator.
- **2018** Victron 3000w/120 amp charge inverter.
- Two Mermaid reverse cycle air conditioning units, 16,000 BTU salon; 6,000 BTU unit for stateroom and head (last used 2020).
- **New** Deka Group 24 starting battery for engine and generator.

12V DC:

- Distribution panel at helm with breakers.
- Volt and amp meters.
- **New** 6 Group 24 DC lead acid batteries set up in 12V banks for house and inverter service.
- 2-6V DC batteries wired in series for engine and generator start.
- 110 amp alternator.
- 120 amp battery charger within inverter/charger unit.

120V:

- 30 amp shore power inlet aft.
- 50 amp shore power inlet aft.
- Distribution panel with breakers at helm.
- Volt and amp meters.
- Water heater (also engine supplied).
- 120V outlets throughout.
- 3000w Victron inverter with 120 amp charging capacity, **new 2018**, with remote digital panel.
- 50 amp 50' shore power cord.
- 30 amp 50' shore power cord.
- Generator service work has included **new** hoses and exhaust and raw water pump, belts and other items.



ACCOMMODATIONS: This beautifully finished Northern Bay 36 is set up as a single stateroom galley up configuration with a dinette that make into a double berth. Nicely finished "Herreshoff" style with varnished cherry trim. and cabinets on white flat panels. Cabin soles are varnished teak and holly. There is an abundance of natural light and ventilation with 6 opening ports, 1 large and 2 smaller hatches, and in the salon numerous fixed opening windows. Lighting is numerous recessed overhead lights and then swivel style reading lamps at the berth and settee. Headroom is 6'5" in the salon and 6' 2 1/2" aft sections below increasing to 6'4" in stateroom. Starting forward is the private stateroom featuring an island queen berth, 78"x 54". Below the berth there are deep drawers and additional storage under deck lockers port and starboard. A hanging locker to port and a bureau with four drawers to starboard. Next aft and to port is the enclosed head featuring a Vacuflush freshwater W.C. with **new** head hoses, straight vanity outboard with S/S sink, hot and cold pressure water with **new** water pressure pump and hoses, and gloss finished Corian countertop. Opposite to starboard is a separate stall shower compartment with seat. Up three steps to the wheelhouse with lower helm station, dinette and galley. The starboard side helm station has an adjacent side door, extra wide helm seat with storage under, and full vessel controls. Aft is the U-shaped dining settee with storage under and drop leaf pedestal table which will drop down to act as a filler making a double berth 53" in width and over 7'6" in length, along the inboard edge shortening 4'8" all the way outboard. Opposite is the galley with Corian countertop, deep double basin S/S sink and storage in several lockers and drawers. Also, a three burner electric stove with oven, and Isotherm Refrigerator/freezer, 12V DC/120V AC.

ELECTRONICS: Extensively upgraded, this Northern Bay 36 is fully equipped for coastal and near coastal cruising.

LOWER HELM:

- **2016** Garmin 7610 XSV touch screen color radar/plotter display; **2023** updated Garmin software.
- **2016** Garmin autopilot.
- **2016** Garmin AIS 600
- **2016** Garmin GMI 20 multi display depth/speed.
- ICOM M-506 VHF.
- Jabsco searchlight, remote controlled.
- Ritchie magnetic compass.
- Windlass controls.
- Vetus Bow thruster controls.

UPPER HELM:

- **2016** Garmin 7608 color radar/plotter; **2023** updated Garmin software.
- **2016** Garmin autopilot.
- **2016** Garmin GMI multi display.
- **2016** Garmin 18XD radome.
- ICOM HM-195 remote VHF mic.
- Ritchie magnetic compass.
- Jabsco searchlight, remote controlled.
- Vetus bow thruster controls.

EQUIPMENT:



- 35 lb CQR anchor with 200' chain.
- Saltwater washdown; freshwater washdown.
- Todd pedestal seats on flybridge.
- **2017** flybridge bimini.
- USCG approved light and flag (replaces flare kits).
- 3 fire extinguishers.
- Life ring.
- **2017** ACR Pro EPIRB.
- 2-12V turbo fans in galley.
- 3 windshield wipers.

COMMENTS: SERENITY is one of the handsome Downeast-style Northern Bay 36 hull with a Flybridge finished in 2002 by York Marine in Rockland, Maine. Her present owners are her third, having purchased her in 2015. **SERENITY** has economical cruising speeds of 10-11 knots burning 5-6 gph. She tops at 13-14 knots. Her Volvo 63P diesel engine has approximately 2500 hours and these engines are highly regarded for their longevity. **SERENITY** has an ideal layout for a couple with a queen walkaround berth forward with excellent storage and separate shower room from the enclosed W.C. room. Her galley up is the preferred layout for most chefs. Please call us for your inspection of this handsome Maine-built vessel. Thank you for your interest.

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Mechanical Disclaimer: Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meter. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise, and major overhauls as well as ALL other representations noted on the listing.

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