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CHURCHILL YACHT PARTNERS
DISTINGUISHED VESSELS

SOUVENIR



87' (26.5 m)QUEENSHIP

LOA:	87' (26.5 m)	Year:	Mfg-2002 Model-2002
Beam:	23' (7 m)	Mfg:	QUEENSHIP
Draft:	Min 5'6" (1.7 m)	Model:	Flybridge Motoryacht
Hull Mtrl:	Fiberglass	Type:	Motor Yacht
Hull Cnfg.:	Semi-Displacement		Flybridge
Designer:	Tom Fexas	Staterooms:	4
Disp:	210000 (95255.4 kg)	Fuel Cap:	3875 g (14666.9 l)
Range:	950	Water Cap:	800 g (3028 l)
Interior Design:	Ardeo Designs	Engines:	2xCaterpillar
Flag:	U.S.		3412E
Location:	Stuart, Florida, United States		1400 HP ,1640hrs
		Engines Year:	2002
		Speed:	Cruise 15 knots / Max 20 knots
		Price:	3,495,000 USD

Churchill Yacht Partners
One Washington Street
Newport R.I. 02840

PH 401-849-7850
Fax 401-849-7854

ChurchillYachts.com

Churchill Yacht Partners
801 Seabreeze Ave
Ft. Lauderdale, FL 33316

PH 954-527-2626
Fax 954-527-6676

Remarks

"SOUVENIR" impresses all who step aboard. It is obvious that she was built with an open checkbook "spare no expense" approach - at a reported cost of over \$7 million. The interior of this turn-key yacht is warm, elegant, and inviting, and the quality of her joinery work truly rivals that of some of the world's finest Dutch and Italian mega yachts. With her 23' beam and well conceived layout, she feels comparable in size to many 100' yachts.

All of her systems- machinery, electronics, electrical, safety, security, entertainment, comfort, and recreational are all top of the line, with redundancy upon redundancy to create a vessel that is truly self sufficient and user friendly. With her fiberglass construction, reliable Caterpillar engines (with extended warranty until May 2007), Northern Lights generators, etc., she is a very low maintenance vessel.

The yacht was designed by Tom Fexas Design, interior by Ardeo Design of Bainbridge Island, WA, and built by Queenship Yacht Works, Maple Ridge, British Columbia, Canada. She is a U.S. registered yacht, and was delivered in January 2002.

She has made two trips to the Great Lakes and out the St. Lawrence Seaway once. She has traveled the Mississippi, Illinois, Tombigbee, as well as the Erie Canal, Hudson River and four of the five Great Lakes. She has the capability of getting under a 19' bridge.

Her current owners have enjoyed the yacht immensely, but are no longer using her, so she is priced aggressively to sell quickly. Don't miss the boat!

Wheelhouse



When SOUVENIR was built, reportedly over \$1 Million was spent just for the electronics alone! The idea was to create a state-of-the-art "glass cockpit" as is found on large modern jet aircraft, and the result is a highly sophisticated, yet user friendly system, which allows the skipper to control and monitor the vessel easily and completely. The wheelhouse electronics, controls, and navigation equipment are as follows:

Four 18" Color display monitors for: Radar S Band, Radar X Band, Navigation Plotter, Color Depth Sounder, DMP vessel monitoring system, CCTV, and Direct TV.

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- ICOM model #IC-M27 VHF radio
- Northstar model #951X GPS navigator/plotter
- Robertson model #AP9 Mark III autopilot
- Brooks & Gatehouse Hydra 2000 multifunction instrument
- Brooks & Gatehouse 20/20 multifunction instrument
- King VHF aircraft monitor and transmitter
- Naiad stabilizers digital control with display
- ACR model #RCL100 spotlight control
- ACR model #600 remote spotlight control
- Bow thruster controls
- Kobelt rudder angle indicator
- Matched set clock and barometer
- S band black box radar with ARPA
- Automatic whistle timer
- Kobelt single lever engine controls
- Bennett trim tab controls with fin angle indicator and automatic trim control
- Robertson model #F200 remote control mounted on helm chair
- Ship's alarm and security system by Maritron, which feeds the graphic display system and has sensors for: Deck pressure sensors at each door, Deck pressure sensors at the bottom of each stairs, Open sensors for doors, windows, and portholes.
- Hewlett Packard ship's computer
- Extron panels for control of monitors
- Crestron for control of monitors
- Black box and keyboard for monitor control
- Panasonic CCTV System Controller model #WV-CU350 with (7) cameras for: (2) Engine room, (1) Port side deck, (1) Starboard side deck, (1) Control room, (1) Aft deck, (1) Mast. Note: All cameras are fully articulated.
- VCI Transis computer
- Nav Tex receiver

The wheelhouse has a five panel windshield. The three panels in the center have washers and wipers. There is a single pedestal mount Stidd helm chair at the console with a large bench seat and table aft. There are side deck doors port and starboard, a door to the salon aft to starboard, stairs forward to starboard down to the living accommodations, and stairs port aft up to the flybridge. Mounted on the after bulkhead is a graphic mimic alarm panel with alarms for: High bilge, Bilge pump running, Fire alarm, Port light ajar, CO2 discharge, Doors/windows open, Navigation lights. On the starboard side down low are three inverter panels with circuit breakers for the three individual inverters.

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Galley



Galley Dinette



The galley is aft of the wheelhouse through a sliding pocket door. The galley is full width with fixed and sliding windows port and starboard. There are two portholes on the angled bulkhead forward. To starboard is a dinette with the galley to port. The galley is a large U-shaped area with island in the center and has Corian countertops. In the galley is seen: Double molded sinks, Filtered water dispenser, Disposal, Thermodor 4-burner electric stove with grill and griddle, KitchenAid hood discharge and light, (2) KitchenAid ovens, KitchenAid microwave oven, KitchenAid 2-door refrigerator/freezer with ice and water on the door, Sony TV, Culligan reverse osmosis filtered water system with 7-gallon tank that feeds drinking water outlets and icemakers, Scotsman bin type icemaker, KitchenAid dishwasher, Pass through on the after bulkhead to the salon.

Salon



The salon is breathtaking! The interior is finished with cherry paneling throughout, with cherry and maple soles. The overheads have a boxed beam effect.

On the forward bulkhead are various cabinets and a counter, with a hidden sliding pass-through hatch to the galley. Seen in the cabinets are fitted glass and bottle storage areas and a U-Line wine cooler. Outboard is a desk with chair. This area is divided from the rest of the salon by a low counter in which is stored the large plasma TV on a lift.

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To starboard forward is a DAY HEAD. To starboard amidships is the passageway down to the living accommodations.

The salon has large fixed and sliding windows port and starboard and aft with a double sliding door to the after deck. To starboard is a liquor locker. To port aft is an L-shaped lounge with two convertible tables and three chairs. Starboard side aft are two chairs and an ottoman.

When "SOUVENIR" was built, reportedly over \$100,000 was spent on the vessel's entertainment systems. In the salon, the entertainment center is comprised of the following: Pioneer model #PDP502MX plasma TV on a lift, Sony model #SAT B55 DSS receiver, (3) Crestron model #ST-CS current sensors, Crestron model #CNX-PAD8, Sony model #SLV-M91HF VHS, Parasound model #T/DQ-1600 tuner, The Architect model #500 amplifier, Crestron model #CMMSX-AV audio video processor, Denon model #TU-1500RD tuner, Sony model #V444ES receiver, Sony model #DVP-CX8500 200-disc CD/DVD/Video CD player. There is a "soft patch" that runs through the salon sole and the salon overhead. (Note: "soft patch" is the term to describe a removable section of deck, which allows direct access down into the engine room, if one ever needed to remove/replace/add any major machinery)

Aft deck



Moving aft to where the house is full beam is the aft main deck. Port and starboard entry gates are located outboard. Across the front of the aft deck are double sliding doors with full height glass. Outboard is half-height large glass windows. Located across the aft deck is a built-in U-shaped bench seat with two varnished teak tables. The tables are mounted on stainless steel bases and have swing up leaf sections to become one large table with seating for 10. There are two polished stainless steel support columns supporting the deck above. The overheads are white painted hard panels. The decks are teak without king plank

and margin trim pieces. Outboard and aft of the seating port and starboard are teak covered stairs to the swim platform with closing stainless steel gates at the top of the stairs. There are stainless steel handrails mounted inboard. In the outboard corners are two built-in storage lockers. The port side locker has a small Danby refrigerator. The starboard side locker has an aft control station underneath a lift up hatch. The aft control station includes: Kobelt rudder angle indicator with main engine start/stop buttons, Mechanical engine throttle and clutch controls, Kobelt steering pump and wheel (Note: this is an emergency steering station), Robertson model #FU91 follow up steering jog lever, Kobelt throttle control panel, Naiad bow thruster control, Trim tab control, Brooks & Gatehouse Hydra 2000 multifunction display, Chart light, Kobelt throttle steering station control on 20-foot wandering lead, Telephone jack, Searchlight with plug.

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Master Stateroom



The master stateroom can be accessed from either the aft or forward staircases. There is entry into both the aft starboard side or the forward centerline. The cabin is full beam with two opening stainless steel port lights port and starboard. There is a king size berth mounted fore and aft against the aft bulkhead. It is flanked by nightstands port and starboard. There are large storage drawers built-in under the berth. Located outboard to port is a small desk and built-in bank of double drawers. Aft and forward is a double door hanging locker. Built-in on the starboard side is a double bank of drawers and a sit-down vanity with lift up desktop. Forward to port are built-in bookshelves with entertainment

equipment. Forward to starboard is the master bath with single vanity, sink, faucet, and mirrored medicine cabinet. Forward is a full size tub/shower combo by "Ultra" with built-in Jacuzzi whirlpool. There is a single Raritan toilet located inboard and a single opening stainless steel port light outboard.

The following entertainment equipment is located in the master cabin: (2) Panasonic telephones, B & G Hydra 2000 multifunction display, Sony 26" Trinitron TV, Sony Sat B55 satellite receiver, Sony model #DVP-NS400D DVD/CD player, Sony model #OLV-M91HF VCR player/recorder, Crestron handheld remote control with charger.

VIP Stateroom



Accessed via the aft main salon stairs to the lower aft foyer is access to the VIP cabin. The cabin has an atwhartship queen size berth outboard to port with two stainless steel opening port lights above. The berth is flanked by a nightstand forward and desk aft. Located on the aft bulkhead is a double door full height hanging locker. Inboard of the closet is on the aft bulkhead is access to the engine room via a quick acting watertight door with overlay joinery door. In the aft starboard side of the cabin is an ensuite bath with full size shower, vanity, single sink, and faucet with mirrored medicine cabinet above. Aft is a single Raritan toilet. Inboard is a built-in entertainment center with overlay

doors.

The entertainment equipment in the VIP cabin includes: JVC 20" TV, Sony Sat B55 satellite receiver, Panasonic telephone, B & G Hydra 2000 multifunction display, Ship's alarm and security repeater panel, Sony model #DVP-CX850D DVD/CD 200-disc player, JVC model #HR-007506 VCR player recorder, Crestron handheld remote with charger.

Guest Stateroom - Port

Accessed via the forward lower companionway is the port forward guest cabin. It has a single queen

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size berth located outboard with single stainless steel opening port light above. Inboard is a three-drawer dresser with mirror above. Forward is a suspended TV entertainment system. Forward of that is a full height hanging locker. Forward in the cabin is the ensuite bath with single vanity, sink, faucet, and mirrored medicine cabinet. Aft is a full height fiberglass shower enclosure with curtain and rod. Inboard is a single Raritan toilet. Entertainment equipment included in this cabin includes: Sony 13" TV/VHS, Sony Sat B55 satellite receiver, Panasonic cordless telephone.

Guest Stateroom Forward / Crew

Located forward on the lower deck and accessed via the stairs from the pilothouse is the vee berth cabin, which functions equally well as a guest stateroom or crew's quarters. There are upper and lower vee berth beds with built-in storage below. Outboard port and starboard are two stainless steel opening port lights. Forward is a watertight hatch to the chain locker with joinery overlay door. Aft to starboard is a highboy dresser with full height hanging locker. To port is the ensuite bath with single vanity sink, faucet, and mirrored medicine cabinet. There is a single opening stainless steel port light. Aft is a full size standup shower with fiberglass enclosure with curtain and rod. There is also a single Raritan toilet. The entertainment equipment included in this cabin consists of the following: Sony 13" TV/VHS, Sony Sat B55 satellite receiver, Panasonic cordless telephone.

Laundry Room

Located off the forward lower companionway opposite the port guest cabin is the laundry room. The room has built-in storage both forward and outboard. There is a pullout ironing board located in the outboard cabinetry. In the laundry room is a Maytag Atlantis washer and dryer (both oversized capacity). This cabin is well lighted and fully air conditioned.

Fly Bridge

Access to the flybridge is via a pilothouse port side staircase to a half height sliding door. Across the front is the flybridge console with equipment described separately in the electronics section. There are three Stidd helm chairs across the front. The bridge is protected with a low fiberglass bulwarks with stainless steel windscreen mounted on top. Working aft on the port side is a built-in wet bar with stainless steel sink and faucet, U-Line refrigerator, Scotsman icemaker and additional storage. Located on the starboard side is a built-in L-shaped settee with teak table on stainless steel bases. Across the back of the L-shaped lounge are additional storage cabinets. Located here is a stainless steel Lynx gas barbecue grill. The decks are teak with margin and trim planks for the living space and change to white non skid for the boat deck area. Just aft of the seating is a fabricated arch, which can be raised and lowered hydraulically. Just aft of the living space is a two-person hot tub on the starboard side with storage cradle and chocks for two jet skis. Aft of the jet skis are two model #DBC 8-person life rafts, SOLAS "A" pack. Aft of the life rafts are two Nautical Structures EZ1500 davits mounted outboard port and starboard. Aft of the davit are storage brackets for the cranes, boom extension, and various deck gear. Aft of here is the rigid inflatable stored athwartships. The bulwarks taper as they go aft and finish by the tender as a low toe rail. The tender deck is white nonskid with painted margins. Note: There is a "soft patch" in the fiberglass deck just forward of the cranes. (Note: "soft patch" is the term to describe a removable section of deck, which allows direct access down into the engine room, if one ever needed to remove/replace/add any major machinery)

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Davits, Tender and Water Toys:

Fitted outboard port and starboard of the flybridge deck are two Nautical Structure electro hydraulic davits model #EX1500 rated at 1,500-lbs. each mounted on pyramid bases. The pump and motor are housed within each base. Each davit has an 11-foot reach. There is a jib boom extension approximately 6 feet long with a rated capacity of 800 lbs. which can be fit to the end of either crane. Mounted forward of the cranes are two jet skis, a Kawasaki 1100STXDI, 3-person, and a Sea Doo GTX4-TEC, 2-person.

There is also a Nautica tender mounted athwartship aft. It is model #16WB with a 50-hp Yamaha 4-stroke outboard, model #T50TLRZ. The tender includes the following equipment: Tachometer gauge, Miles per hour gauge, Fuel level gauge, Trim tilt angle gauge, Ritchie compass, Standard Horizon Eclipse VHF, Yamaha 704 throttle controls, Jensen car stereo with remote control pad, Single 12-volt start battery, Single fuel water separator, Swim ladder, Foot pump, Lifting harness, Navigation lights, Anchor and anchor rode.

Flybridge Electronics, Controls, and Navigation equipment:

Four color monitors for: Radar X Band, Radar S Band, Plotter, Sounder, DMP, CCTV, Direct TV.

- ICOM model #IC-M59 VHF
- ICOM model #IC-M127 VHF
- ACR model #600 remote spotlight control
- ACR model #RCL100 remote spotlight control
- Bow thruster control
- Kobelt rudder angle indicator
- Robertson model #AP9 Mark 3 autopilot
- Kobelt single lever engine controls
- Robertson model #F200 remote on helm chair
- Skipper compass
- Northstar model #951X GPS/plotter
- Bennett trim tab control with fin angle indicator
- Brooks & Gatehouse 20/20 multifunction instrument
- Brooks & Gatehouse Hydra 2000 multifunction instrument
- Panasonic model #WCU-350
- Sony automotive radio with CD player
- Furuno black box control for X Band radar
- Wired remote engine and steering control

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Engine Room



The engine room is accessed via quick acting dogged and gasketed lockable doors with viewing ports forward and aft. The aft door leads to the lazarette, while the forward door leads to the VIP/captain's cabin. The engine room is well lit with AC and DC overhead fluorescent lighting. There is emergency egress lighting provided. This space is fully insulated behind painted perforated aluminum sheathing. The engine room is fully painted and finished with polished aluminum diamond plate deck plates on painted aluminum frames. There are polished removable stainless steel handrails surrounding each main engine.

MAIN ENGINES:

"SOUVENIR" is powered by a pair of Caterpillar 3412 freshwater cooled turbo charged marine diesel engines, each rated for 1,400-hp at 2300 RPM. They each have approximately 1640 hours. The reversing gears are by ZF. They are both model #BW255AP with a final ratio of 2.029:1. The main engine and gearboxes are close coupled and single isolation mounted. Each of the main engines is 24-volt DC start with battery banks located port and starboard in the engine room. Either main engine can start off of either battery bank with selector switches located in the engine room.

Each main engine is fit with the following:

Coolant recovery tank, Walker Air Sep crankcase recovery systems, Remote mounted oil and fuel filters, PTO hydraulic pumps for the stabilizer system, Trolling valves, Fuel coolers, 110-volt AC block heaters, Triple bank of Racor 1000 fuel filter water separators, Fuel priming pumps, 24-volt DC, 60-amp belt driven alternators, Local start/stops and emergency stops.

Each engine is monitored via a full engine room gauge package. This gauge package consists of the following: LCD tachometer, Oil pressure, Fuel pressure, Exhaust temperature, Jacket water temperature, Engine oil temperature, Gearbox oil pressure, Gearbox oil temperature. In addition, the main engines are monitored by the DMP central monitoring system.

The main engine exhaust system is by Marine Exhaust Systems. It is fiberglass wrapped split stainless steel risers with stainless steel raw water injection rings to a fiberglass collector and a hull bottom exhaust with diverters and idle bypass out the port and starboard transom corners. The hose connectors are blue silicone with stainless steel T-bolt clamps. There are fiberglass waterlift type mufflers located in the lazarette.

The main engines and gearboxes are serviced by a Reverso/Oberdorfer AC electric oil change system.

The main engine controls are Kobelt with emergency cable controls located in the engine room for gearboxes, throttles, and trolling valves. Each gearbox is fit with a trolling valve system.

GENERATORS:

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"SOUVENIR" is fit with a pair of Northern Light/Alaska Diesel 32 kW generators. The generators are rated for 32-kW, 60-hz, 1800 RPM, single phase, 240/120-volt AC, 133/267-amps. The generators are identical located port and starboard athwartships aft in the engine room. The generators are single isolation mounted. The starboard has 1967 hours, and the port has 2005 hours.

The generator exhausts are water jacketed cast iron manifolds to water injected stainless steel elbows to fiberglass waterlift mufflers. The port generator is fit with a water separating unit with exhaust gas out the transom corner with the waterdrop on the port side hull side isolation inside the engine room. The starboard generator is straight waterlift to exhaust out the transom corner. Generator exhaust is fiberglass pipe sections with rubber hose connections and stainless steel hose clamps. The generator starts are 24-volt DC off the port and starboard engine room banks. Either generator can start from either battery bank. There are battery selector switches located in the engine room. Each generator belt drives a 24-volt DC alternator and is protected via a duplex bank of Racor model #500 fuel filter water separators with fire shields. There are PTO electric clutch driven hydraulic pumps for the bow thruster and windlass systems. Each generator is fit with a local start/stop and preheat panel with hour meter, water temperature, oil pressure, and voltmeters.

Control Room / Lazarette

Located aft of the engine room and accessed via a centerline quick acting watertight door on the swim platform is the full height / full width control room / lazarette area. The walls are white perf board. The decks are anodized aluminum removable deck plate on rubber strips. The ceiling is white acoustical tiles.

The following gear and equipment is located here:

Custom built stainless steel workbench with built-in storage below, bench grinder, and vise, 5-lb. CO2 handheld fire extinguisher, 7-lb. Type ABC handheld fire extinguisher, (2) Toshiba variable frequency drives for steering pumps #1 and #2, model #VF-57, 230-volt, 3.7-kW, DMP junction box #2, DMP data collection module #2, (2) 24-volt DC bilge pumps (one with high water alarm), 4.5-hp shop vac, wall mount model, 18-liters, 24-volt bilge pump panel with spare breakers, 18" stainless steel sink and faucet, 24-volt house battery bank in fiberglass box, Air compressor control panel on/off/auto, 24-volt house battery charger, rotary isolation switch, and meter, Chemtron FM-200 engine room fire suppression system with sensors and manual pull, Notifier fire control panel, Panasonic telephone, Ship's alarm and security repeater panel, DMP model #1200 LCD display with wall mounted track ball, Marine Air lazarette air handler and control panel, Ship's main electrical panel manufactured by BN Design, serial #0042, boat #401, Emergency fire pull and emergency engine shutdown, Delta T engine room fan control panel model #T2-MCE with Toshiba variable frequency drive model #VF-57, CCTV camera, Stowage for stainless steel swim ladder, (7) Mastervolt 24/100 battery chargers, (4) Pro Sign 3.0 24-volt DC to 110-volt AC inverters, 3,000 watts each with control pad, Lazarette FM200 fire suppression system, Port and starboard main engine bypass mufflers,

Kobelt steering system including the following:

Single tank reservoir, Dual 208-volt, three-phase motors, Temperature and sight glass, Pressure gauge, operating at 900 Psi, Inline filter

Centerline fuel tank of approximately 685 gallons, Kahlenberg belt driven air compressor with reservoir storage tank model #CME2004, Bennett trim tab controls port and starboard with reservoir and pump,

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Tech regulated 12.5-volt DC power supply, DMP model #RZ280 PLC with keyboard for vessel monitoring system, Fiber optic light generator for exterior courtesy lights.

Swim Platform



The swim platform has U-shaped removable handrails across the back with large popup stainless steel cleats. The decks are teak with margin trim boards. Across the transom are five flush doors: Centerline, lazarette access quick acting watertight door, port and starboard spare propeller lockers with spare Brunton props. In the upper cabinets above the propeller lockers, the port side has a fuel hose filling station for a diesel tender. The starboard side has a hot and cold shower with freshwater washdown bib.

Electrical System

The electrical systems on board "SOUVENIR" are 120/240-volt AC, 24-volt DC house systems, and 12-volt DC for the navigation electronics.

The 120/240-volt AC shore power system is supplied via the shore power, generators, or inverter system. The shore power is supplied via a 240-volt 50-amp, 240-volt 30-amp, or 240-volt 100 amp shore cord. The 100-amp system is on a Glendinning shore cord retrieval system. All the shore power plugs and breakers are located in the engine room port and starboard. There is an Iso Boost shore power transformer located in the engine room. AC electric power is also provided via the 32-kW generators with automatic load sharing to the main board located in the lazarette. The generators are set up with an automatic start function with standby generator in case of loss of shore power or selected generator operation.

Standby AC electrical power is provided via the inverter system. The inverter system consists of (2) 24-volt DC battery banks, each consisting of (4) 8D batteries located in the lazarette. Off these 24-volt banks are (3) separate Pro Sine 3,000-watt inverters located in the lazarette. There is a 4th mounted spare. These inverters provide power to three separate buses located in the pilothouse to starboard. The inverter system powers essential systems only.

The 24-volt DC house system is provided via (6) 240-volt AC, 24-volt Mastervolt converters or (2) 24-volt DC battery banks, all located in the lazarette. There is one emergency backup converter mounted in the lazarette.

Engine start battery banks are charged via a 110-volt DC battery charger in the engine room or via main engine and generator alternators.

The house bank is charged via a charger and 30-amp dedicated plug for the inverter system. There are battery isolators and selector switches provided.

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Safety Systems & Equipment

"SOUVENIR" was built with safety as a priority, as is evidenced by the following: (2) 8-person DBC SOLAS "A" pack canistered life rafts on hydrostatic releases, (2) ACR strobe buoys with dye markers, Category I 406 GPIRB, First aid kit, Bell, Horn with automatic signal timer, (2) Remote searchlights, Flare kit, (2) AC electric manual bilge pumps, (10) DC automatic/manual submersible bilge pumps, 7-zone high water alarm, Full set of required navigation lights with fault indicator, Good ground tackle, Good electronics, DMP fully integrated monitoring system, Closed circuit television system, Security alarm system, (30) Adult Type II U. S. Coast Guard approved PFDs, Alarm monitoring system for port lights, doors, and latches, Automatic/manual FM200 fire suppression system in the engine room, Automatic/manual FM200 fire suppression system for the lazarette, Smoke, rate of rise, and monitored heat detectors throughout, Digital Selective Calling (DSC) emergency distress signal VHF, (2) Man overboard throw rings, Automatic DC emergency egress lighting, (15) Handheld fire extinguishers, Redundant steering, Emergency helm station, Backup main and gearbox controls.

Deck Gear & Equipment

Starting forward in the bow is a single 80-kg stainless steel Bruce anchor on roller with chain stopper. The ground tackle is recessed below the main deck with opening hatches for access. Located inside is a freshwater bib, the up/down foot buttons, and plug for searchlight. The anchor is hauled by a single Maxwell 4500 windlass. The bulwarks are low boxed bulwarks with two stainless recessed hawse eyes. There is a well varnished teak cap rail on top of the bulwarks. Extending out of the cap rail is a stainless steel handrail. Forward is a bow flagstaff and ship's bell engraved the name "SOUVENIR". The decks are teak with king plank and margins. Mounted on the foredeck are two 16" stainless steel cleats. Just outboard of the two lift up ground tackle doors, the Maxwell windlass protrudes slightly above the deck hatch. Just aft of the ground tackle is an emergency escape hatch from the forward vee berth cabin. There is a slight raised cabin trunk with molded bench seat on the forward end. Outboard and built into the cabin trunk are two large deck lockers. Located in the center of the cabin trunk is a single large lift up locker door on stainless steel gas assist cylinders. Outboard the boxed bulwarks begin to raise and the port and starboard bulwarks end where the house goes to full beam. Located at the aft end on the port and starboard side decks is a fuel and water filling station. There are also two flush deck waste pump out stations.

Exclusions

Owner's personal items and some selected artwork.

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, withdrawal without notice, and tax when applicable. Measurements are in U.S. units.

Churchill Yacht Partners
One Washington Street
Newport R.I. 02840

PH 401-849-7850
Fax 401-849-7854

ChurchillYachts.com

Churchill Yacht Partners
801 Seabreeze Ave
Ft. Lauderdale, FL 33316

PH 954-527-2626
Fax 954-527-6676

Salon



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One Washington Street
Newport R.I. 02840

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Fax 401-849-7854

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