

Northrop and Johnson®

— YACHTS ★ SHIPS —

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ERICA XI of Hamilton

Type:	Sailboat/Cruiser	Interior design:	John Munford
Model:	Jongert 31 T	Hull:	Steel
Year:	1997	Rig:	Ketch
LOA:	104' (31.7m)	Deck:	Teak
LWL:	70.86' (21.6m)	Engines:	MTU 300hp
Beam:	21.98' (6.7m)		15000 hrs
Draft:	12.14' (3.7m)	Max Speed:	10.5 knots [power]
Displacement:	110 tons (110,000kg)		13 knots [sail]
Fuel:	2113 gallons (8000L)	Cruise Speed:	9 knots [sail & power]
Water:	951 gallons (3600L)	Accom:	4 strm
Flag:	Bermuda		4 crew in 2 cabins
Classification:	Lloyds 100 A1	Range:	2500 nm
Builder:	Jachtwerf Jongert		
Naval Architect:	Jongert		

OVERVIEW:

Erica XI is one of those jaw-dropping beautiful boats that at the same time is comfortable and user-friendly. She has the trademark features that make Jongert so famous—the Dutch engine room, internally scuppered portholes, ingenious aft platform that becomes stairs or passerelle...as well as the features which distinguish as unique (See Remarks).

On deck forward there are double bow rollers, windlass and crew entry. On top of the coach roof is an area for sunning. Continuing aft to the entrance of the cockpit area, aft leads to a large, teak table surrounded by comfortable settees. Beyond this is the teak grated platform for tender; it acts as passerelle or stairs to the water.

Forward of the table to port is the pedestal steering. Center is the entrance, down a few steps to the pilot house/salon. Forward stairs lead to the lower salon, galley and crew quarters forward; aft is a long passageway with two staterooms to starboard and a stateroom and day head to port. The master stateroom is at the end of the passageway. From the upper salon another set of stairs starboard aft, spirals down to the landing for the day head, small stateroom and master stateroom.

ACCOMODATIONS:

Interior was custom designed by John Munford. His American-cherry raised-panel interior is throughout the yacht below, including crew quarters; it is teak in the upper salon/pilothouse. The interior has been "floated" so inside is extremely quiet. All furniture below and in upper salon has new upholstery (2009). Edelmessing hardware, light fixtures and bath fixtures are throughout the yacht. Various mood lighting is available. All hanging lockers are lined with aromatic cedar. Beds have the slatted-board ventilation system under the mattresses. Master and guest staterooms boast marble countertops and heated towel bars in the baths; crew countertops are Corian; and the galley's countertops are granite. An enormous amount of storage underneath the bilges is racked and labeled. Hatches have built-in mosquito and black-out shades; both hatches and portholes have metal security bars. All portholes are attached to an internal scuppering system which avoids cosmetic damage in case a port is left open. This is only one of many fantastic details, too numerous to name, which make a Jongert such a pleasure to own and cruise.

PILOTHOUSE/UPPER DECK SALON:

Dining for 8-10 people at large table to port with U-shaped settee. Two stools can be inserted into fittings on the inboard side surrounding the table with diners. A cabinet in the base of the table stores the ice-maker. To starboard is the temperature controlled wine cellar, fridge and bar storage. Forward full-width is the interior helm station with complete navigation equipment, push-button and joystick sail-handling controls, engine controls and joystick helm. This wheelhouse/upper salon is blessed with two sets of stairs; one aft goes directly to the landing for the day head, master stateroom and smaller fourth stateroom. The other stairs are forward and lead to the lower salon.

MAIN SALON:

To port is a lovely inlaid dining table which easily seats eight. Settee and chairs surround the table. Cabinets store cutlery, china and bar items. To starboard is a lounge area with coffee table and settee, a desk and cabinets with communication/office equipment.

GUEST STATEROOMS:

From the main salon a central corridor leads aft to guest and master staterooms. In the corridor are various cabinets for storage, including a full length linen locker. Two guest staterooms port and starboard each have ample twin beds with a bureau between, full-length hanging locker, and drawers underneath the beds. Ensuite is a bathroom with sink, marble counter tops, fresh water toilet and stall shower.

Continuing aft, up a few stairs to a landing; to starboard is the stairway curving up to salon/pilothouse. After the stairs is a smaller guest stateroom; it can be set up as a single berth or as two bunks when an upper bunk concealed as paneling slides up and slots into position horizontally. A hanging locker and drawers provide storage. The bathroom for this stateroom is across the hall; it has all the features of a full bath, including a stall shower. It is also used as the day head; stairs across the hall give direct access to above pilothouse/upper salon.

MASTER STATEROOM:

Full-width aft, the door opens to a wall which shields the bed from direct sight. A step to the left reveals a lovely sanctuary. A centerline bed, flanked by large night stands, is surrounded by four full-length closets, drawers and cabinets and two large storage areas. In back of the bed, when the drapes are open, a "galleon style" window infuses the room with light. The ensuite head offers two sinks with marble counters, toilet, and full sized stall shower.

GALLEY:

A sensor automatically opens the door from main salon to galley. To port is the crew dinette for four. A washer and dryer are recessed, stacked to one side outboard. A door to the engine room is on the aft bulkhead. To starboard is the galley with appliances (See Galley List). An extra feature worth noting is the warming element above one of the counters; it keeps plated food warm before serving.

CREW ACCOMMODATIONS:

Forward of the galley, two cabins house the crew. To starboard is the Captain's cabin. The lower bed can be made into a double bed. Or it can be made into two single berths. The upper berth is concealed behind paneling which slides up and locks into place horizontally. A desk, locker, drawers and shelves complete this room. Ensuite head has sink, toilet and stall shower. Other crew cabin has over/under bunks, hanging locker, drawers, shelves and ensuite head similar to captain's cabin.

ENGINE ROOM:

Accessed from Galley. (See Mechanical and Electrical Lists). It is the highest quality in systems and installation. Jongerts are famous for their Dutch engine rooms.

GALLEY:

Oven/Microwave: SIEMENS Combi microwave oven

Oven: GAGGENAU ceramic top stove with oven 70cm wide

Dishwasher: MIELE

Refrigerator: 600 liters front loading custom made by Jongert

Freezer:

- 150 liters front loading custom made by Jongert
- 450 liters under galley floor

Icemaker: RARITAN ice maker in deck salon

Wine Cellar: wine cooler in deckhouse

Deck Refrigerator: Drink refrigerator in the table at the aft deck dining area.

Trash Compactor

Washer/Dryer: MIELE

Counter tops: Granite

ELECTRONICS AND NAVIGATION:

Computer and electronic charts: Computer with MAX-Sea navigational software with computer screen in wheelhouse

Printer: NAVTEX Nav4

Simrad AI50 Class B Transceiver with MAX-Sea overlay

Autopilot: SEGATRON type B autopilot with control heads at both helm stations, input provided by KVH Gyrotrac compass and SESTREL Moore compass

Gyro Compass with Slave: KVH Gyrotrac compass

Magnetic Compass:

- SESTREL Major magnetic compass at outside helm
- SESTREL Moore compass at inside helm

GPS: LEICA AP Navigator MK10 GPS interfaced with radar and B&G system

Radar: FURUNO FR 1510 MKII radar with 4' antenna with monitors in wheelhouse and at outside helm, interfaced with B&G system.

Single Sideband Radio: Skanti TRP 8000

Wind, Speed, Depth, Log Monitors:

- B&G displays: analog wind speed, wind direction and rudder angle and two FFD's in wheelhouse; analog wind speed, wind direction and rudder angle and two FFD's at outside helm; FFD in owner's cabin; two 20/20 displays on mizzen mast.
- B&G Hydra 2 sailing instruments with Halcyon fluxgate compass, sonic speed, log, depth, sea water temperature, air temperature, wind speed, wind direction sensors.

VHF: (3) SAILOR VHF radios with DSC at the following stations: crew, deckhouse and exterior helm. Both helms also have speakers.

VHF Handhelds: (2) ICOM waterproof, international version

SONABEL air horn

Communications:

- THRANE & THRANE Inmarsat Fleet 55 satellite communication system integrated with the yachts telephone system, fax and data
- SIEMENS telephone system
- GSM telephone system integrated with SIEMENS phone system
- SEA TEL satellite TV
- Salon: SONY satellite TV and DVD Video plus surround sound amplifier
- Master Stateroom: SONY TV and DVD Video; CD/Stereo
- Three other cabins plus crew: CD/Stereo

ELECTRICAL:

Generators:

- NORTHERN LIGHT M-964: 3-phase, 25kw generator to supply 220/400 V-AC electrical system, 28,500 hrs [original hours]; total rebuild Summer 2009
- Onan MDKBU 3-phase, 27Kw generator to supply 220/400 V-AC electrical system, 1,500hrs (new April 2009)
- AQUALIFT dry exhaust mufflers for generators

AC: 3 phase 400 V-AC shore power and generator power

DC: 24 V-DC

Inverter:

- MATERVOLT 24/4500 inverter
- MATERVOLT 24/2000 inverter

Battery Chargers: (4) MASTERVOLT Mass-3 battery chargers (2004)

Alternators:

- (2) 120 Amp alternators for service batteries
- (2) 27 Amp alternators on generators for start batteries
- 50 Amp alternator on main engine for start batteries

Service battery system; deep-cycle maintenance free batteries.

Converter: Atlas shorepower converter 10kW

Shore Cables: (1) 135m 100Amp (1) 50m 100Amp

DECK & HULL:

Deck:

Teak decks recaulked (2009)

Hull:

- Hull and deck welded from Fe 420 grade A steel with certificate 3.1.C.
- Hull grit blasted inside and out prior to painting
- Hull below waterline faired to the same surface standard as freeboards
- Hull painted Flag Blue AWL-Grip (2006)
- Superstructure painted Cream AWL-Grip (2003)
- Keel designed by Peter van Oossanen (of Americas Cup fame) to maximize performance with shallow draft
- Stern platform hydraulically lowered to serve as boarding and swim platform

- (4) Hardened glass windows in transom
- Flush foredeck hatches custom made by Jongert; Flush escape hatch on aft deck custom made by Jongert
- LEWMAR top-of-the-line Ocean series hatches on the rest of the Yacht, all equipped with mosquito screens and blinds
- LEWMAR top-of-the-line stainless steel deck equipment such as sheet tracks and blocks, pad eyes, snatch blocks etc.

Windlasses: LEWMAR 4000 anchor windlass, hydraulic with capstan and gypsy; controlled by deck switches, remote control on spiral cord and joystick at outside helm

Anchors:

- CQR anchor 180 lbs with 125m of 16mm galvanized chain (U2) both with Lloyd's certificate
- CQR anchor 140 lbs with Lloyd's certificate and 125m of 26mm rhode

Caprail: teak

Stanchions and (2) life lines w/ two side gates and stern gate. Removeble teak bow seat and two stern seats.

Dinghy Lift: Dinghy hoist in mizzen boom to place dinghy on aft teak platform or lifts with halyard to be placed on foredeck. Chocks can be removed.

Stern stairs and Passerelle: grated teak platform hydraulically unfolds and lowers to create steps and a swim platform near the water. This can also be used as a passerelle in a fully extended position at any angle desired.

Swim ladder: Aluminum swimming ladder with teak steps.

Shower: hot and cold shower by the stern swim platform.

Fresh water washdown system located on starboard side mid-ship.

Saltwater anchor wash, doubles as a fire-pump.

Wheel: Teak classic wheel at outside helm, pedestal custom designed by John Munford.

Deck Prisms: Yes.

Bimini: Sun awnings for both main boom and mizzen boom; all with side curtains.

Tenders: NAUTICA RIB-16-DeLuxe hard bottom inflatable with 90hp YAMAHA outboard .

Cockpit lighting in mizzen boom.

SAILS & RIGGING:

Sails:

- Main: Roller furling, 2 Ply Dacron, 2008 DOYLE
- Genoa #2: Roller furling, 2 Ply Dacron, 2008 DOYLE
- Stay Sail: Roller furling, 2 Ply Dacron, 2008 DOYLE
- Mizzen: Roller furling, 2 Ply Dacron, 2008 DOYLE
- Gennaker: Nylon, 2000, Sobstad

Rig

- Triple spreader hydraulic in-mast furling main mast by NIRVANA
- NAVTEC hydraulic boom vang for main boom
- Harken mechanical halyard tensioners, (3) on main mast (1) on mizzen mast

- NAVTEC hydraulic backstay tensioner for main mast, both units controlled by proportional joysticks as well as deck buttons
- Double spreader hydraulic in-mast furling mizzen mast by NIRVANA painted Cream AWL-Grip (2003)
- RECKMANN hydraulic roller furling headstay and inner forestay
- Discontinuous rod rigging
- Carbon fiber spinnaker pole
- All running rigging in Spectra or Vectran as appropriate
- Both masts, booms and the spinnaker pole painted Oyster white AWL-Grip (2003)

Winches:

Main and Genoa sails are completely controlled with captive winches and “Perini-style” joysticks. Staysail hydraulic roller furling and in-mast furling mizzen are conventionally controlled with LEWMAR deck buttons.

LEWMAR Commander 9 hydraulic power pack to drive the captive winches and line handlers

- LEWMAR LMS 1000 captive winches for Genoa sheets, hydraulic controlled by proportional joysticks
- LEWMAR 77 SE/ST electric staysail sheet winches controlled with deck buttons
- LEWMAR LMS 600 captive mainsail sheet winch controlled with proportional joysticks
- LEWMAR 77 SE/ST electric Genoa halyard winch controlled with deck buttons
- LEWMAR LMS 600 captive main outhaul winch controlled with proportional joysticks
- LEWMAR 77 SE/ST electric main halyard winch controlled with deck buttons
- LEWMAR 54 SE/ST electric mizzen sheet winch controlled with deck buttons
- LEWMAR 54 S/ST mizzen outhaul winch
- LEWMAR 77 SE/ST electric mooring winch on foredeck controlled with deck buttons

MECHANICAL EQUIPMENT:

Engine: MTU 10V-183-AA62 main engine 229kW/299hp @ 2,100rpm, 15,000 hours

Gearbox: Twin Disc reverse gear

MATHERS Micro-Commander 24V single lever engine controls in deck house and outside steering stations

Propeller: TEIGHNBRIDGE Aquaquad 4 blade fixed propeller

Bow Thruster: HYDROMAT 45hp bow thruster (tunnel type)

Watermaker: HEM type-30 watermaker 7,000 liters / 24 hours

Air Conditioning: MARINE AIR air conditioning system 115,000 BTU with fan coils throughout the yacht

Fresh Air Makeup Unit: Comes in forward through the main mast and comes in aft through deck fittings.

MANNESMANN/REXROTH hydro pump to supply power for bow thruster and anchor windlass

RUDDER DESIGN self centering propeller shaft bearing and thrust bearing in oil bath.

RACOR FG-500 double fuel filters for both generators and main engine

Sound study by Van Capellen to maximize sound attenuation throughout the yacht

SIHI SH-80 pressure pump for domestic pressure water system; active carbon filter for drinking water

All tanks equipped with Kubler level sensors and waste tanks with alarms

Defroster and fresh air outlets for pilothouse windshields

BAUER Capitano C3E diving compressor and dive bottle storage in forepeak

Central vacuum system.

Waste system:

Fresh Water Toilets: ACTANA Waterflush toilets

Sewage Treatment System:

Black/Grey Water Tanks: (2) SEALAND B-400 waste water pumps

SAFETY:

Fire safety:

CO2 automatic fire prevention system in engine room

Fire Extinguishers: individual fire extinguishers in every cabin

Fire blankets

Overboard safety:

- Life Rafts: (2) AUTOFLUG eight person life rafts
- Life Preservers: various
- EPIRB: yes
- SART system
- (2) MOMs
- (2) horse shoes

Security:

- MICRO S CMK-890 infrared burglar alarm system
- Closed circuit video monitoring system with cameras in engine room and on the mizzen mast

Bilges:

Bilge pumping system for all compartments connected to a SIHI AKHK-4101 electric bilge pump and a STEIMEL mechanical bilge pump off main engine. Bilge alarms throughout the yacht

MISCELLANEOUS:

Manuals cleanly organized in folders for equipment installed on the boat

FEATURES:

Erica XI was built and classed to Lloyd's 100 A1 which means not only the hull, but the entire yacht was built to Lloyd's specs and approval. The superstructure, machinery, wiring, piping...right down to the anchors were all approved. She was in class until 2007 when the vessel changed hands. Maintenance and safety have remained uncompromised.

REMARKS:

Lucky you, to have the chance to buy Erica XI. Though her heritage is from a Jongert 31 T, she is one of a kind. For one, she was built and classed originally to Lloyds 100 A1; not only the hull, but the entire yacht from wiring, piping and machinery to the anchors. No doubt about it--this yacht is safe and strong! Beauty was another key consideration. On the outside, the coach roof is lower to give a sleeker, balanced line, reminiscent of the classics. On the inside, another nod to the classics is the gorgeous raised-panel interior, designed by John Munford, crafted in rich American-cherry. Versatility has also been maximized. Opening up the aft end of the pilothouse/deck salon creates more "outdoor" living space that tropical breezes can waft through, while for more protection, this area can be enclosed with your choice of three types of curtains. One set of stairs forward leads to the lower salon and aft to the four staterooms for owner and guests. Another set of stairs at the aft end of the upper salon leads directly to a landing for the day head or the master cabin. And to top it off, Erica XI's captive winches for the main and Genoa allow sailing-handling to be a one-person affair.

Erica XI has enjoyed a life of two owners and captains since new. She has been refitted as needed on an annual basis and in excellent condition. She has seen a new sail inventory every 2-3 years, new exterior paint approximately every three years and new varnish annually. Erica XI is of the highest pedigree; with an asking price less than half replacement cost, the value is unquestionable.

Photo credit ©Billy Black

EXCLUSIONS:

Owner's personal effects. All items not specifically listed on this listing sheet.

LOCATION: Newport, Rhode Island

PRICE: €4,200,000

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