

**VOLADOR****82'2" (25 m)HUISMAN**

<b>LOA:</b>	82'2" (25 m)	<b>Year:</b>	Mfg-1982
<b>Mfg. Length:</b>	82'2" (25 m)	<b>Mfg:</b>	HUISMAN
<b>Beam:</b>	19'2" (5.8 m)	<b>Type:</b>	Cruising Sailboat
<b>Draft:</b>	Max 10'5" (3.2 m)	<b>Staterooms:</b>	3
<b>Hull Mtrl:</b>	Aluminum	<b>Fuel Cap:</b>	828 g (3134 l)
<b>Hull Cnfg.:</b>	Keel	<b>Water Cap:</b>	790 g (2990.2 l)
<b>Designer:</b>	Frers	<b>Engines:</b>	1xMercedes-Benz OM402
<b>Disp:</b>	100000 (45359.7 kg)		260 HP ,5400hrs
<b>Interior Design:</b>	Beeldsnijder	<b>Speed:</b>	<b>Cruise</b> 10 knots /
<b>Rig:</b>	Ketch	<b>Price:</b>	1,295,000 USD
<b>Cockpit:</b>	Center & Aft		
<b>Flag:</b>	US		
<b>Location:</b>	Cruising Caribbean		

## Accommodation

### Center Cockpit



### Salon Companionway



Mid entertaining cockpit with steering cockpit aft. Full beam owners stateroom aft with private companionway to aft cockpit. 2 guest staterooms off main salon each with ensuite heads/showers. The Captain's quarters are separate.

### Master Stateroom



*Volador* has an unusually large and comfortable owner's stateroom for a vessel her size. It features port and starboard double berths; head with stall shower; air conditioner; office desk with swivel chair and private aft companionway to steering cockpit. The interior craftsmanship is unmistakable Beeldsnijder/Huisman with cored teak panels and bright varnished solid trim. The hand rubbed teak furniture, including office desk and chair, are complimented by the bright teak and holly sole and soft suede overhead panels, creating a warm and inviting atmosphere. Seven opening hatches as well as a private companionway offer exceptional light and ventilation.

Opposite the companionway to port and starboard are two single seat settees for relaxing or dressing. The head has a beautifully varnished teak countertop as well as a teak and holly sole, as does the shower stall. The head is equipped with a Sealand Vacuflush system (new 2001).

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## **Aft Guest Stateroom**



This guest stateroom is located adjacent to the main salon. It features upper and lower berths outboard to port; head with shower; air conditioner. It has excellent storage space in multiple drawers and hanging lockers. The superb teak joinery and finish detail is consistent with the rest of Volador's interior. The ensuite head with shower is furnished with a beautiful varnished teak counter similar to the owner's stateroom. The head is equipped with a Sealand Vacuflush system (new 2001).

## **Forward Guest Stateroom**

This stateroom is entered from the passageway forward of the main salon. It features upper and lower berths outboard to starboard; head with shower; air conditioner. A large deck hatch provides excellent light and ventilation.

## **Main Salon**



The salon is open and airy and takes full advantage of the 19' beam, superb headroom created by a slightly raised cabin trunk with trunk windows and opening overhead hatches. Main companionway leads to the center cockpit. Overhead panels are soft padded suede and varnished teak battens. The bulkheads are teak paneled and the table tops are inlaid with intricate teak designs befitting of the proud Dutch craftsman who joined them. A large dining settee to port seats 6. To starboard is a cocktail table with three built-in upholstered seats. The settee is comfortably worn tan leather and the fixed chairs are covered in blue and white patterned fabric. The salon dining table is attended by a swivel chair forward, a fore and aft double settee inboard with a wrapped L-shaped settee aft and outboard.

The main companionway is central to the salon space and is uniquely designed to incorporate two single jump seats halfway up for standby watch keepers or protected reading or relaxing. There is a conveniently located Coolmatic drink refrigerator (2001) built under the countertop aft to starboard adjacent to large wet hanging locker.

## Galley



Located forward of the main salon to port. Inboard is the custom over and under refrigerator and freezer, 4 burner propane Force 10 stove/oven (2003); Outboard is the double stainless sink, microwave oven, Corian countertop and abundant storage. Deck is bright varnished teak and holly. Large opening overhead hatch. AC/DC Grunert refrigeration is powered by 2.5hp AC compressor which is run off the ship/shore 220V AC or from the 220 watt DC inverter.

## Crew Quarters

The crew stateroom is entered from the forward end of the galley. It has offset raised twin berth outboard to starboard and separate access to the main deck through a deck hatch and ladder. It is also finished to the same high level of workmanship consistent to the rest of the interior. The head is equipped with Reistrom electric toilet with a walkthrough providing below deck access to the forepeak.

## Electronics, Navigation Station

### Navigation Station



- Furuno FR7062 64 mile w/6 kW antenna radar, 2001
- Furuno FMD 811 Display repeater in cockpit
- Robertson AP20 Autopilot controls in cockpit and nav station, Interface with B&G for auto wind direction steering, 2001
- Robertson Fluxgate compass, interfaced to radar, 2001
- B&G Hercules 790 computer
- Interfaced w/Northstar GPS and Nobeltec Nav Suite
- B&G FFD display
- Northstar 951 GPS interfaced w/B&G, WeatherTrac, autopilot and radar
- Cellular phone
- Weems and Plath barometer
- Skanti HF/SSB radio
- (2) Garmin Hand held GPS
- Telephone
- Protec 20 GHz PC w/fixed mounted 15" ViewSonic screen, 1999, Windows XP, Nobeltec Navigation Suite, WeatherTrac Real-Time Satellite Imaging
- WeatherFax for Windows, Trimble SatC
- New autopilot pump and motor
- 20" Sharp LCD Flat Screen TV
- JVC VHF

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- Sony DVD player

## **Electronics, Aft Cockpit**

### **Steering Cockpit**



The aft cockpit is the helm station with engine and bow thruster controls. The sail control winches for the mizzen are located on the cockpit coaming. A spray dodger protects the cockpit, companionway and helmsman.

- Robertson AP20 autopilot, 6/2001, w/feed from Northstar GPS, Nobel Tec NavSuite and B&G computer
- Furuno FMD 811 repeater display w/12" LCD daylight screen, 6/2001
- 9" Danforth steering compass in pedestal
- (4) B&G MK II FFDs
- B&G 3600 analog apparent wind direction meter
- (2) Bose 151 fixed cockpit speakers
- (2) B&G MKII FFDs in center cockpit
- B&G 360 degree analog apparent wind direction meter in center cockpit

## **Entertainment Equipment**

- Sony AM/FM/CD/Cassette player and controller, 2/2003
- Sony 6 CD disk changer, 2/2003
- (4) Main salon bi-axial speakers
- (2) Fixed mounted Bose 151 speakers in aft cockpit, 7/2001
- (2) Portable Bose 151 deck speakers, 7/2001
- Stereo/CD player in each cabin
- Sharp 20" LCD Flat Screen TV monitor portside main salon, 7/2001
- JVC VHF, 8/2002
- Sony DVD player, 7/2001

## **Electrical System**

- 110/220 volt AC electrical system
- 330V/15Kw Westerbeke diesel generator, 8/2003
- 24V/110V 2500-watt Heart Freedom inverter
- 24V/220V 3500-watt Mastervolt inverter, 11/1999
- 24 volt house battery bank w/ (8) 12 volt, 250 amp Rolls batteries, net reserve 1000 amp, 7/2002
- 24 volt Navigation battery bank w/(4) 12 volt 136 amp Rolls batteries, net reserve 272 amp, 7/2002

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- (2) 24V 100A Mastervolt HF charges, net charge to house bank 200 amps, 7/2002
- 24V 50-amp Mastervolt navigation battery charter, 11/1999
- 24v/12v 20-amp converter supplies various nav equipment and stereo
- (2) 12v 220a 4D main engine starting batteries w/separation alt on engine
- 12v 4D generator starting battery
- 24V 130-amp dual output house/nav alternator
- Dockside electrical cable for 220V shore power
- Voltage and amperage meters
- New 15 KVA Galvanic Isolation Transformer w/selectable input voltage (2002)
- New 220V circuit breakers (2002)
- Capac corrosion monitor (2002)

## **Deck and Hull**



Both hull and deck are constructed of aluminum plating over aluminum framing. The decks are overlaid in teak, which was completely renewed in 1994. The underbody is a fin keel with encapsulated lead ballast and skeg hung rudder. The hydraulic Vickers bow thruster is retractable. In 1994, under the design direction of German Frers, the stern was modified by extending the deck slightly to give the transom more rake. The modification was performed by New England Boatworks, as was the replacement of the teak decks. All (4) fuel and (4) water tanks are integral with hull and were drained, cleaned and recoated (1994). The hull was completely re-Awlgripped fall 2003 by New England Boatworks.

The sleek deck profile is enhanced by an aluminum toe rail finished with a solid bright varnished teak caprail which surrounds the deck providing the crew a secure foothold and a shiplike feeling not normally found on an 80 foot sailing vessel. The Maxwell (hydraulic) 3500 windlass is mounted under deck level as are the anchor chain spillways to give the foredeck completely clean and uncluttered access. Large Giot and Lewmar deck hatches are situated forward providing light and ventilation below. The hatches are newly replaced (2003).

The forward cockpit is large and comfortable for on deck dining for 6-8, or for lounging while sailing. It has a beautifully crafted teak table which folds down when not in use. The genoa and main sail are trimmed from this cockpit while sailing using electric powered Lewmar primary and secondary winches.

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Two B&G MK II multi function displays (new 97) and a 360-degree analog wind direction display. Spray dodger forward protects the cockpit and companionway.

The aft cockpit is ample in size for the owner's party and helmsman. A large diameter steering wheel is connected to the rudder via a chain and cable system giving the helmsman exquisite feel and enabling him/her to steer *Volador* easily and efficiently in all sailing conditions. The balance and responsiveness of *Volador's* superb sailing characteristics can only truly be appreciated from behind the wheel. The sail control winches for the mizzenmast are located on the cockpit coaming. Four new B&G MK II multi function displays (new 97) and a 360-degree analog wind direction display. A spray dodger protects the cockpit, companionway and helmsman.

- Custom multi-plex carbon fiber aft gangway (2001)
- Beautifully varnished teak toerail
- Maxwell 3500 hydraulic windlass located under the foredeck
- Removal and inspection of all thru-hull fittings (2002)

## **Mechanical Equipment**

- Main engine is a 260 hp Mercedes Benz 8VOM422 8 cylinder
- The transmission is a twin disc Walter RV61 "V" drive (1996)
- Propulsion is provided via a hydraulic Hundestadt controllable pitch propeller
- The main engine provides auxiliary hydraulic for the bow thruster, anchor windlass, Hundestadt controls
- The generator is a Westerbeke 15 kW (2003)
- Air conditioning throughout
- Sea Recovery watermaker new membranes (1998)
- Sealed vacuum head system for guest heads (2001)
- New main engine exhaust, incl hoses, clamp and mufflers (2003)

Shaft/Prop work:

- Replaced both cutlass bearings - Laser shaft alignment; Hundestadt hydro pump replaced; shaft seal replaced; Hundestadt oil cooler and low pressure filter installed (2002)
- Main fuel tank x4 and day tank cleaned (2002)
- Main engine injectors replaced (2002)
- Upgrade shore power wire (from transformer to panel) to 6 AWG (2002)
- New main bilge pump - Bock 40 24Volt (2002)
- Prop disassembled and serviced (2002)
- Bow thruster oil and seal changed (2002)
- Hi-Volume fuel transfer pump and Racor filter installed (2002)

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## Sails and Rigging



*Volador* is ketch rigged for shorthanded cruising as well as for semi competitive racing. Her deck layout is well suited for both.

Sails:

- Halsey Dacron/Spectra mainsail, 8/1999
- Halsey Dacron/Spectra mizzen, 8/1999
- Halsey Dacron/Spectra roller furling 134% jib, 7/2002
- Halsey 1.5 oz pole-less asymmetric sail w/sock, 7/2002
- Halsey light 150% Kevlar racing jib, 6/2000, used fewer than 6 times thru 9/2003

- Hood mizzen MPS in sock
- Hood Spectra staysail, foremast, 1997
- Hood mizzen staysail
- Halsey 125% roller furling jib, 1997
- Halsey 110% roller furling jib
- Halsey 95% roller furling jib
- 2.5 oz spinnaker
- Poly 2.1 oz drifter
- Storm Trysail
- Storm jib

Spars:

- Rondal tapered aluminum keel steeped main and mizzenmast
- Main mast has double spreaders with stainless steel Rod rigging - main caps discontinuous from deck to masthead, 11/99, incl backstay and forestay
- Antal mainsail luff traveler and cars (1999)
- Commander 25 dual motor hydro system for furler, windlass (PTO off main engine also runs windlass), centerline halyard winch, mainsheet winch (1999)
- Rondal Hydrofurl 200, (1999)
- The mizzenmast has one set of spreaders and internal roller furling capability; however, the current mizzen is conventional battened sail. Rondal mizzen luff track (1999)
- Two aluminum spinnaker poles
- Rondal hydraulic power package for headstay roller furler
- New inner forestay hydraulic cylinder (2003)
- Harken mainsheet traveler, cars and sheet blocks (2002)
- Spars painted, inspected and repaired as needed (2001)

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- Lewmar 24v dual motor, Commander 25 System, 11/1999

#### Winches:

- Lewmar 66 hydraulic winch, 11/1999
- Lewmar hydraulic mainsheet winch, 11/1999
- Lewmar 64 mizzen sheet winches, 7/2001
- Lewmar 900 electric primaries
- Lewmar 77 electric secondaries

## **Additional Equipment**

#### SAFETY EQUIPMENT:

- (2) 8-man life rafts with EPIRBs, inspected 11/2002
- ARC 405 Hz EPIRB, NOAA registered, 11/2002
- (2) Type IV horseshoe life rings
- Man overboard life sling
- MOM 9, 11/2002
- (6) Hand operated fire extinguishers
- Auto/manual Halon system for main engine room
- Auto extinguisher for generator room
- All other equipment to USCG Regs

#### OTHER FEATURES:

- Mainsail and mizzen sail covers
- Two hatch spray dodgers (2003)
- Cabin sole runners
- Bimini
- Full Antigua Sails sun awning
- Cockpit table cover
- Custom stainless steel and teak boarding ladder with handrails and lower platform
- Zodiac Mark II Futura inflatable w/1994 15 hp. outboard

## **Remarks**

*Volador* epitomizes the essence of a classic performance cruising yacht, as no compromise has been made in view of her ultimate strength and sailing ability. She has completed a circumnavigation, via Cape Horn, and has been cruised from Europe to New England, the Caribbean and San Diego for the 1994 America's Cup. She has competed successfully in such prominent venues such as the New York Yacht Club Annual Cruise Regatta, Nantucket Bucket, St. Barths Bucket, Antigua Race week and St Maarten Heineken Regatta.

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While spirited competition always seems to bring out her best, *Volador* is truly a bluewater cruising vessel, perfectly suited for a family who wants to explore the world in safety and comfort. Her Huisman pedigree, stunning Frers lines and elegant Beeldsnijder interior are a perfect compromise of form and function. *Volador* has always been maintained to the highest standards by some of the world's most experienced captains and is a must-see for anyone who seeks a yacht with timeless character, fine Dutch craftsmanship, and who has a sheer love of sailing.

### **Disclaimer**

Specifications are provided for informational purposes only. Data was obtained from sources believed reliable but is not guaranteed by owner or brokers. Buyer assumes responsibility to verify all speeds, capacities, consumptions and other measurements contained herein and otherwise provide and agrees to instruct his agent/s to confirm such details prior to purchase. Vessel subject to prior sale, price and inventory changes and withdrawal from market without notice.

**Transom**



**At Anchor**



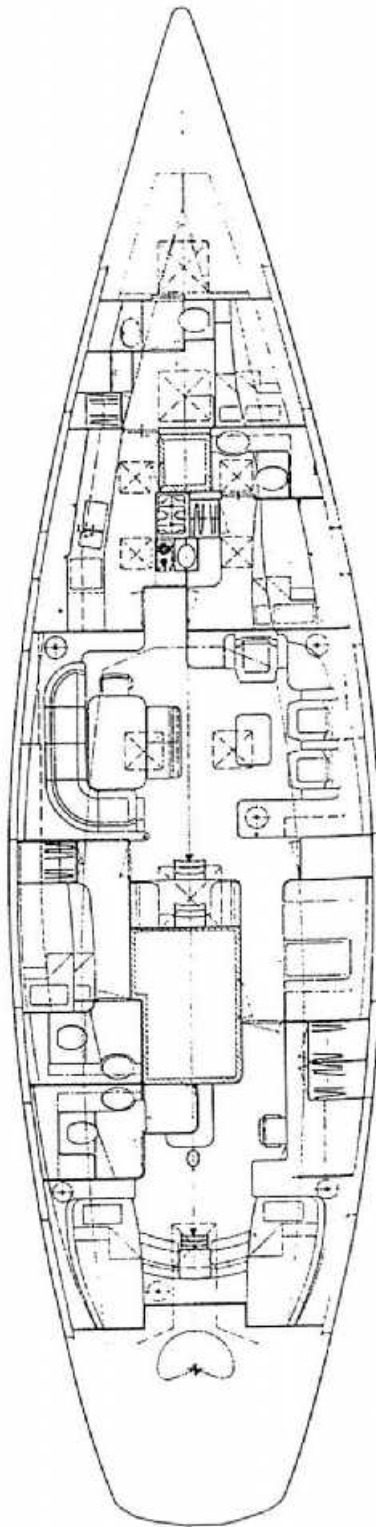
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## Layout



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