

DeFever 53 Great Northern



JEFF MERRILL
YACHT SALES, INC.

3010 Old Ranch Pkwy, Suite 440, Seal Beach, CA 90740
+1 949.355.4950 | www.JMYS.com



GREAT NORTHERN

PRICE REDUCED DECEMBER, 2016

Asking: \$329,000.00

Location: St. Helens, OR

DeFever 53 Great Northern

NAME:	<i>Great Northern</i>	LOA: 52'5"
TYPE:	Long range coastal cruiser	BEAM: 16'6"
BUILDER:	Sen Koh Shipbuilding, Taiwan	DRAFT: 4'10"
LOCATION:	St. Helens, OR	BOAT HOUSE CLEARANCE: 20'0"
MODEL:	DeFever 53	TYPE: Flush deck with flybridge
COLOR:	Matterhorn White Awlgrip	
DESIGNER:	Arthur DeFever	DISPLACEMENT: 55,000 lbs.
HULL MATERIAL:	Fiberglass with Divinycell	
YEAR:	Model year 1986	EXHAUST: Wet
STBD ENGINE:	Caterpillar 3208 TI 375 HP	ENGINE HOURS: ~ 315 since rebuild
PORT ENGINE:	Caterpillar 3208 TI 375 HP	ENGINE HOURS: ~ 440 since rebuild
RANGE:	800 miles @ 10 knots	SPEED: Cruise 10, Top 12 knots
CLIMATE CONTROL:	Cruisair air conditioning (12,000 BTU MSR only) and Dickinson diesel heater	
STABILIZERS:	Naiad 252 active fins	
BOW THRUSTER:	Wesmar 24V electric	
WINDLASS:	Maxwell Nilsson V3000 12V	
INVERTER:	Magnasine 3000-watt inverter	
GENERATOR 1:	Onan MDKBL 9 kW (~1010 hours)	
GENERATOR 2:	Onan MDKAD 17 kW (~350 hours)	
TANKAGE:	(approx.)	
	WATER: 400 gallons. (2 stainless steel tanks)	
	FUEL: 800 gallons. (3* mild steel tanks – two in service total 800 gallons) (*forward tank out of service original total 1,150 gallons)	
	HOLDING: 65 gallons. (1 fiberglass tank)	

INTRODUCTION:

Great Northern is a 1986 DeFever 53 POC (Performance Offshore Cruiser) that was purchased by her current owner in California and has spent the majority of her last eleven years in the Pacific Northwest, but her history includes long range trips south to Ensenada Mexico and north to British Columbia, Canada. Under previous ownership she spent time in Florida. After ten years of wonderful cruising and dedicated restoration, she has been put on the market so that her sellers can attend to other interests. She has been prepared for long range cruising and has been exceptionally cared for with many major re-modeling and replacements to keep her looking and showing like a much younger boat. This is a space efficient three stateroom layout and she is a very well equipped boat that is set up to cruise off the grid and capable of long distance coastal passages. Nearly every system has been upgraded and she has cruised extensively throughout her career so exercised regularly and in remarkable condition for her age in years. *Great Northern* represents an excellent opportunity where you can buy a spacious DeFever that is extremely well outfitted for an impressively low price. *Great Northern* boasts all of the comforts you would want in a live aboard and is especially at home in the Pacific Northwest.

DeFever 53 Great Northern

Great Northern – the quick summary is:

Flybridge, flush deck, three stateroom layout, wide walking side decks port and starboard. Raised aft deck (above master stateroom). Spacious saloon with large windows outboard featuring an L- shaped settee aft to port with folding dining table, a commercial sized **Dickinson** diesel heater/oven and recliner chairs forward. To starboard the saloon includes an entry locker and counter, stairs to the master and a desk with chair forward. There is also a drinks refrigerator and trash compactor. The saloon transitions into the galley to port and includes custom refrigeration, propane stove and oven, double sinks and abundant lockers and drawers. Forward of the galley and on the same level, is the pilothouse with excellent forward visibility. There is a moveable helm chair and a settee aft with table. All of the navigation and communications electronics are neatly arranged forward and above. From the pilothouse, you can go outside to the deck through sliding doors port and starboard or up a flight of stairs to the flybridge. The flybridge provides a commanding view, is covered and also features a same level boat deck behind. Back inside the pilothouse, you can go forward from the pilothouse to two guest cabins, each with their own ensuite head and shower. The aft starboard section of the saloon features a curved stairway that leads to a landing. From this landing, you can go forward into the engine room or a couple of steps aft to the palatial full beam master stateroom (which also has an ensuite head and shower). The interior features varnished teak bulkheads, wall coverings plus teak and spruce soles in the living areas and granite counters and tile surrounds in the heads.

Great Northern is a marvelous example of a well thought out DeFever 53 and is outfitted with an impressive assortment of gear and equipment – she is ready to take you on your own adventures. She was a break out design by Arthur DeFever very popular for running in displacement mode with the ability to pick up speed for a quick return to port.

Her current owners have lavished incredible care in renovating **Great Northern** by renewing the interior, rebuilding the engines and adding new systems and electronics. The galley was gutted and rebuilt to create a much newer configuration. It has been 30 years since original commissioning, but she shows like a boat that is barely ten years old. Don't let her age in years fool you, a well preserved older boat that has been carefully restored may provide a much better value than a newer model year that has been neglected or stale when it comes to improvements. In the last 11 years of ownership, just about everything has been upgraded, repaired or replaced on **Great Northern** (see the Owner's Comments section for more details on the projects undertaken).

ACCOMMODATIONS & LAYOUT:

MAIN SALOON:

You board **Great Northern** from either the port or starboard side **Marquipt** ladders. You can also get aboard if you arrive by tender from the teak transom swim platform. The DeFever 53 design features a single level upper deck with the saloon, galley and pilothouse flowing on one floor. The lower level features the staterooms and the engine room. Her side decks are up high off the water and covered overhead. She is a very dry boat underway and you are nicely protected when you are moving on deck.

DeFever 53 Great Northern

The upper aft deck “cockpit” is a great outdoor space with chairs and a high off the water view. Forward to port there is a built-in ladder that leads up to the boat deck. The main deck connects the cockpit to the foredeck by wide covered side decks port and starboard.

Two large hinged opening doors provide entry into the saloon. The saloon and galley merge into a very relaxing and functional area where you can rest and converse. The teak joinery is beautiful and is well complimented by the remodeled granite countertops in the galley. This single level area makes it easy to prepare, cook and serve meals and refreshments while enjoying the company of guests – there is plenty of room to stand or sit. There are louvered blinds in the saloon for privacy.

Immediately to port is an L shaped settee with drawer storage beneath topped soft cushion and seat backs reupholstered in marine vinyl. A teak table with fold down leaves is positioned for ideal dining. The **Dickinson Atlantic** diesel furnace (very popular on offshore commercial fishing vessels) doubles as an auxiliary oven and has a stainless exhaust pipe up to the boat deck. Forward to port are two comfortable lounge chairs facing aft that back up to the aft galley counter.

Aft to starboard in the saloon is a large double door entry locker with Wilson art laminate counter top for setting down loose items and these counters have a teak trimmed fiddle edge. The spiral stair case just forward of the entry locker leads down to the master stateroom which is positioned aft for a more comfortable place to sleep while underway or at anchor.

Forward of the stairwell is a set of cabinets and a large working desk with chair. The desk area has lockers and drawers. There is stainless faced **Uline** beverage center (drinks refrigerator with ice maker) and next to that a **Kenmore Elite** trash compactor and the **Splendide** clothes washer.

All the way forward in the saloon are two reclining lounge chairs with Ottomans. The saloon has 6’4” headroom with overhead teak handrails on centerline and teak and spruce soles that are covered with area carpeting and runners.

GALLEY:

The galley is forward to port with lots of storage space in lockers and drawers. This whole area was remodeled in 2010 and 2011. The remodeled granite counter tops provide an expansive surface for meal preparation. There is a double basin formed composite granite sink outboard to port (all sink plumbing fixtures have been renewed) with a large fixed window to enjoy your outside surroundings. The forward area of the galley features a **Kenmore Pro** 4 burner propane stove with convection oven and a custom built **Seafreeze** refrigerator and freezer. The **Kenmore Elite** convection microwave has stainless steel facing and the bottom also serves as a range hood for the stove top below. The teak and spruce flooring is covered by a carpet runner.

This is a spectacular galley for cooking and preparing food and the chef can easily chat with fellow passengers seated in the saloon. There are plenty of overhead and under counter lockers, many with shelves, and an assortment of drawers. You should find everything you need for a proper seagoing galley.

DeFever 53 Great Northern

Across from the galley on the starboard side is a flight of nine steps that leads up to the flying bridge. There is a very slight rise in the floor as you go forward to the pilothouse where all of the ships navigational activities are coordinated.

PILOTHOUSE:

The operations center of the DeFever 53 is the forward wheel house where you are afforded a spectacular view of your surroundings.

This is a pilothouse forward design – great for looking ahead and seeing what is happening. The windows are all commercial strength and quality with beautiful teak frames. The forward dash cabinetry is teak and includes charcoal colored laminate instrument panels. The overhead console and dash console contain an impressive collection of instruments. There are two sliding doors (port and starboard) that lead outside to the covered side decks. There is room for the **Garelick** helm chair and behind the helm area is a comfortable settee bench fronted by a fixed table, where captain and crew can enjoy lunch or just relax while having a cup of coffee. The settee has stowage underneath. The forward cabinetry includes some wide chart drawer storage.

Since *Great Northern* was outfitted for long range cruising, the navigation and communications equipment is extensive as should be expected. See details that follow for a complete electronics inventory.

You can take command steering her with the impressive stainless steel circumference, teak spoked destroyer wheel. The dash controls have been logically organized to operate the ships Nav/Com electronics. On the flat horizontal dash the twin main engine dual lever controls are easy to reach, as is the joystick for the bow thruster.

Captaining *Great Northern* truly provides a feeling of piloting a very large yacht – you have a clear view of the outside world (while enjoying the comfort and protection of being inside the pilothouse) and equally as important you can easily do a visual check on all of the yachts electronics, electrical breaker and machinery control panels. The teak and spruce soles are protected with fitted carpeting. The electrical panel is inside a locker with clearly labeled breakers and easy to read analog displays.

Outside you can go forward to the foredeck where the anchor and windlass are situated. There is also a comfortable foredeck seating bench that faces forward with storage underneath and shore power hook up. Going aft you can traverse to the raised upper deck – all of this has overhead covering.

DeFever 53 Great Northern

GUEST STATEROOMS:

Great Northern is configured with the two guest staterooms forward. The wheelhouse has a smoothly curved forward descending staircase that leads to the guest staterooms. This stairwell is beautifully varnished teak.

The forward stateroom in the bow has a wide v-berth sleeping area with a 100% Latex foam mattress. There are lots of lockers and drawers, nicely finished with wall covering, opening portlights and an overhead hatch. The chain locker access is forward. There is an ensuite head with toilet, sink and shower with teak grate to port.

The VIP stateroom is just aft and to port. It is one step down and features an athwartships island berth with a custom queen sized 100% Latex foam mattress. There are two portlights above the shelf at the head of the bed, outboard to port. There is a separate make-up vanity with chair. Inboard there is a separate head and shower with teak grate including sink, toilet and necessary storage. The port stabilizer is serviced under the shower seat. Both forward cabins have hanging lockers and drawers for clothing storage.

MASTER STATEROOM:

The master stateroom is aft (below the saloon and cockpit) and features a large queen sized island berth running fore and aft for maximum comfort while underway (and it is an ideal arrangement for getting in and out of bed without being hemmed in). You enter the master from the saloon descending the curved stairway.

This stateroom was purposely finished with white wall coverings to compliment the teak and spruce floors and teak cabinetry. This blend of teak and wall coverings provides a lighter and more spacious feel. There are two opening hatches mounted vertically on the aft bulkhead to provide light and ventilation.

Outboard to port there are two banks of bureau drawers and above each cabinet are opening portlights. To starboard there are large opening lockers with opening portlights above.

There are plenty of lockers and drawers for clothing and other personal effects. The master berth has a custom queen sized 100% Latex foam mattress. This is a comfortable and reclusive area to read or sleep. The steering system is easily accessed for service by being neatly concealed beneath the bed.

The master connects to a large head and shower forward to port which includes a **Vacuflush** electric fresh water toilet with blue tile surround, granite counter with flush sink and a separate shower stall with door. The shower includes contemporary shower fixtures and has a custom draining floor pan with sump pump drain.

The forward passage to starboard leads to the engine room. The master stateroom is air-conditioned. This stateroom also enjoys warmth in cold weather from the diesel heater.

DeFever 53 Great Northern

ENGINE ROOM:

The engine room is located below the main saloon and is accessed through the door in the forward end of the master stateroom – it is extremely well layed out and easy to move around in. It is a pleasure to conduct engine room inspections; you have convenient access to the working parts of the main engine and all other important machinery.

The twin **Caterpillars** have been painted white for a more “marine” look and this is a very comfortable engine room to work in. The generators are outboard and as you will see in the photos, all of the systems are logically installed and easily accessible.

EXTERIOR:

DECK AREAS:

The DeFever 53 is very protected when moving about on deck. The foredeck and boat deck feature appropriately sized railings with a beautifully varnished teak cap. The 53 POC profile is by design very high off the water keeping sea water and waves mostly off the deck. The upper aft deck/cockpit is well above the waterline and is covered overhead by the large extended boat deck. This cockpit area is a great place to relax when docked or at anchor.

The side decks surrounding the saloon and wheelhouse are covered overhead from the cockpit up to the pilothouse and are wide with good height railing for easy access fore and aft. The foredeck provides for an easy anchoring system and includes built in seating forward of the pilothouse.

The flybridge is very large and a wonderful place to operate the boat from. It has a molded fiberglass arch and a canvas covered top that provides shade and protection from the elements. The dinghy and outboard are mounted on the boat deck on the same level as the flybridge.

RAISED AFT DECK/COCKPIT:

Behind the cockpit is a teak swim platform with a swim ladder as well as a boarding ladder that connects to the raised aft deck/cockpit area. There are side deck boarding doors to port and starboard with folding steps for dock to deck access and you can also arrive by tender to the swim platform and ascend a few steps to the carpeted upper aft deck.

The cockpit is a great place to barbeque or to just relax when at anchor. The boat deck above covers the entire area so you are shaded from the sun and protected from rain. There is a canvas and clear plastic enclosure that snaps in to place to insulate and protect this area. The cockpit is carpeted and has a boarding door aft as well as hawse holes and cleats for mooring. You can go up a ladder to the boat deck, walk along either side deck forward to the foredeck or enter into the saloon through a wide double opening door.

There is a ladder that leads to the boat deck / flybridge from the cockpit. All of the exterior teak has been regularly varnished and looks terrific.

DeFever 53 Great Northern

FOREDECK:

You can get to the foredeck by going forward along either side deck. Forward of the pilothouse is a built-in seating area with storage underneath. The windlass and anchor rollers are forward. The **Maxwell Nilsson V3000** 12V electric windlass can be operated by deck foot buttons – up or down. The anchor is a 60-pound custom made **Davis Marine CQR** (Lloyds approved) and is attached to 300' of 3/8" BBB chain. There are three wash down spigots forward, fresh and sea water. Shore power connections are located forward to port and include a 30-amp house and 30-amp air conditioning connection.

BOAT DECK:

The boat deck is above the saloon and can be accessed by the aft deck ladder or by climbing a set of stairs from the pilothouse (nice to have access from inside the boat in inclement weather). The tender is a relatively new 2013 model RIB, an **Achilles 3.5 DLX 11'6"** with a 9.9 HP outboard. The tender has current state of Oregon registration. To launch the tender there is a rotating crane that uses electric boom winches.

FLY BRIDGE:

This is a large full beam flybridge with all necessary controls and impressive visibility. The flybridge has a stainless-steel Bimini frame with a blue canvas cover.

Great Northern features and equipment selections:

MACHINERY SYSTEM FEATURES:

1. (2) **Caterpillar 3208 TI** 375 HP main engines with **Twin Disc** transmissions. Both engines were rebuilt after 6,000 hours per manufacturers recommendation. Painted white
2. New exhaust blankets on both mains
3. **PSS** dripless shaft seals
4. Dual **Racor** 1000 MA's for mains
5. Fuel manifold with **Algae-X**
6. (2) **Onan** generators 9 kW and 17 kW
7. Four mild steel fuel tanks with sight tubes (optional forward fuel tank was taken out of service but remains in place)
8. Fuel transfer pump with **Racor** 1000 MA filter
9. **Naiad** #252 active fin stabilizers
10. **Wesmar** V2-12E electric bow thruster 12 HP dual 12" propellers with controls in pilothouse and flybridge.
11. Originally delivered with **Cruisair** multi-zone air conditioning – saloon, pilothouse, master and guest stateroom. System was minimized, only master has air conditioning now.
12. **Dickinson Atlantic** diesel heating system (installed in saloon with stainless steel chimney to boat deck) blue tile backing
13. **Fireboy** fire suppression system for engine room
14. **Spurs** line cutter on main engine propeller shafts
15. Oil changing pump for mains and generators
16. **Craftsman** multi drawer tool chests forward (no tools included)
17. **Naiad** stabilizer reservoir and controls

DeFever 53 Great Northern

18. **Torrid** 30-gallon hot water heater
19. **Sealand** Vacuflush pumps
20. **Sealand Sanigard** charcoal vent filter
21. **Tank Watch 4** monitor for holding tank
22. **3M** Marine water filter fresh water purifying system
23. **Jabsco** Par Max Ultra fresh water pressure pump
24. **East Penn - Intimidator** AGM batteries
25. **Protech 4** battery regulator
26. Battery select switch control panel on aft bulkhead
27. Engine room intercom hand set
28. Note: Air conditioning was removed from *Great Northern* in all areas except the master stateroom.
29. Note: Forward fuel tank under guest cabin sole has been de-commissioned
30. Note: Steering gear located underneath master stateroom berth

ELECTRICAL SYSTEM FEATURES:

1. **Magnum Magnasine** MS2812 3000-watt inverter with battery charger
2. **Marinco** TV/Phone inlet
3. **Northern Lights** 12 kW generator
4. **East Penn - Intimidator** AGM batteries all replaced in 2014
5. (1) 50' 50-amp shore power cord
6. (2) 50' 30-amp shore power cords
7. (1) 30-amp/50-amp splitter

GALLEY, LAUNDRY AND PLUMBING FEATURES:

1. All loose galley items on board will remain with the vessel – plates, mugs, silverware, etc.
2. **Kenmore** four burner propane stove with convection oven – stainless back guard
3. **Xintex** propane fume detector
4. **Trident** LPG gas control
5. **Kenmore Elite** microwave oven with stainless steel facing
6. **Seafreeze** stand up refrigerator lower half, freezer upper section
7. **Uline** beverage refrigerator and icemaker
8. **Splendide 7100XC** combo clothes washer and dryer
9. Teak and spruce sole
10. Large opening window outboard above sink
11. Dual basin composite sink with new faucet
12. Overhead lockers and under counter drawers
13. **Kenmore Elite** trash compactor
14. Granite counters in heads and galley
15. Fresh water deck wash down at bow, stern and engine room
16. Cockpit and foredeck sea water wash down
17. Shore water connection on foredeck
18. 30-gallon **Torrid** hot water heater
19. **3M** fresh water purifier with filters
20. Plumbed for water maker, original was removed and not replaced
21. (3) **Vacuflush** electric fresh water toilets – one for each stateroom
22. **Sealand** electric holding tank pump

DeFever 53 Great Northern

WHEELHOUSE - NAVIGATION & COMMUNICATIONS ELECTRONICS:

The following electronics suite was installed in 2011:

1. **Toshiba** laptop with **Rose Point** software with AIS input
2. **Furuno** NavTEX NX 300
3. (4) **Furuno** RD 30's Weather, GPS, depth, heading, speed, etc. one on fly bridge
4. **Twinscope**
5. **Simrad** AP28 autopilot
6. **Simrad** WR 20 blue tooth remote
7. **Icom** MA 500TR AIS – class B transponder
8. **Icom** M504 VHF
9. **Uniden** 625C VHF in pilothouse
10. **Uniden** 625C on fly bridge
11. Intercom hand set
12. **Jensen** WAM MP3 compact disc FM AM sound system wired main deck and bridge

The electronics below were installed in 2015

13. **Simrad** NSS EVO2/16 AIS installed
14. **Simrad** NSS EVO2/12 AIS installed
15. **Simrad** 6kW 64 mile HD Open Array Radar

These items are also installed/located in the pilothouse:

16. **Garelick** moveable high chair helm seat
17. Settee bench with table
18. Clock and barometer
19. Teak overhead hand rails
20. Sliding doors port and starboard
21. Large built in chart drawers forward to port – on metal glides
22. Bilge pump lights and breakers
23. Teak destroyer wheel with stainless circumference
24. (3) **Water Witch** bilge counters
25. **Naiad** active fins roll stabilizer control panel
26. **Jastram** jog lever autopilot steering control
27. **Ritchie** compass
28. (2) **Onan** generator remote control panels
29. Electrical breaker panel behind locker door
30. Dual trumpet horn

FLYBRIDGE AND BOAT DECK EQUIPMENT:

1. **Achilles** 3.5 DLX 11'6" rigid inflatable with cover
2. Stainless steel dinghy chocks
3. 9.9 horsepower **Mercury** four stroke outboard
4. Flag halyards
5. Custom rotating 120VAC dinghy crane with electric winches – 500 lb. lift capacity
6. Fiberglass deck boxes
7. **Lifesling**
8. **Zodiac** life raft in cradle
9. **Dickinson** stainless steel propane barbeque mounted on port boat deck railing
10. Propane enclosure with two canisters

DeFever 53 Great Northern

11. Stainless frame Bimini top with blue canvas cover
12. Interior access from pilothouse – teak steps with inlaid treads
13. High chair for helm operations
14. Built in seating with canvas covers
15. Fiberglass arch
16. Hinged radar bracket
17. Multiple nav/com antennas
18. Extra handrails at dash
19. Stereo speakers
20. Covered **Danforth Constellation** compass
21. Bow thruster control
22. Jog lever for autopilot
23. Clear cover over central nav/com
24. **Uniden** VHF radio
25. **Auto Nav** rudder angle indicator
26. **Glendinning** engine shift and throttle controls
27. **Furuno** RD30
28. 12V outlet
29. Intercom phone set

HULL, DECK AND COCKPIT/AFT DECK ADDITIONAL EQUIPMENT:

1. **Maxwell** Nilsson 3500 reversing windlass with foredeck foot buttons
2. Twin anchor **rollers**
3. Burgee socket on bow roller
4. 60-pound custom made **Davis Marine** CQR type anchor with swivel
5. 300 feet 3/8” BBB chain
6. Stainless steel bow anchor breast plate
7. Teak swim platform with dinghy tie cleats
8. Swim grab rails on swim platform
9. Stainless steel swim ladder with teak steps
10. Built in footsteps on side of hull
11. Visors on master stateroom portlights
12. Clamp on rod holders on boat deck vertical supports
13. Aft deck has carpet covering
14. Stainless compression post for dinghy crane
15. Coat hanger hooks
16. Boat hooks
17. Ships bell
18. Binocular rack on saloon bulkhead
19. Stainless ladder with varnished teak steps (access to boat deck)
20. Opening hatch from aft deck to boat deck has varnished teak trim
21. Stainless steel rope spool for stern anchoring
22. Varnished teak caprail
23. Hinged boarding gates – port and starboard
24. **Marquipt** aluminum boarding ladder – six step (connects port and starboard) for access from dock to side decks

DeFever 53 Great Northern

25. Two fiberglass dock boxes on foredeck
26. Stainless steel fender racks on foredeck
27. Built in seating on foredeck with cushions and cover
28. Shore power connections forward
29. Dock side water inlet forward
30. Molded nonskid (painted over)
31. Covered side decks from cockpit to just aft of pilothouse
32. **Newmar** hailer speaker at pilothouse windows
33. Dual trumpet air horn
34. Dock lines and fenders
35. Owner's manuals for appliances and equipment

ADDITIONAL INTERIOR EQUIPMENT:

1. Custom louvered blinds for saloon windows
2. Custom mattress in master stateroom
3. Carpeting in saloon and pilothouse
4. All port lights have removable bug screens

SAFETY EQUIPMENT:

1. **Zodiac** 6-person offshore life raft canister pack in cradle on boat deck.
2. 406 EPIRB
3. **Lifesling** mounted on boat deck
4. Coast Guard safety equipment included
5. (6) Survival suits

DeFever 53 Great Northern

ADDITIONAL COMMENTS AND UPGRADES:

Great Northern is a US Coast Guard documented vessel. Her tender is registered in OR. Machinery and equipment has been carefully maintained. Her current owners have meticulously gone through the boat with great detail after purchasing her in 2006 and in addition to making the normal survey item fixes have done an extensive restoration including rebuilding the engines and remodeling the galley, plus adding in new nav/com and a new tender. As each project is completed they have found something else to improve. Now that they are done they have come to realize they don't have the time they would like to thoroughly enjoy her. *Great Northern* is in excellent condition for her age and should get excellent passing grades from the most discriminating surveyor. In addition to normal maintenance and regular use to keep systems in good working order, the following projects and improvements have been undertaken since 2006:

- Hull painted with Matterhorn White - **Awlgrip** – 2010 and 2011
- Aristo Blue **Awlgrip** stripe– 2011
- New interior work done 2010 and 2011
- All windows and portlights removed, cleaned and re-bedded – 2011
- Engine room was redone including the engine rebuilds, project started in 2009 and includes a new electrical panel, new wiring
- Both **Caterpillar** main engines rebuilt at 6,500 hours – starboard 2007, port 2008
- New exhaust out of turbos to wet part plus blankets - 2008
- **Wesmar** 24V bow thruster with **Side Power** controls in pilothouse and fly – 2010
- **Naiad** active fin stabilizers, new seals and re-conditioned – 2012
- **Onan** 17 kW generator installed 2003
- **Onan** 9 kW generator in service 2011
- **Magnum MagnaSine** MS2812 - charger and inverter - installed 2012
- All ships batteries replaced with **East Penn** AGM - June, 2015
- Galley remodel – new granite counters and upgraded cabinetry and appliances – 2010 and 2011
- **Seafreeze** custom refrigerator/freezer - installed 2009
- **Splendide** 7100XC Combo clothes washer/dryer - installed 2011
- Granite counters in galley and heads – 2012
- Custom tiles in heads – 2010
- Additional GFCI outlets installed – 2013
- New air conditioning unit in master – 2007 (other units removed)
- **Torrid** MV30 - 30-gallon hot water heater – new in 2010
- **Dickinson** diesel range installed in saloon - 2013
- All sanitary hoses for heads and black water replaced – 2011
- Fuel tanks drained, cleaned and pressure tested – 2011
- **Fireboy** fire suppression in engine room inspected and recharged – 2011
- **Pilothouse electronics including Furuno** suite wiring in 2010 and 2011
- **Achilles** RIB 3.5 DLX tender purchased new -2013
- Windlass new rebuild kit and rebuilt starter plus two new deck switches – 2011
- Flybridge and pilothouse compasses rebuilt - 2012
- Life raft serviced and repacked – 2012
- Hull waxed – 2015

DeFever 53 Great Northern

- Bottom paint renewed – 2015
- Exterior caprail varnished – 2015
- **Toshiba** lap top with **Rose Point** navigation - 2014
- **Simrad** 6kW open array- 2015
- **Simrad** second radar 4G - 2015

OWNER COMMENTS:

I've been buying and restoring boats for 60 years as a hobby, in the case of the *Great Northern* I had a dream of buying a good class built boat and creating a new boat out of an older boat. The dream came true over a number of years, the only thing original is the teak and fiber glass. The two Caterpillar engines were rebuilt by a true Cat mechanic and all systems were replaced. Because of my commercial marine background, I wanted the safest boat I could build for coastal and offshore cruising. To that extent, I believe I've achieved this in the *Great Northern*.

The previous owner bought the boat twenty years ago in Florida and he and two friends ran the boat thru the Panama Canal home to San Diego. He and his wife then cruised the boat to Alaska for the next six summers living in British Columbia in the winters. They then decided a warmer climate would be nice so they headed for La Paz Mexico. After this they took the boat up to the Channel Islands above LA where we purchased the boat.

There are so many things the average person doesn't think of when buying an older boat that we did to make the *Great Northern* safe and TROUBLE FREE. The biggest chore and cost was the whole boat has been painted with Awlgrip and all the windows and portlights were removed re-bedded and refastened. This is a boat where the windows don't leak. Without exception, the systems were all replaced, such as potable water, electrical, exhaust, moving parts of stabilizers renewed, bilge pumps, the list goes on and on.

My love in life are projects and this boat has been the love of my life I've enjoyed the journey. We've also enjoyed all the cruising and fishing trips off of the Oregon and Washington coasts and the adventures *Great Northern* has taken us on.

BROKER COMMENTS:

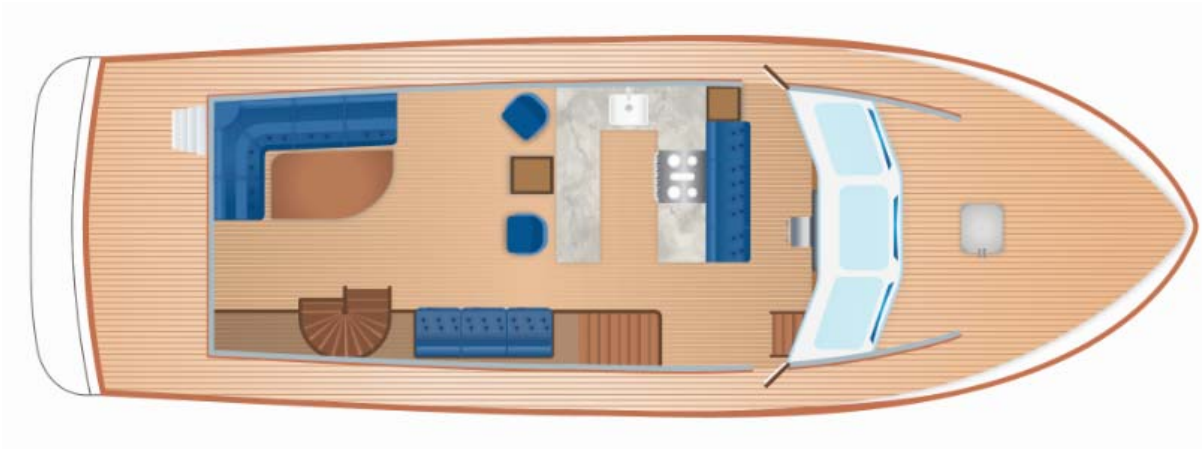
The listing broker flew to Portland, Oregon to visit *Great Northern* in December, 2015 in order to take current photos and inspect her condition. She is moored in a protected boat house and her appearance inside and out shows great care. It is normal to have some trepidation when you hear an owner touting the exceptional condition of a thirty-year-old boat, but now that I have seen her for myself I'm a believer. After spending the full day aboard going over the details with the owner it is nearly impossible to succinctly summarize the attention to detail that has kept *Great Northern* so beautifully maintained. You simply must step aboard *Great Northern* to fully appreciate her condition. Additional photos beyond those that are published online are available upon request.

The DeFever 53 is a capable long range coastal trawler design and *Great Northern* provides an excellent opportunity to purchase a remarkably restored boat – she is a lot of boat for the money, and a boat that has been upgraded and updated, lovingly restored and beautifully maintained...ready to take off for adventurous coastal cruising.

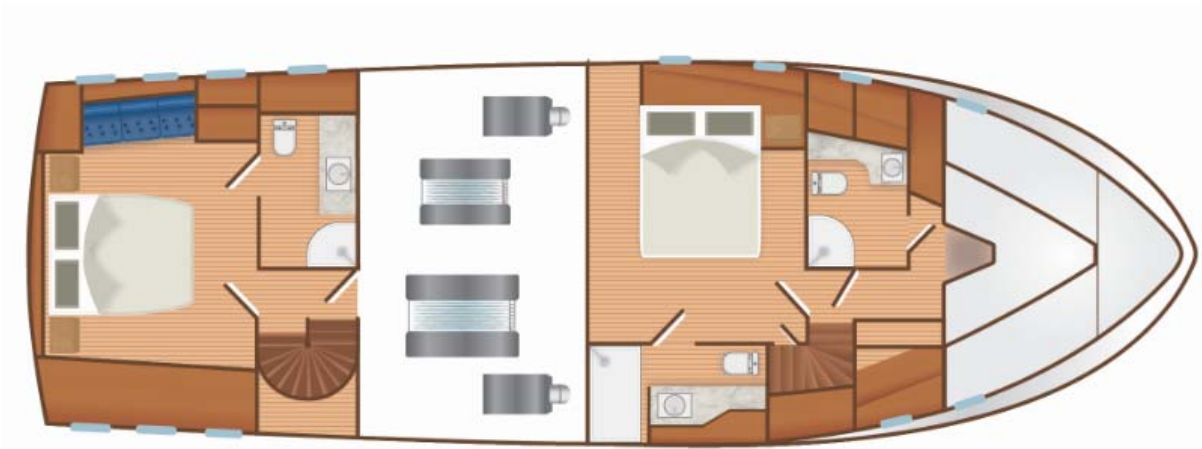
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DeFever 53 Great Northern

LAYOUT: Main deck



LAYOUT: Lower deck



EXCLUSIONS: Some tools and owner's personal effects will be removed including the tea kettle in the galley and the clock and barometer in the saloon. Tools will be removed, but tool box will remain. Binoculars, hand held VHF and hand held GPS will be removed. Potential purchasers should realize that items on the vessel at the time of viewing, but not specifically listed on this sheet, may not be included with the sale of the yacht. These specifications are believed to be true and correct, but cannot be guaranteed.

DISCLAIMER: Specifications and details of this vessel are provided in good faith for informational purposes only. Details regarding the specifications, operating characteristics and condition of the vessel have been obtained from sources believed reliable, but the owner and brokers cannot guarantee or warrant the accuracy of this information or the condition of the vessel. Buyer assumes responsibility to verify all speeds, capacities, consumptions and other measurements contained herein and otherwise provided and agrees to instruct his/her agent or surveyor to confirm such details prior to purchase. Vessel is offered subject to prior sale, price and inventory changes and withdrawal from market without notice.

DeFever 53 Great Northern

SALES CONTACT DETAILS:

Jeff Merrill, CPYB (Certified Professional Yacht Broker) has extensive product knowledge of the DeFever's in general and *Great Northern* specifically, providing a huge resource to any potential buyers which he is happy to share. Jeff will happily explain the many advantages that *Great Northern* has to offer and can also provide more photos and answer your specific questions upon request. Please contact listing broker, **Jeff Merrill, CPYB** for additional information or to schedule a viewing appointment to inspect *Great Northern*.

Jeff is always available via Mobile (949) 355-4950 (call or text). You can send a detailed Email to: Jeff.Merrill@JMYS.com.

Jeff Merrill, CPYB

Mobile phone: +1 949.355.4950 – call or text

Toll Free: 866.748.5419

Email: Jeff.Merrill@JMYS.com

Skype: jeff.merrill

Twitter: @merrillyachts

You Tube: Jeff Merrill Yachts

LinkedIn: jeff.merrill

Website: www.JMYS.com

Facebook: Jeff Merrill Yacht Sales

Instagram: jeffmerrilljmys

Certified Professional Yacht Broker

Licensed and Bonded in California and Florida.

Member California Yacht Brokers Association – President 2015 and 2016

Member Florida Yacht Brokers Association

Member Northwest Yacht Brokers Association

Member Yacht Brokers Association of America

