

Holland 90 Lauren L.



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Lauren L.

PRICE: \$675,000.00 LOCATION: Charleston, SC

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90' (27.3m) Ron Holland – cold molded cruising sailboat

Overall length.....	90' 0" (27.3m)
Deck length.....	84' (25.6m)
Beam.....	16' 6" (5.18m)
Draft.....	9' - 10" (3.0m)
Ballast Weight.....	11 Tons (keel)
Ballast Type.....	Lead bulb with steel chord
Hull Material.....	Cedar with Dynel wrap/fir/frames laminate
Superstructure Material.....	Cold molded cedar, fir, carbon, and Kevlar
Hull Configuration.....	Monohull
Hull Designer.....	Ron Holland
Deck Material.....	Teak
Weight Displacement (tons).....	45 = 93,000 pounds / 42,180 kilograms
Gross Registered Tonnage (GTR).....	38
Range.....	4,000 miles under power at 8.8 knots
Interior Designer.....	Donald Gibbs, F.A.I.A.
Exterior Designer.....	Ron Holland
Fuel Capacity.....	1410 gallons (5,337.4 l) total. Five tanks. (4) Aluminum saddle tanks plus 700 gallons (2,649 l) keel tank (steel)
Water Capacity.....	300 gallons (1,114 l) (2) stainless steel tanks
Holding Tank.....	70 gallons (265 l) (2) 35-gallon fiberglass tanks
Location.....	Charleston, S. Carolina - United States
Year.....	Construction completed - 1989 / Model year - 1989 Refit – 1999 added 5' to transom in New Zealand for easier boarding with stairs
LWL.....	79' (28.35 meters)
Builder.....	Gibbs Marine Research. Wilmington, CA
Type.....	Center Cockpit Cruising Sailboat
Speed.....	Cruising 8.8 knots @ 1800 RPM Max 12 knots @ 2800 RPM
Engine.....	200HP, Single, Inboard, Diesel T63544M, Perkins 300hrs (rebuilt 2014)
Staterooms.....	3 – Master and two VIP
Sleeps.....	6 - 8
Heads.....	4 total, one for each stateroom, plus crew quarters
Crew Quarters.....	1
Berths.....	2
Crew Head.....	1
Crew Sleeps.....	2

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MECHANICAL

Engine(1) Perkins T63544M, 200hp, diesel inline 6 turbo, less than >300 hours since total rebuild at S&W Diesel Wilmington CA

Approx. Fuel Consumption.....2.9 gallons/hour @ 8.8 knots

Approx. Fuel Consumption RPM1800

Approx. Fuel Consumption Speed.....8.8 knots

Propulsion Type26" Max Prop – three blade, feathering

Gearbox.....New in 2013, ratio 2.1:1

DriveBorg Warner, velvet drive (new 2014)

Air Conditioning.....Dometic Marine Air - 2 x 14,000 BTU; (2) air handling units, salon only

Watermaker.....Sea Recovery 600 gallons per day

Fuel Filtration.....Dual Racor

Sewage SystemVacuflush tank - 70 gallons. 2 x 35

Toilets.....(3) Vacuflush fresh and (1) Jabsco sea water manual

Fresh Water System24V Shurflo pump

Hot Water System.....Everhot continuous hot water from Webasto diesel boiler plus (2) Sendure 240V stainless steel tanks

Steering SystemEdson helm with Holland designed custom cable quadrant

Backup Emergency Steering.....Aluminum tiller mounts on rudder post

SAILS AND RIGGING

Sail Maker.....Elliott Pattison, Costa Mesa, CA

Rig ConfigurationCutter - Aluminum - 4 spreaders - Sea Tech, California

Mainsail Configuration:.....Fully Battened - 9 Battens on cars - New Sail

Mainsail MaterialSpectra Dacron

Running back stays.....Leads to cockpit area

Boom Vang.....Navtec cylinder - hydraulic

Headsail.....Elliot Pattison Genoa

Headsail Material.....Carbon / Mylar

Headsail Furler.....Rondal hydraulic

Staysail stay.....Inner forestay – Navtec hydraulic (offsets running backs)

Staysail.....Hank on

Baby stay on foredeck.....Navtec hydraulic

Off wind Sail.....Asymmetrical Gennaker in sock

Standing Rigging Material.....Discontinuous stainless rod, replaced new 2009

Winches.....14; Barient

Power7 hydraulic; Barient
7 manual; Barient
All winches are self tailing

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Introduction and description:

Lauren L. is an exquisite statement sailing yacht – years ahead of her time she is a blend of a vision from one of the most successful building architects, Donald Gibbs, collaborating with the brilliant sailing mind of Ron Holland. Donald Gibbs conceived a cruising sailboat and unleashed a small fortune to develop and build (a five-year construction period) *Lauren L.* to his exacting standards. At the time, Ron Holland was deeply immersed in the America's Cup campaign as hull designer for New Zealand. As a result of the tank testing Holland provided an innovative new keel design.

A custom sailboat of 90' is most practically built using the cold molding process. This is a time consuming and exacting means of construction, resulting in a very fair hull form that is incredibly strong – and without a mold to continue production the *Lauren L.* remains the only one of her class and stands proud with an exceptional 20 year sailing career and remains a graceful and sleek yacht with unlimited range.

Boat Design:

Lauren L. was designed by Ron Holland with a special emphasis on creating a light and open environment below decks. She was laid out with extensive windows all around the cross section of the main salon affording impressive views from a seated position. Every space on the boat has viewing windows including the staterooms, heads and crew quarters. A quiet boat, whether under sail or under power was another priority. The engine selection and engine room design was created by the renowned acoustical engineering firm, Veneklasen Associates. They developed a special mounting for the engine, suspending it from the center of gravity and cradling it on 3 axis high deflection rubber mounts. The drive shaft is connected to the engine through a Scatra unit to completely isolate the hull from engine vibration. The engine room bulkheads (also designed by Veneklasen) have sheet steel on each side of solid timber forming a stiff composite.

Initially, *Lauren L.* was given the Ultra-Light displacement classification with a -92 second rating, unfair as it was. The owner asked Ron Holland if he could design *Lauren L.* to surf and Holland was happy to factor this in to the hull shape. *Lauren L.* has an easily driven, surfboard shaped underbody featuring a large rudder (4' across and 8' deep) to stay on a wave. She has surfed at speeds topping 20 knots several times!

Lauren L.'s underbody design has a deep fin keel with an efficient lead ballast torpedo and a heavily constructed rudder. The propeller is well protected behind the keel. This hull form is as sleek as an arrow with moderate overhangs and a sheer line that can only be described as elegant and timeless. *Lauren L.*'s powerful performance on and off the wind produces average cruising speeds of 9+ knots consistently, which equates to increased daily mileage for swift passages. (Her first ocean passage was from Los Angeles to Hawaii taking only nine days). The rod rigging shrouds are positioned for proper sheeting angles and close winded ability. When necessary she will sail safely off a lee shore in a storm. The quadruple spreader, cutter rig is well suited for offshore work and can be easily balanced as the anemometer climbs upward.

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Construction:

Lauren L. was built entirely with West System Epoxy after consulting with the Gougeon Brothers. The hull was built in a female space frame mold with an outer layer of Merenti and many layers of spiled 1/8" thick western red cedar laminate, all to Ron Holland's specification and review during construction. The hull below the water line is lined with a layer of Kevlar. All of the ribs, stringers and keelson are built up of laminated members, reinforced with Carbon Fiber at critical areas. Layup was well thought out with attention to grain direction for strength and supporting cross members engineered with laminated materials of alternating grain and reinforced with Carbon Fiber at critical stress load areas making *Lauren L.* strong and light.

The exterior is a teak masterpiece. The teak decks (renewed once) are glued in place. All of the outside teak (besides the decks) is richly varnished. All stainless steel components and fittings aboard are 316. There is no hull to deck joint, it is a uniform construction with the hull radiuses into the deck to providing a monocoque structure.

The interior finishes are solid Honduras mahogany with overhead panels of figured mahogany veneer and the main bulkheads covered in selected mahogany crotch veneers.

The keel to hull connection is designed to evenly distribute the massive loads and to prevent structural crushing that has happened to similar sized sailing yachts. Stainless steel arms are bolted to deep hull frames. The keel is bolted to these stainless steel arms through stainless steel sleeves in the laminate keelson providing a solid and rigid connection that has served *Lauren L.* well across numerous oceans and extended passages.

Getting On Board:

As soon as you step aboard the *Lauren L.* it becomes clear that every aspect of the vessel has been carefully considered and planned down to the last detail by someone who anticipated the conditions likely to be encountered offshore. The *Lauren L.* is robustly built and designed to handle boisterous trade winds and large seas while providing a sea-kindly comfortable platform for her crew on long passages.

Lauren L. is sure to turn heads in any anchorage or marina. She has always created a buzz in every port she's entered, no one has ever seen such a beauty and old salts think back fondly about the old J boat days in the America's Cup when gorgeous wood work horses ruled the seas.

Building a custom one-off and putting her together with such precision requires a huge amount of research. The internet sure makes that easy today, but back when *Lauren L.* was built it was phone calls and plane trips to source materials and equipment. The result, a collection of some of the finest quality brand name gear and equipment available has been included in the outfitting. The owners did an amazing job of researching the market and attending shows, talking with equipment suppliers and outfitted *Lauren L.* in a serious, no nonsense, "let's put the best gear on her" fashion.

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Lauren L. features three cabins – a large master with queen sized bed and two matching private staterooms forward. There is even a crew bunk area in the Forepeak.

Lauren L. is a true custom yacht. She was built with three priorities – beauty, comfort and performance - with the budget a secondary consideration resulting in many special features and upgrades simply not found on other similar sized cruising sailboats.

Lauren L. is a rare offering and has been professionally maintained throughout her career to very high standards by her experienced owners. *Lauren L.* represents an incredible purchase opportunity for a knowledgeable buyer who for well under \$1,000,000 can purchase a gorgeous sailing yacht with exceptional performance under power that was built for closer to \$2,500,000 two decades ago. She is a US flagged and USCG documented vessel.

When cruising in colder climates, like Alaska, the Webasto diesel boiler and fan coils installed in every living space provides great comfort in below freezing weather. As part of this system there is a hot water heat exchanger that produces continuous hot water for all of the sinks and showers aboard.

A Glorious Sailing Yacht:

Lauren L. was launched in Southern California and after initial shake downs joined the west bound fleet to Hawaii and her real maiden voyage was cruising with the 1989 Trans Pac fleet. Performance was phenomenal and the crew enjoyed a luxurious crossing, not concerned with racing times, just celebrating the completion of a solid voyaging yacht. She sailed back to California for local cruising then northbound to Alaska, back south and again across the Pacific to enjoy the warm days and trade wind breezed of the tropics.

Lauren L. is designed to sail with minimal crew and rigged with hydraulics to simplify sail handling and ground tackle. There are Barient hydraulic winches and the Maxwell anchor windlass is driven off the main engine hydraulic pump or via a separate 24V hydraulic system which can also help with the sail trimming controls while underway. While sailing the hydraulics can also use the manual hydraulic system for the back stay, baby stay and main sail outhaul to optimize sail shape.

A cutter sail plan, with mast head genoa and inner forestay, *Lauren L.* has a grace through the water and a nicely balanced helm. Her towering mast and long waterline let's her glide along in soft breezes and her sail plan can be reduced (fully battened main and furling genoa) to keep her on her feet as the wind strengthens. Off the wind she provides an exhilarating and controlled natural surfing ability achieving over 20 knots through the water on multiple occasions.

Under sail she slices through the water barely leaving a wake, her hull design has a minimal quarter wave and the evidence that she has just sailed by quickly disappears.

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Main Salon:

The main salon provides marvelous views of your outdoor surroundings from either a standing or seated position. The main salon is generously sized and includes a special dining table which can be converted into a coffee table. 14 people have been seated for dinner many times. The salon is complete for relaxing off watch or entertaining with a 51" LED high definition television, full length settee couches, some ships communications electronics, writing desk, water cooled ice maker and a refrigerated wine cooler. This is a wonderful gathering place that is great for parties and for generally lounging around. Two Marine Air air conditioning units are installed for cooling down the salon. The main salon is also heated with a thermostatically controlled dual fan coil control that brings heat in to this area from the diesel boiler. The Webasto boiler is diesel fired and battery powered so it can heat the interior without the generator running providing quieter evenings. Ambiance is enhanced with the on board stereo system which features a CD player with AM/FM with multiple speakers and a sub woofer.

Galley:

The Galley is open to the Main Salon on the starboard side so that the cook can participate and be part of the onboard conversation. The Galley boasts all of the practical appliances you would expect to find aboard a luxury sailing yacht including; propane stove and oven, trash compactor, microwave oven and a specially designed cold plate system for the freezer, refrigerator and wind cooler that includes two separate coils in each. One set of cooling coils is driven off the compressor on the main engine, the other cooling coils are fed by a separate compressor that is powered by either the generator or shore power. The entire refrigeration system can be cooled down by generator use alone, the shore power alone or the compressor on the main engine.

Master Stateroom:

The Master Stateroom has a queen sized island berth bed with storage below, reading lamps and side cabinetry for the storage and cabinet top use. The Master has two cedar lined hanging lockers, one to port and one to starboard with four large drawers on each side. It also has two built in settees outboard – one to port and one to starboard. There are two overhead hatches for ventilation and secured windows above looking outward providing a 180 degree view. The en-suite head has a separate shower with a Vacuflush toilet. The forward bulkhead has a specially selected mahogany crotch veneer paneling. For air circulation there are two fans, one on each side at the foot of the bed which is wonderful during hot tropical nights. There is a separate heating fan coil unit in the master and the en-suite head with separate thermostatic controls. The shower area is beautifully varnished wood adding an elegant touch.

Guest Staterooms:

The Guest Staterooms are located forward of the mast bulkhead. There are two private cabins that mirror each other. Each stateroom can accommodate up to three people and the sleeping arrangements include a double lower bunk with a single upper berth. There are fans at the foot of each bed for good air circulation. For relaxing and lounging, the single bunks fold down to create a settee. These staterooms each have a cedar lined hanging locker with drawer. Each stateroom

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has its own shower and two sinks (one in the cabin and one in the head). The outboard fixed windows provide wide angle views of your surroundings. There is an opening overhead hatch in each of these cabins for additional ventilation. The Webasto heater also provides an endless supply of warm, controlled heat for cold climates.

Forepeak (Crews Quarters):

The Forepeak is a versatile area that is lined in varnished teak. It can be converted into a crew quarters with one or two bunks and has a manual head. There is also easy access to the chain locker forward. There is a sink and wand shower with access to the foredeck through an overhead hatch or door through the port guest stateroom. There are hanging areas and shelf storage.

Center Cockpit (Wheelhouse)

The Wheelhouse has the ships helm on centerline with easy viewing of the compass and extensive navigation / communication electronics. This is the place where everyone gathers for fresh air, and is especially popular while under sail or at anchor due to her hard top cover and enclosure – great for any kind of weather – sunny or rainy. Forward of the helm are two hydraulic winches. To starboard is the main halyard winch – a convenience for raising or lowering the main and to port is the hydraulic winch for reefing the main – all of the reefing and mainsail controls are within reach of the helm. There is a custom convertible table that can serve 8 or 9 for meals and is surrounded by comfortable seating. The table can be folded up and stowed in its on deck box or kept in place and reduced in size by folding it up. For extra space the table can be unbolted and completely removed. The Eisenglass clear window enclosures can be rolled up in good weather and rolled down in strong winds or rain to provide shelter.

The headsail uses a Rondal hydraulic furler with push button controls in the cockpit (no lines). The genoa sheets lead aft to large Bariant hydraulic primary winches. It is easy to control the amount of sail exposure by coordinating the furler and sheet tension – all conducted from the helm area.

The main mast is a four spreader rig with a forestay, back stay, running back stays and baby stay that can all be used to control sail shape. Both the headsail and the mainsail can be trimmed from the ships wheel position. The main has nine full length battens on cars and is dropped into its' canvas cover secured by a lazy jack system. There is a spinnaker pole on deck for a traditional spinnaker (sail needs to be replaced) and the bow is designed to receive the asymmetrical spinnaker (Gennaker) which is deployed from a sock. The spinnaker halyard is controlled by a winch on the mast.

For navigation there is a 24-mile digital radar and chart plotter forward of the helm. The instrument cluster includes auto pilot, depth sounder and wind instruments. The hard top has a clear panel above the helmsman for easy viewing of the sail plan. The ships VHF radio is within easy reach.

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Electronics and Navigation

Navigation is done from the covered sailing cockpit. There is a comprehensive electrical panel conveniently located in the companionway/galley on the starboard side. *Lauren L.* has taken advantage of her protected center cockpit sailing command center to mount an extensive assortment of necessary marine navigation and communications electronics.

COMMUNICATION, NAVIGATION, AND ENTERTAINMENT SYSTEMS

- Communication Systems(1) Furuno SSB
Standard and Icom VHF fixed
(2) VHF Handheld
- Navigation System.....Furuno digital 24-mile radar, 2009
Robertson autopilot
B&G depth sounder
B&G wind and speed indicator
- Entertainment Systems.....(1) 51" LED television – high definition installed 2014
(1) Sony stereo with subwoofer
(1) Sony CD Player

GALLEY, LAUNDRY, DECK AND SAFETY EQUIPMENT

- Galley Equipment
- Main GalleyForce 10 Propane range
Force 10 Propane oven
(2) x 20 lb. bottles propane in lazarette in gas tight locker
Whirlpool microwave
Glacier Cold Plate - 3 box refrigeration running off of main engine compressor and generator/shore power. Two completely separate systems. One compressor powered by Main Engine, one by generator or shore power.
U-Line icemaker running off of inverter water cooled.
Broan trash compactor
- Laundry EquipmentSpendide Washer / Dryer (Idle)
- Tenders.....10' Zodiac Cadet inflatable with Yamaha 10 HP outboard
- Deck Equipment.....Maxwell 3500 hydraulic anchor windlass system
(1) CQR – permanently mounted on the bow and (1) Fortress back up anchor
300' 3/8 BBB anchor chain-rode
- Fire Fighting/Safety Equipment.....(4) fire/heat/smoke detectors
.....(2) fixed CO2 systems
.....(6) fire extinguishers
- Safety Equipment.....Life Raft (Winslow 10 person capacity) repacked 2014
(2) Life rings
Northern EPIRB
SOLAS flares
Offshore SOLAS medical (first-aid) kit

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Electrical System:

Every sailor relies on batteries so an appropriate equipment selection is an absolute necessity. *Lauren L.* has an excellent electrical package highlighted by the following.

- Generator.....Northern Lights, 9kW, <200 hours, 240 volts, 9kW, 60Hz
- Consumption.....1/2 gallons / hour
- Electricity.....Shore Power - 240 volts, single phase, 60Hz
- Batteries24 Total (Replaced in 2014 – Trojan brand)
 - Main Engine.....2 x 12V flooded wired to 24V for main engine starter;
Charged via: alternator or separate charger
 - Emergency GeneratorStarting and Electronics - 2 x 12V flooded wired for 12 for
electronics & emergency start of generator; Charged via:
alternator or separate charger
 - General Service.....20 x 6V flooded wired for 24V; Charged via: alternator,
separate charger or inverter
- Inverter..... Trace SW4024
- Main engine alternator.....(1) Leece Neville 170 Amp @ 24V
- Shore power cords.....(2) 50 amp 50’ cords
- Lighting.....24 V Alpenglow lighting throughout. LED’s in ER

Engine:

Lauren L. is a yacht that has lived for the wind and yet also enjoys cruising under power with miserly fuel consumption that will rival most trawlers. The 200 HP Perkins six-cylinder diesel engine with Borg Warner velvet drive transmission powers a 26” three blade Max Prop which feathers to allow very efficient sailing and very positive thrust backing down. Cruising aboard has turned out to be extremely economical given the great match of hull shape with propulsion package and *Lauren L.* will travel at 8.8 to 9 knots burning less than 3 miles per gallon. The engine room contains the Perkins main engine and 9kW Northern Lights generator.

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Sails and rigging:

Lauren L. uses a keel-stepped four spreader Sea Tech aluminum mast that is supported by the forward spar bulkhead. She is cutter rigged with a full battened mainsail on cars. She has a 135% Genoa headsail with foam luff and UV cover on a Rondal hydraulic roller furler.

All sail control lines including the solid boom vang are led to the sailing center cockpit except the genoa halyard which terminates on the mast. The standing rigging is all discontinuous rod rigging.

She is, after all, a passage making sailboat and her sail-away package includes everything you need to head across the ocean of your choice.

- Running backstays
- Navtec hydraulic baby stay adjuster

- Navtec hydraulic backstay adjuster
- Navtec hydraulic inner forestay

- Navtec hydraulic boom vang
- Navtec hydraulic outhaul for mainsail

- Lazy jack system for mainsail
- Harken Big Boat Traveler

- Mainsail is rigged with two sets of reef points for slab reefing from the cockpit
- Aluminum spinnaker pole
- Spinnaker halyards
- Spreader halyards for burgees

- Two spreader lights on mast
- Mast collar with boot

Deck and cockpit

The cockpit layout on *Lauren L.* is a marvelous statement on how to optimize placement of gear for ease of handling. *Lauren L.* has a deck layout that makes short-handed sailing much easier with all sail controls within easy reach. Forward in the center cockpit is the steering area and a display area that houses all the necessary electronics and is protected from the elements with a hard top Bimini and roll up or completely removable windows. She features stunning teak that is carved and beautifully varnished. The turning blocks were designed as an integral structural part of the boat and were all custom fabricated. The blocks have all of their stresses going straight into the hull structure. The concept was to have a modern, hand crafted look. Stanchions are custom made, tapered members with stainless wire terminating in the bow pulpit forward and the pushpit aft. The aft deck has two access hatches to the lazarette. The innovative sculptural quality of the deck house

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was very important for aesthetics and includes cleverly concealed hatches within her teak decks. There is a propane stainless steel BBQ grill which is secured to the aft railing.

- Edson steering
- Compass
- Custom teak cockpit table - adjustable

- Cockpit hard top
- Double sheave foot blocks
- Lifeline boarding gates port and starboard

- Maxwell windlass with foot switches and helm control

Lazarette:

The lazarette contains the custom Holland designed rudder quadrant, two propane tanks in a vented propane enclosure and the Webasto diesel boiler with Webasto circulating pump. There is plenty of room for storing additional accessories.

Under power:

One of the real bonuses of this breakthrough design is her performance under power. *Lauren L.* is first and foremost a gorgeous sailing yacht, but she also boasts trawler performance with her long waterline and efficient hull shape carrying 1400 gallons of diesel fuel to power a Perkins 200 horsepower main engine and when becalmed she can swiftly pace along at 8.8 knots sipping under three gallons of fuel an hour providing a range of over 4,000 miles at 8.8 knots.

Cruising History:

Lauren L. has cruised extensively and seen much of the world. After her shakedown cruise to Hawaii she spent three years in Alaska and Canada. After a short reprieve she took off to cross the Pacific again going deeper into the South Pacific for three years enjoying the Marquesas, Tuamotus, French Polynesia, Fiji and Tonga before resting in New Zealand for some service work and modifications. She has also cruised the long way to the Great Lakes by way of the Panama Canal, around Cuba and Florida up the east coast to New York and up the Hudson River through the Erie Canal and in to the Lakes. Looking for a little leg stretching she was entered in the 2004 Mackinac Island Race and then cruised for several years on Lake Michigan. She has since returned to the Atlantic Ocean where she summered in Martha's Vineyard and Nantucket before sailing south to her current location in Charleston, South Carolina where she has completed an extensive refit prior to coming on the market.

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Owner comments (You can have it both ways):

The sailing characteristics of Lauren L have met all of my desires in a variety of conditions. She enjoys a well-balanced sail plan that is easy to manage and trim. With all of our long distance travels the biggest surprise, which is quite a delight is that *Lauren L.* can be realistically considered as an excellent power boat and from the view point of a trawler buyer you can have it both ways. *Lauren L.* besides being a fairly fast sailboat, can outperform most trawlers under power along on coast and operation and has a greater range than most trawlers getting better than 3 miles per gallon which is at least one third the fuel cost of many smaller trawlers. By making the keel box a fuel tank the range of the *Lauren L.* under power at 8.8 knots is over 4,000 miles and under sail alone her range is unlimited as long as there is a bit of breeze. There is no need for stabilization as *Lauren L.* has 11,000 tons of keel to keep her stable – running under main alone (even reefed) allows her to power sail beautifully and you don't need to add elaborate flopper stoppers to reduce roll at anchor. *Lauren L.* has sails in place of an alternative “get home” engine. *Lauren L.* is also more ecologically minded than most production trawlers due to her light fuel consumption and she is economical to motor. For a buyer who has had sailboats and is considering the transition to a trawler, *Lauren L.* just might be the perfect “last sailboat” before crossing over. *Lauren L.* is a “battery” boat which makes for peaceful, quiet nights without the need to constantly run a generator. The spaces below deck are much more generous than other vessels in this price range. Finally, *Lauren L.* has a very green carbon foot print and is constructed mostly of renewable materials.

EXCLUSIONS:

Owner's personal effects. Ships clock and barometer. 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.

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SALES CONTACT DETAILS:

Jeff Merrill, CPYB (Certified Professional Yacht Broker) has an extensive sailing background both racing and cruising. Jeff is happy to discuss the many advantages that **Lauren L.** 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 **Lauren L.** You can also find more details on:

www.SVLaurenLHolland90.com

Jeff is always available via Mobile (949) 355-4950 (call or text). You can send a detailed Email to: Jeff.Merrill@JMYS.com. Visit the Website: www.JMYS.com. Toll Free: 866.748.5419

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