

Seahorse 52 Lost At Last



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LOST AT LAST

Safe – Reliable - Efficient – Easy to Operate Trawler

Asking: \$489,000.00 Location: Marina del Rey, CA

LLC owned (available in LLC or without LLC)

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Lost At Last is a full displacement, fiberglass long distance passage maker. Her current owner purchased her in Washington four years ago and after some PNW cruising, brought her home to California where she has served as his local cruiser and waterfront liveaboard home. Equally comfortable at sea or in safe harbor, **Lost At Last** has a fabulous two cabin, two head layout with excellent indoor-outdoor “flow”, generous and functional living and operating spaces and an impressive array of features and high-end, name brand equipment. From Alaska to Mexico and beyond, **Lost At Last** is the trawler that can take you where you want to be.

An Efficient, Safe and Easy-to-Operate Trawler Built to Go Places:

Lost At Last is a very intriguing alternative for adventurous cruisers who may be considering a Nordhavn, Kadey-Krogen or Selene and want that same quality fit and finish in a more affordable package. **Lost At Last** was designed and outfitted with efficient long-range cruising, safe passage making and ease of operations in mind.

For efficient and economical long-distance cruising, **Lost At Last** is equipped with a single John Deere main engine and extended range fuel tanks totaling 1,040 gallons. Based on factory provided data, at 1700 RPM she will cruise at 8.4 knots and burn only 2.8 gallons per hour, which translates to a 2,800 nm range with 10% of your fuel in reserve. This extended range allows long-distance cruisers longer time/distance in between refueling stops which can be important if you are cruising in an area where reliable, high quality fuel may be less available.

Lost At Last's designed safety features include a sea-kindly and proven Blaine Seeley hull, a raised Pilothouse with great visibility, high stainless-steel railings around the entire vessel, commercial grade watertight doors and a protected side deck along the starboard side for safe line handling and forward-aft exterior movement at sea.

Importantly, **Lost At Last** is easy to operate with an all-around view from the spacious raised pilothouse, single lever Glendinning engine controls, bow AND stern thrusters for stress-free docking, a Flybridge with full helm and engine control and instruments and an intuitive, full-featured PC-based navigation system that is easily understood and operated.

Lost At Last was built in mainland China by Seahorse Marine, an accomplished vessel designer and manufacturer with over 30 years of experience building comfortable, long-range passage makers as well as heavy duty commercial vessels. She boasts a very practical and truly spacious layout that is beautifully appointed with rich, old world teak joinery, traditional teak and holly flooring and modern touches including granite countertops, high-end stainless-steel appliances and LED lighting. **Lost At Last's** spacious layout is due to the fact that she was designed with a “widebody” Salon with one side deck to starboard that allows for a much larger middle-level living space (Salon and Galley). This extra living space, combined with her large windows and aft watertight DOUBLE doors, provide for a unique indoor-outdoor experience giving her the feel of a beach house or cozy cabin. Her interior spaciousness continues in the professionally equipped Pilothouse, full beam Master Stateroom and well-appointed heads below ... one with a soaking tub!

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A Walkthrough Tour:

Lost At Last can be easily and safely boarded from four locations around the vessel, ensuring ease of boarding regardless of the configuration of the docking or mooring situation you find yourself in as you travel from place to place. From the dock you can board **Lost At Last** through her hinged boarding gate aft which is molded into the hull on the starboard side. Additionally, **Lost At Last** is equipped with two custom stainless-steel railings that fold-down to allow direct boarding and disembarking of the vessel from/to the dock at the port and starboard Pilothouse doors. And finally, she features a fold-down stainless-steel railing astern which allows direct access from the water onto the integrated swim step.

Both the starboard boarding gate and fold-down railing at the swim step lead you to the Cockpit, aft of the Salon, which is a popular hangout area with room for outdoor chairs. The Cockpit is protected by the boat deck overhang which provides shade for relaxing whether in port, at anchor or underway on fair days and shelter from rain if you travel to the Pacific Northwest. From the Cockpit, the entry to the Salon is impressive, with two hinged opening doors with windows that really open this space up and merges the indoor and outdoor living space into one large, airy room. Welcome to your cozy “beach house”!

Inside the Salon to port, the original settee has been removed and replaced with new teak and holly flooring and solid teak backing to create an open area that can accommodate large-sized sofas or multiple easy chairs to suit any owner’s taste. Currently there is an L-shaped lounge to port (easily removed and replaced, once or from time to time as your needs and tastes change) with a versatile high/low and extendable leaf table that can be raised for dining or playing cards or lowered for cocktails. The view from the Salon is magnificent with sliding windows outboard and aft, providing a feeling of openness with excellent all-around visibility and air flow ... ahhhhh ... can you feel it!?!?

The Galley is forward to port, spacious and integrated with the Salon, but separated by attractive, high grade granite counters. In the Galley you will find top-of-the-line stainless appliances including a Fisher Paykel standup refrigerator/freezer, Force 10 three burner propane stove and oven along with a Kenmore microwave convection oven and integrated fan with external exhaust. In addition, the Galley features plenty of counter space and teak storage cabinets making it suitable for those who only cook occasionally as well as the everyday gourmet. They call it the Galley, but it’s really a kitchen!

On the starboard side of the Salon the current owner has a comfortable leather reclining chair and side table aft and built in teak cabinets with granite countertops forward. These cabinets consist of an entertainment area for television, DVR, DVD player, etc., a combination Splendide washer/dryer vented to the outside, an installed Intervac vacuum system, a cabinet for storage and an icemaker. Above the icemaker, is a special windowed cabinet for safe storage of your favorite bottled beverages ... if you or your guests are so inclined!

Moving forward from the Salon is another of **Lost At Last’s** key features for safe, all-weather, around the clock cruising: a raised, well protected, professionally appointed Pilothouse. The current owner, a former U.S. Navy Deck Officer, has set up the Pilothouse with both professional and pleasurable cruising in mind. The look of the Pilothouse is all business with its traditional teak helm, custom leather chair, raked back forward windows, watertight “Dutch” doors, authentic teak finishes and chart table but is set up for safety and ease of operation with its all-around views, single lever engine control, bow and stern

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thruster controls and state-of-the-art but easy to use and understand electronic navigation system ... all at your fingertips. If you can operate a smart phone and/or computer at home or work, even at a basic level, you can operate **Lost At Last's** navigation system as it is all run by a tablet PC with which we are all familiar instead of a closed-system "black box" chart plotter. Add in your stabilizer control panel, fuel/water/waste tank level display, backup and Engine Room cameras, VHF radio, spotlight control and a comfortable built-in settee with Ultra leather and high gloss table for snacking and/or drinking and you have the Pilothouse professionals dream of and EVERYONE loves to be in!

From the Pilothouse, moving forward down a curved stairway with teak safety rails, you reach a landing that allows you to move forward and aft. Moving forward you pass the Guest Head with full shower to starboard and then enter the Guest Stateroom up front with two large single bunk berths (above and below), a desk outboard to port and loads of storage cabinets all around. Heading aft from the Guest Stateroom, the Master Stateroom is located amidships for minimum movement and maximum comfort underway. It features a true walk around queen berth running fore and aft. In addition, there is a desk and integrated seat outboard, many more cabinets and hanging lockers for storage and forward to port is a full ensuite private Master Head with shower ... and a soaking tub! Both heads are outfitted with stainless steel sinks and fittings, granite sink tops and electric, freshwater Tecma toilets.

Lost At Last is an all-weather cruiser with a robust Webasto diesel furnace for cold winter days and multiple fans for air circulation on warmer days. Although her current and previous owners have not needed air conditioning, **Lost At Last** was built with the cabinetry installed to accommodate ducting for any future owner wishing to install an air conditioning system.

The Engine Room and Generator/Electrical/Battery Room are located below the Salon with two through-floor entries. A smaller hatch aft in the Salon leads directly to the Generator/Battery Room and a long lifting hatch further forward in the Salon leads directly to the Engine Room ... both rooms are also connected via a small connecting door with viewing port.

The Engine Room, which features a single John Deere 6068TFM75 marine diesel engine and Twin Disc 3:1 transmission, allows for easy service and inspection of all primary machinery and fuel filters from directly below the entry without the need to move around. While sitting on a small folding stool, all serviceable items are chest level for ease of access, particularly important when checking the engine or changing fuel filters underway. Raw water for the engine, generator, watermaker and water heater is provided by a very practical sea chest forward. The Key Power stabilizers, water heater, Webasto heating system, Reverso automatic oil changer and other equipment are mounted around the Engine Room and are easily accessible. There are three (3) fiberglass fuel tanks holding over 1,000 gallons of diesel fuel that enable you to go nonstop for days at a time, and a robust fuel transfer system that allows for fuel transferring and easy movement of fuel from tank to tank if needed.

In the Generator/Electrical/Battery room you will find the heart of **Lost At Last's** capable and reliable DC and AC electrical systems. On the DC side, **Lost At Last's** house battery bank was upgraded in May 2017 with six (6) 110AH Oasis Firefly Carbon Fiber AGM batteries and new cables. Unlike many AGM batteries whose "usable" energy is only 50% of the rated amp-hours (to minimize damaging "sulfation"), the Oasis AGM batteries' innovative carbon fiber design allows for 80% of their rated amp-hours to be used on a regular basis with little "sulfation".

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On the AC side, **Lost At Last** is equipped with a powerful and reliable Northern Lights generator set which provides AC power whenever and wherever you need it. The dedicated Generator start battery was replaced in October 2016. The batteries and generator are complemented with a Victron Energy 3,000W inverter charger which provides another source of AC power (via the house batteries) and automatically charges all batteries as needed. This room also has space for stowage of tools and other repair/maintenance items.

On Deck:

On **Lost At Last**, the entire outside deck area is protected by very tall stainless-steel railings and is very easy to transit. On the Foredeck, just below the forward Pilothouse windows, is a bench seat for relaxing and enjoying the view and large storage lockers that house the propane tanks with plenty of room for fenders, lines and other deck-related gear. Further forward, the Foredeck is smooth and uncluttered with the windlass and ground tackle (including two (2) ready-to-go anchors) up front including foot pedals for lowering and raising the anchor without the need to be in the Pilothouse. Using either the ground tackle set up on the Foredeck with color-coded chain markings and remote-control bow/stern thrusters OR the automatic chain counter and windlass controls in the Pilothouse, anchoring **Lost At Last** is straightforward and stress free, even singlehanded. So, relax while anchoring ... and after!

From the Foredeck, walking aft to port, you go up a couple of fiberglass steps to arrive at the Boat Deck (which normally stows the current owner's Port-a-Bote tender), and is set up and already reinforced to accommodate a crane/davit and RIB if the new owner desires. When the tender is launched, the Boat Deck allows for an amazingly large outdoor deck space that can be configured with chairs and bench seating that sets up like a luxury patio. The Flybridge is forward of the Boat Deck and has a helm, helm chair, single lever throttle control, bow thruster control and full engine gauges and includes additional bench seating for six people providing a bird's eye perch for running underway or relaxing when at anchor. With the installed NMEA 2000 network, an additional monitor and/or laptop/tablet can be easily connected to provide full navigational information and instrumentation from the Flybridge.

Down below, aft of the Salon, the Aft Deck contains the Cockpit with moveable seating and a hot and cold freshwater sink. A transom door provides access to the integrated swim platform which has built in storage and a hot and cold shower for rinsing off or showering "al fresco" (where permitted ... always check local regulations)!

Lost At Last is in Excellent Condition:

Starting anew with a fresh boat, every owner of a used boat has a choice in how they look after her. The current owner of **Lost At Last** started with a gem and continues to polish her. He is a former US Navy Deck Officer and his care can best be described as "ship shape". He understands the importance of caring for your equipment so that it will care for you and though dining in the engine room is discouraged, you will be surprised at how clean everything is. This priority of maintenance insures **Lost At Last** is always ready for departure and will be a dependable cruising platform.

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Key Equipment Selections:

The equipment installed throughout **Lost At Last** includes many top name-brand selections any long-term cruiser would desire, ensuring the vessel is reliable, safe, comfortable, efficient and easy to operate underway.

Reliable and Efficient Propulsion: John Deere 6068TFM75 marine diesel Engine with Twin Disc 3:1 Transmission.

Robust Electrical System: Northern Lights Generator with Magnum automatic start and proven, Oasis Firefly Carbon Fiber AGM house Batteries (new in 2017)

Robust but Simple Electronic Navigation: NMEA 2000 network with robust integrated electronics and easy-to-use PC-based control

Safety and Stabilization: Key Power KP 15-9 Active Fin Stabilizers.

Easy, Stress-Free and Safe Docking: Sidepower 24V electric Bow and Stern thrusters with remote control.

SPECIFICATIONS:

YACHT NAME:	<i>LOST AT LAST</i>
BRAND AND MODEL:	SEAHORSE 52 (with Flybridge)
TYPE:	Long range cruiser. Pilothouse sedan with wide body
LOCATION:	Marina del Rey, California
MODEL YEAR:	2009
HULL NUMBER:	25
HULL COLOR:	Awl Grip flag blue paint over clear gel coat - factory standard
REGISTRY:	United States Coast Guard documented
DESIGNER:	Blaine Seeley
BUILDER:	Seahorse Marine - Zhuhai, China
HULL MATERIAL:	Solid Fiberglass
DISPLACEMENT:	62,000 lbs. 28 metric tons
BALLAST:	None
RANGE:	2,000+ nm at 7 knots
SPEED:	Cruise 8 knots @1800 RPM, Top 10.0 knots @2,400 RPM
LOA:	52'0" 15.85 M
LWL:	46'2" 14.07 M
BEAM:	15'0" 4.57 M
DRAFT:	5'0" 1.52 M
AIR DRAFT:	28'0" 8.54 M
MAIN ENGINE:	John Deere 6068TFM75 201 HP; Full Deere digital and analog engine instrumentation in Pilothouse and on Flybridge. (Main Hours: ~ 1,115 September 2018)
TRANSMISSION:	Twin Disc MG-5050SC with 3:1 reduction
EXHAUST:	Wet exhaust with quiet water lift mufflers for both Main Engine and Generator

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THRUSTERS:

Sidepower SP 95T 24VDC Bow Thruster and Sidepower SE120-215T 24 VDC Stern Thruster. Mounted controller in Pilothouse for Bow and Stern Thrusters, mounted controller on Flybridge for Bow Thruster, remote controller for both thrusters can be used from anywhere on vessel or from the dock.

STABILIZATION:

Key Power KP15-9 hydraulic Active Fin Stabilizers - cooling from PTO on Main.

ELECTRICAL:

60 cycle - US style

SHORE POWER:

50 Amp - midship starboard side connection

GENERATOR:

9kW Northern Lights M773LW2 genset with sound shield and dedicated 12V Centennial AGM battery and Magnum automatic Generator starting (Generator Hours: ~560 September 2018)

INVERTER:

Victron Energy Phoenix MultiPlus 24/3000/70 - 3,000W Inverter/ charger. Charges all batteries and supplies AC power to AC outlets throughout the vessel

INVERTER (2):

Cotek S1500 1,500W inverter dedicated to the Fisher Paykel refrigerator
Six (6) Oasis Firefly Carbon Fiber AGM lead acid batteries, 12V, 110 amp-hours each, 660 total amp-hours (80% available vs. 50% for most AGM batteries). New in May 2017 with all new cables.

HOUSE BATTERIES:**START BATTERIES:**

Two (2) 12V, 150 AH start batteries for the Main Engine. One (1) 12V Odyssey start battery dedicated to the Generator new in October 2016.

INTERIOR LIGHTING:

Mostly LED. All running lights LED except anchor light.

WATER MAKER:

Aqua Marine reverse osmosis Watermaker, 1,500 GPD, currently "pickled" not in use, to be brought back into service

CLIMATE CONTROL:

Webasto hydronic diesel furnace with two zones and two thermostats which work independently (Pilothouse and Master Stateroom). Total of four (4) locally controlled vent outlets delivering warm air to the Salon, Pilothouse, Main Cabin and Guest Cabin.

MACHINERY EQUIPMENT:

Reverso oil changer for Main, Main Transmission and Generator

WINDLASS:

Muir HR 2500 Cheetah 24VDC electric Windlass, with Foredeck foot pedal controls plus digital controller and Muir auto anchor 500C chain counter in Pilothouse.

GROUND TACKLE:

Rocna 40kg (88 lb.) anchor with 300' of 5/16" G4 chain main anchor and Newmar 20kg (44 lb.) secondary anchor with 25' of chain and 200' of rode.

DAVIT:

No crane currently on deck however Boat Deck has been reinforced for easy, bolt-on installation of crane or davit, no cutting of deck required.

TENDER:

Porta Bote 12' Alpha series (no registration)

OUTBOARD:

Suzuki 6 HP

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NAV/COM:	NMEA 2000 Network with Maretron cables and connectors connected to a Windows Surface Pro 3 tablet computer with docking station and Internet access. The tablet PC has Rosepoint Coastal Explorer and Nobeltec Time Zero integrated with navigational instruments. Two side-by-side 19" Dell monitors. Radar - Koden IR2-44 digital radar with chart overlay. Comnav Compilot Commander autopilot. Sci-Tex MDA-1 Transceiver, Speed/Depth Sensor. Airmar DST-800, Wind/Air Temp. Airmar PB WS150-WX weather. ICOM IC-M604 Marine VHF. Interphase IScan-180 Sonar.
ENTERTAINMENT:	Panasonic CD player Speakers in Pilothouse and Flybridge
STATEROOMS:	(2) Master with walk around Queen located amidships, under Pilothouse. Guest Cabin forward with two stacked berths to starboard, large seat and desk with swing out stool.
BEDDING:	Royal City Bedding (Canada) custom foam Mattresses in Master and Guest Staterooms
HEADS:	(2) Tecma electric freshwater Heads with built in Macerator
SHOWERS:	(1) Private Shower stall in Guest Head, (1) Tub and Shower in Master Head
LAUNDRY:	Splendide 2000S combination Washer/Dryer, vented to outside located in Salon
GALLEY:	3-burner Force 10 stainless steel Cooktop and Oven. (2) Propane tanks. Kenmore Microwave Oven with Fan and Lights
REFRIGERATION	Fisher Paykel stand up Refrigerator/Freezer
INTERIOR WOOD:	Teak
INTERIOR COUNTERS:	Black Granite counters
INTERIOR UPHOLSTERY:	Ultra-leather for Pilothouse Settee
INTERIOR FLOORING:	Teak and Holly solid stock
BILGE PUMPS:	Three (3) total Bilge pumps: Rule 2250 in Lazarette, Rule 3700 in Engine Room and Rule 3700 under Guest Stateroom
TANKAGE: (approx.)	
FUEL:	1,040 gallons /3,028 L (3 Fiberglass tanks)
HOLDING BLACK:	45 gallons /170 L (1 Fiberglass tank)
FRESH WATER:	300 gallons /1,136 L (2 Fiberglass tanks)
ADDITIONAL EQUIPMENT:	Custom Helm chair mounted on Springfield adjustable pedestal. Spotlight.
SAFETY:	ACR Global Fix Pro 406MHz GPS EPIRB, five (5) mounted hand-held Fire Extinguishers and all other required USCG safety equipment. Viking 4-person "Rescue You" Liferaft rail-mounted on Boat Deck.
PHOTO DATE:	Most detail photos taken August 2018 *contact brokers for more.
Note:	Propeller is pitched for efficiency not for full RPM at wide open throttle.
	All information is believed accurate but should be verified.

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This description has been created to encourage you to call. There is much more to discover, but as you have read she is marvelously equipped. Your next move is to connect and make an appointment so that you can step aboard to imagine yourself...**Lost At Last**.

Exclusions: Potential purchasers should assume that items on the vessel at the time of viewing, but not specifically listed on this sheet, are not included with the sale of the yacht. These specifications are believed to be true and correct but cannot be guaranteed. Items excluded include, but are not limited to Paintings, artwork tools, handheld nav gear and binoculars. Owner's personal effects and clothing will be removed prior to closing.

Disclaimer: Jeff Merrill Yacht Sales, Inc. presents the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor guarantee or warrant the condition of the vessel. Buyers should instruct their agents and their surveyors to investigate all details the buyers desire validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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Co-Brokerage: Fellow yacht broker association members: This listing is available for co-brokerage and JMYS is a 50/50 house. Courtesy showings are available by appointment. Florida listings subject to appropriate broker licensing required by law.

All inspections are by appointment only. Please contact listing brokers, **Rob Piwowarczyk** or **Jeff Merrill, CPYB** for additional information or to schedule your personal showing

***Listing broker. Rob Piwowarczyk** is a fulltime cruiser and aspiring captain who offers his own yacht, a Selene 55, for charter. Rob has a very warm and friendly personality and his hands-on understanding of systems operations sets him apart from most brokers. Rob is available by cell phone +1.720.490.5662 (call or text) and will also reply to your inquiry via email: Rob@JMYS.com



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***Listing broker. Jeff Merrill, CPYB** (Certified Professional Yacht Broker) has extensive product knowledge of the trawler market and has listed and is very familiar with the Seahorse brand. Jeff is a familiar face to YouTube viewers. This listing specification has been approved by the seller for accuracy. The photos, images and descriptive content are copyrighted by JMYS and may not be copied or used without specific written permission. To contact Jeff, you can reach him on his Mobile +1.949.355.4950 (call or text), or you can send a detailed Email to: Jeff@JMYS.com.



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