



Halvorsen Atlantique 50

Price on Application



Specifications

Boat Details

Price	Price on Application	Boat Brand	Halvorsen
Model	50 MOTOR CRUISER	Length	16.15
Year	2004	Category	Motor & Power Boats
Hull Style	Single	Hull Type	Fibreglass
Power Type	Power	Condition	Used
Suburb	ROZELLE	Engine Make	Lugger

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Description

Halvorsen 'Atlantique 50' Motoryacht

Overview

Overall Length: 53ft; 16m

LWL: 48ft; 14.7m (including 'wave piercer bulbous bow')

Beam: 16ft 5"; 5m

Draft: 5ft 3"; 1.6m

Nautical design: Sparkman & Stephens, NY

Designer: Vincent Mausset / Granocean

Brand: Halvorsen

Builder: Jet Tern Marine

Launch Year: 2004; first sold in Florida in 2005

Hull material: Fibreglass

Usage: Family cruising; passagemaker

Name of vessel: ATTICUS

Registration #; ATT.CUSN

Fuel capacity: 8,000ltrs (dual alloy tanks)

Water capacity: 1,500ltrs (dual stainless-steel tanks)

Engine: 300hp Lugger 6108A

Description

This custom-built displacement motor-cruiser was the result of a joint-venture between Mark Halvorsen (fifth generation Halvorsen), designer Vincent Mausset and nautical engineers, Sparkman & Stephens. The brief was to "design a passagemaker that would be equally at home in St Tropez and cruising Alaska"! This mini-megayacht was then built with no compromise on design, equipment or quality, in the shipyard of Jet Tern Marine, builders of the exceptional Selene line of trawler motor yachts.

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She was first sold to an American buyer at the 2005 Fort Lauderdale Boat Show and she spent her first few years cruising the Caribbean. The next owner brought her out to Australia from her berth in Virginia. The hydraulic stern-thruster, a full-size rigid flybridge bimini, rub-rails, 4.2m Brig tender, Yacht-Controller remote and custom-designed teak swim platform are among the features that he has added.

The Halvorsen family has been building boats continuously for five generations since 1870. Mark Halvorsen, a fifth generation Halvorsen, established a relationship with Howard Chen of Taiwan who has built up Jet Tern Marine to be one of the leading production companies in the global cruising market.

Vincent Mausset approached Mark and Howard with his concept for a luxury cruising motor-yacht, comfortable yet strong and capable of safe ocean passage. Sparkman & Stephens, the prestigious naval architecture firm formed by Olin Stephens and Drake Sparkman in 1929, was selected for the naval architecture and design.

She has proved to be strong, stable, reliable and yet also comfortable and classy with her distinctive yellow funnel, bulbous bow and canoe stern attracting attention at every port!

Features

- Mahogany and maple interior joinery; maple and ebony flooring
- Two large staterooms, each with island beds and ensuites with separate showers; plus further sleeping accommodation for 3 in the Pilothouse.
- Large Burmese teak stern platform, designed by Palm Beach naval architect, Andrew Dovell, and built by Sydney City Marine & Sydney Harbour Boatbuilders in 2015.
- Teak decks throughout main level with 'Portuguese' bridge
- Bulbous bow – almost unique on a ship of this size, reduces wave action drag
- Huge flybridge/boat-deck (9m long) for tender, kayaks and other toys
- Comprehensive hydraulics:
 - o bow and stern thrusters;
 - o stabilisers;
 - o auxiliary engine;
 - o davit
 - o saloon windows and
 - o windlass.
- 4.2m Brig RIB tender (2017) stowed on boat deck using 700kg capacity hydraulic davit.

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- Twin navigation stations - Pilothouse and Flybridge plus "Yacht Controller" remote control
 - 3 bathrooms each with Vacuflush fresh-water heads and two with separate large showers
 - Large engine room with 1.6m head-room; 300HP "Lugger" engine as specified on most Nordhavn motoryachts;

Details

Engine and related equipment

- 300hp Lugger 6108A - low-reving 6-cyl engine (2,780hrs)
- Lugger marine diesels, based upon John Deere tractor engine that have been extensively "marinised", are renowned as "anvil-tough", fuel efficient and particularly dependable. Key features include gear-driven fresh and raw water pumps, meaning there is no weak link drive belt just waiting to fail. Similarly, most of the hoses and leak points have been engineered out of the equation.
- Primary and dual secondary fuel filters (latter capable of change whilst underway)
- Jabsco engine oil change system
- Keypower 40HP auxiliary engine (on same shaft as main engine)
- 2 ½" shaft with shaft spurs and Packless shaft sealing system
- Nidal 4-blade Nickel-bronze 80cm propellor
- Twin fuel tanks (each 4,000 lts) separately switchable for engine/generator, fuel filters and returns; fuel transfer pump between tanks

Hydraulics

- SidePower (HRR-057-C4) hydraulics unit powering
 - o SidePower (SP220 HYD U-11) 20HP bow thruster with twin counter-rotating props and
 - o SidePower (SH240/250TC-U1120) 20 HP stern thruster with twin counter-rotating props (2011)
- NAIAD active stabiliser
- Windlass with AutoAnchor 150 system controlled from either helm position or remote or forward deck; Rodecounter chain counter
- Saloon windows
- Marquipt IPT 1500lb (700kg) 220v hydraulic davit
- Hynautic manual hydraulic steering system controlled from two helm positions, Pilothouse and Flybridge

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Electrical systems

“Atticus” was originally fitted with 12v DC, 120v AC and 240v AC systems.

Since arriving in Australia, a 240v step-down transformer has been fitted to allow charging from Australian shore-power.

- Northern Lights generator (M844K.3) produces 16kW, 120v and 240v
- Xantrex True Charge TC 40+ battery charger (40Amp)
- Magnum (MS2812) 2,800W-120v inverter/charger
- Balmar DuoCharge battery controllers
- Two Balmar engine alternators each producing 165A 12v
- Newmar Galvanic isolator G2-50 series
- Two solar panels each producing 120W @ 12v; Western 15A programmable controller (2017)
- 3 x Lifeline 12v 255AH Deep Cycle Sealed AGM Batteries for house systems (2015)
- Separate Lifeline starter batteries for engine and generator (generator 2019)

Interior

Joinery in mahogany and maple timbers.

Flooring in maple and ebony

Lower deck:

- Two staterooms, each with island beds and ensuites with separate showers and Vacuflush fresh-water toilets
- Engine-room with 3 access points:
 - o water-tight bulkhead door from Master ensuite;
 - o water-tight bulkhead door from Lazarette; and
 - o deck hatch adjacent to galley in main deck.
- Engine ventilation fan extracts through yellow funnel
- 12v plus 120v florescent tube lighting
- Aft lazarette accessible through engine room or deck hatch in aft deck.

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Main deck:

- Aft deck with banquet seating and cocktail tables (Seating covers new in 2018)
- Saloon with dining table and incidental chairs
- CD/USB player (three pairs of speakers; saloon, pilothouse and flybridge, separately switchable) and TV (2012) in hidden retractable shelf
- 2 x Jati folding teak chairs (2012)
- Hydraulic saloon windows open on to aft deck
- Guest bathroom with Vacuflush fresh-water toilet
- Galley with retractable privacy screen to saloon
- Pilothouse with all navigation and electrical controls, table with banquet seating convertible into double bed plus a sea-berth behind
- 3 windscreen wipers and windscreen sunshade cloth.
- Covered walk-around teak decks
- Portuguese bridge with storm-proof door to foredeck
- Courtesy, deck, understep and reading and downlights.

Boat deck/flybridge

- Banquet seating with table that can fold out to seat 8 for lunch
- 3 x folding teak chairs
- Fully instrumented helm position
- Cover for flybridge seating and controls (2017)
- 9m long boat deck and flybridge accommodates the davit, 4.2m Brig RIB and other kayaks etc
- Fender storage
- Yellow funnel for engine room ventilation plus storage of:
 - o gas bottles
 - o cleaning equipment and

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o Brownie;s Third Lung diving compressor and equipment

- Lightweight and low profile rigid roof (bimini) to flybridge constructed of polycarbonate with stainless-steel framing
- Short mast with pennant halyard; stern flagpole
- Port and starboard spreader deck lights; aft deck light, touch operated downlights under flybridge biimini

Navigation equipment

Comprehensive Raymarine equipment including:

-

Three multifunction displays (two 2018)

-

2 x Raymarine Cameras in engine room and stern

-

AIS

-

ST6000 Autopilot

-

Open array 4kW; 72" radar

-

S100 autohelm remote

Danforth compass

Radios:

-

2 x ICOM M604 VHF radios in Pilothouse

-

ICOM M802 HF SSB radio in Pilothouse

-

1 x GME GX750 VHF radio with full-function microphone in Flybridge (2019)

Yacht Controller remote for remote control of windlass, engine and both thrusters (2011)

Safety equipment

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- Remote controlled Flood/Search light controlled from either helm position
 - GME EPIRB (ACCUSAT Pro+MT406G)
 - Fireboy (Xintex) carbon monoxide alarm
 - Firebuoy (FE-241 (R-241)) Halon 1301 automatic extinguisher system in engine room
 - Gas sensor and alarm
 - Exhaust gas sensor and alarm
 - 4 x auto bilge pumps; 2 x manual bilge pumps; engine-driven bilge pump
 - High-water alarm
 - ACR SM-2 Buoy light
 - Comprehensive fire extinguishers
 - Medical kit
 - Emergency tiller

Galley equipment

- Force 10 Gourmet Galley 4-burner cook top and gas oven & grill
- Large 120v microwave Profile Spacemaker XL1800
- 258ltr Nova Kool 9009 12v fridge/freezer (2015)
- 2 x 6-bottle Waeco MF-6W 12v wine coolers (2015)
- Nespresso "Citiz" cappuccino machine (2011)
- Toaster
- Barmix
- Dual stainless-steel sink with water-filter

Domestic

- "Splendide" Comb-O-matic Condensor Washer-Dryer
- TEAC LED TV (2013)

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- CD player with separately controlled pairs of speakers in saloon, pilothouse and bridge deck
 - 7 Sirocco cabin fans (2018)
 - Ventilation fans in all bathrooms
 - Reverse-cycle Cruisair air-conditioning (3 units)
 - Black & Decker portable 'dust-buster'
 - wet/dry vacuum cleaner
 - Hair dryer
 - Intercom between rooms
 - 3 x Vacuflush fresh-water heads discharging direct or to holding tank (with gauge); latter can discharge through Jabsco self-priming macerator at sea or at pump-out facility
 - Fresh and sea-water deck hose
 - 2 fresh water tanks (forward and mid-ships), each 750ltrs; fresh-water pump (2012)
 - Infrastructure (wiring/plumbing etc) for watermaker (original removed and not yet replaced)
 - 76 ltr Raritan water heater (engine driven or 120v - 1.25kW)

Hull

- Classic Canoe stern design with Burmese teak swim platform added in 2015 - designed by Andrew Dovell and built/installed by Sydney City Marine & Sydney Harbour Boatbuilders
- Fold-down stainless-steel swim ladder from platform plus two small fold-down cleats for small tender/toy mooring
- Solid "storm board" door to stern platform
- Resprayed 2019 in Awlgrip Green
- Full-length Tessilmare fendering fitted in 2015
- Stainless capped teak rub-rail
- 12 cleats (bits)
- 45kg stainless-steel anchor stowed into pocket in hull with 60m 12mm (?) chain to hydraulic windlass operated by foot switches in foredeck, in Pilothouse of with Yacht Controller remote.
- Bow pennant

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Engine Details

Engine Make

Engine Hours

Horse Power

Fuel Type

Drive Type

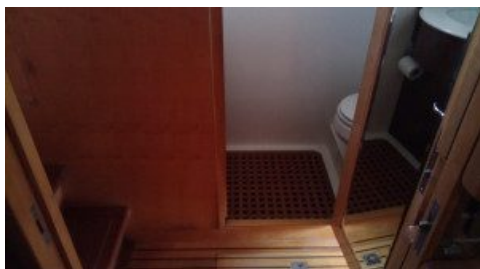
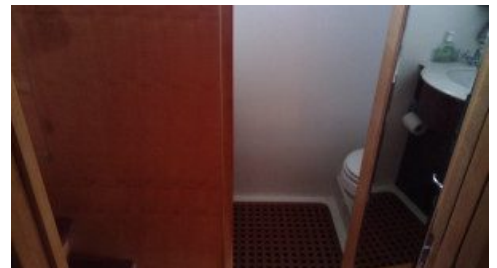
Lugger

2000

300

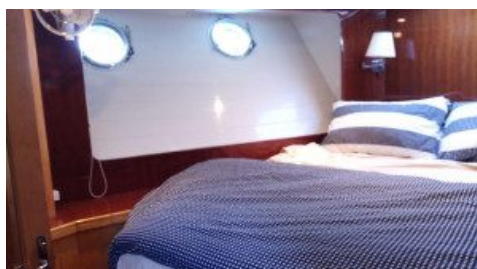
Diesel

4



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