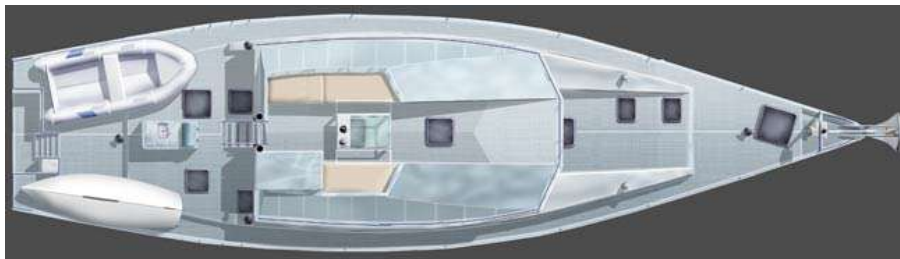




FPB 64 MK II



Offshore Motor Vessel



LOD:	64.95' / 19.85m
Year:	New build
LWL:	63.6' / 19.4m
Beam deck:	17.04' / 5.22m
Extreme Beam (edge of rub rails):	17.72' / 5.42m
Draft (75,000 lbs/34 tons) Canoe Body:	3.25' / 1m
Draft (75,000 lbs/34 tons) Prop Skeg:	4.5' / 1.37m
Displacement to DWL:	75,000 lbs / 34,000 kg
Air Draft (top of masts-excluding whips):	25.75' / 7.85m
Hull Material:	Aluminium
Engine:	John Deere 6068 SFM (236 HP at 2400 RPM)

BERTHON
INTERNATIONAL YACHT BROKERS

Berthon England The Shipyard Lymington Hampshire SO41 3YL

T: +44 (0) 1590 679 222 F: +44 (0) 1590 647 446 E: brokers@berthon.co.uk W: www.berthon.co.uk

FPB 64 continued...



Note: Small variations may occur in the detailed design and engineering phases. Read further on for details about the Mk II improvements for hulls 5-8.

Basic Dimensions and Capacities:

LOD	64.95' / 19.85m
LWL	63.6' / 19.4m
Beam Deck	17.04' / 5.22m
Extreme Beam (edge of rub rails)	17.72' / 5.42m
Draft (75,000 lbs/34 tons) Canoe Body	3.25' / 1m
Draft (75,000 lbs/34 tons) Prop Skeg	4.5' / 1.37m
Displacement to DWL	75,000 lbs /34,000 kg
Air Draft (top of masts-excluding whips)	25.75' / 7.85m
Fuel Capacity	3400 US Gallons / 12,800L
Fresh Water Capacity	1800 US Gallons /6800 L
Minimum Range of Positive Stability	130-degrees (half fuel in one tank, full fresh water tanks)
Cruising Speed	9.25-10.0-knots
Top Speed	10.5 knots
Approximate Range	9.0 knots – 6400 NM
	9.5 knots – 5500 NM
Note: speeds/ranges are for smooth water, 75,000 pound displacement, clean bottom	
Main Engine	John Deere 6068 SFM (236 HP at 2400 RPM)
Transmission	ZF280V – 2.556 –1 reduction
Genset	12 KW, 230V, single phase
Alternators	Two Electrodyne 150 amp, 28 volt alternators belt driven off engine PTO pulley with remote rectifiers
Water maker	55 GPH with auto fresh water flush, 230 VAC
Fire Suppression	Fully automatic shut-down system w/ manual trigger
Ballast	6700 pounds /3000 kg lead ballast encapsulated in fuel tank

FPB 64 continued...



Interior:

The galley is aft and salon forward.



Access from the deck is via a weatherproof door just off center to starboard at the aft end of this area, as shown in the sketch above which is a profile view looking from the center of the great room to port.



This drawing (above again) is a starboard profile view, looking at the entire salon and galley from the center of the boat.

FPB 64 continued...



As you enter the boat you stand on a landing with a large locker immediately to port in which you can store jackets, shoes, and foul weather gear. The galley is designed to hold you in place at sea against that once in a passage errant wave.

FPB 64 continued...



There is a huge amount of storage on top of the counters in hinged lid lockers, under the sink, adjacent to the sink, and under the counter to starboard of the stove (near the centerline). And there is sufficient room in front of the sink, four feet (1.2m), for two people to work. Steps to the outside are shown as a thick white line on the left of the drawing. Outboard of the foul weather gear locker is another galley locker which runs across the aft end of the galley. There are shelves within this sliding door locker and storage space on top, in front of the window for cookbooks, baskets, and commonly used appliances.

Fridge and freezer are substantial with 12.5 cubic feet (325 liters) of space in the fridge and 8 cubic feet (226 liters) in the freezer (and there's another large fridge/freezer box - this one also 8 cubic feet/226 liters - in the basement). On top of the fridge/freezer box, at the forward end of the galley, you are looking into the open end of the counter top locker. Note that there two fridge drawers worked into the fridge box in addition to the door making fridge storage easier to organize and use.



Opposite the galley you have a full size front loading washer and drier (lockers to the left above), with counter space on top to fold and iron clothes (with a lovely view outside). There's also another long hinged lid locker on top of the starboard counter, and a locker below the counter at the aft end.

FPB 64 **continued...**



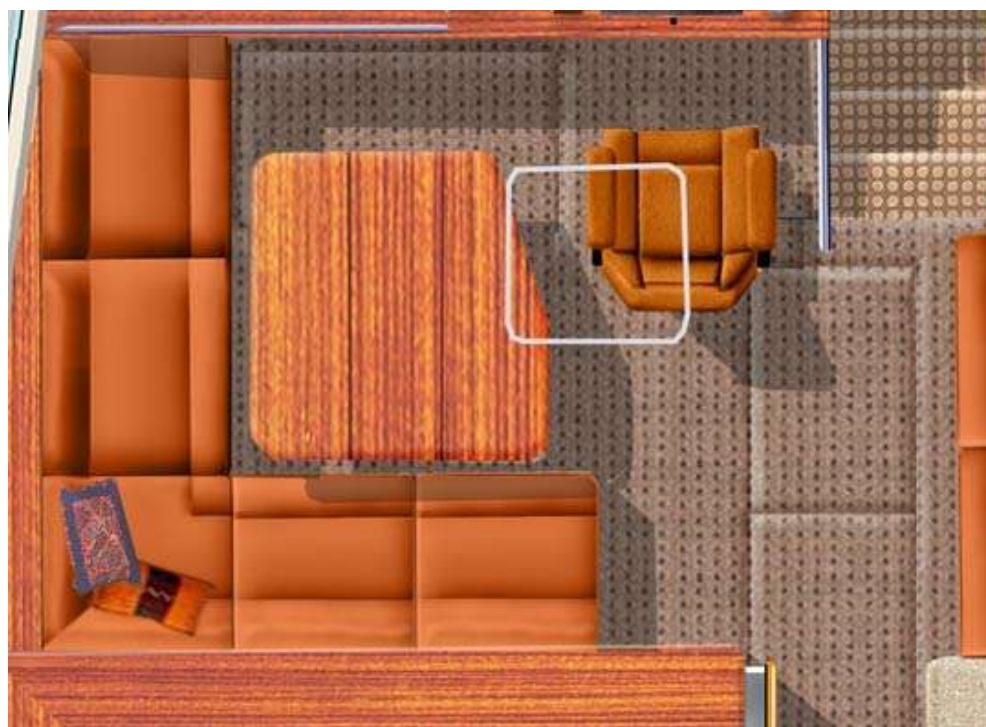
The salon is forward, combined with the inside bridge. The table will seat four around the banquette with room to double this up for additional guests using folding chairs.

When standing at the helm, you have the option of sliding the helm chair aft six inches / 150mm (it is shown in its forward position above) so there is extra room for your legs and rear end. Or, you can stand alongside the helm seat with the table leave folded out of the way, and have more space.

FPB 64 continued...



The port side settee is 81 inches long (2.08m). When you subtract for cushions and pillows this seat is plenty long to sleep on, should the need arise.



With the table wing in its deployed position there is room for four adults on the settees, and another two or three using the helm chair and folding chairs.

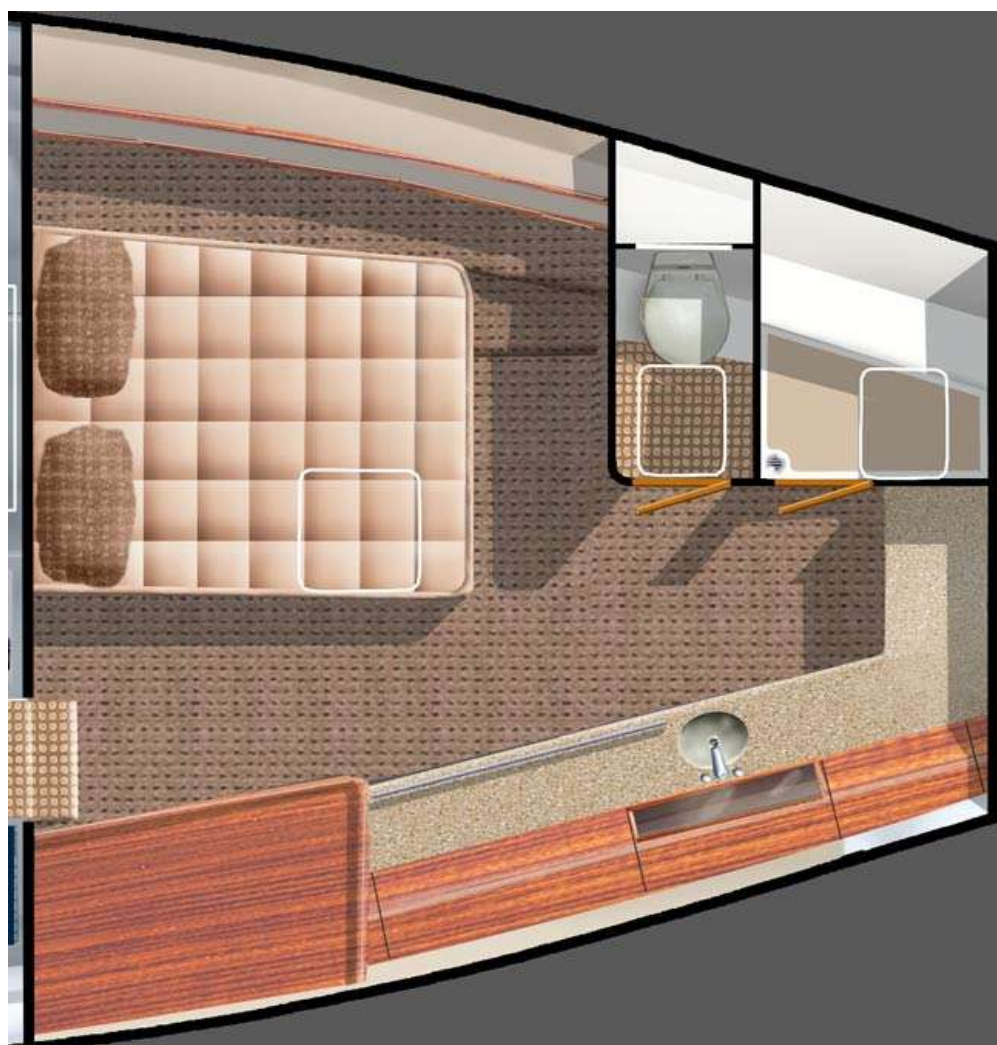
FPB 64 continued...



On the starboard side you have a smaller settee, with provision for a pop up 42"/1060mm screen TV outboard. The locker forward of this settee is where the AC electrical panel, inverter, and genset controls reside with space for entertainment gear as well.

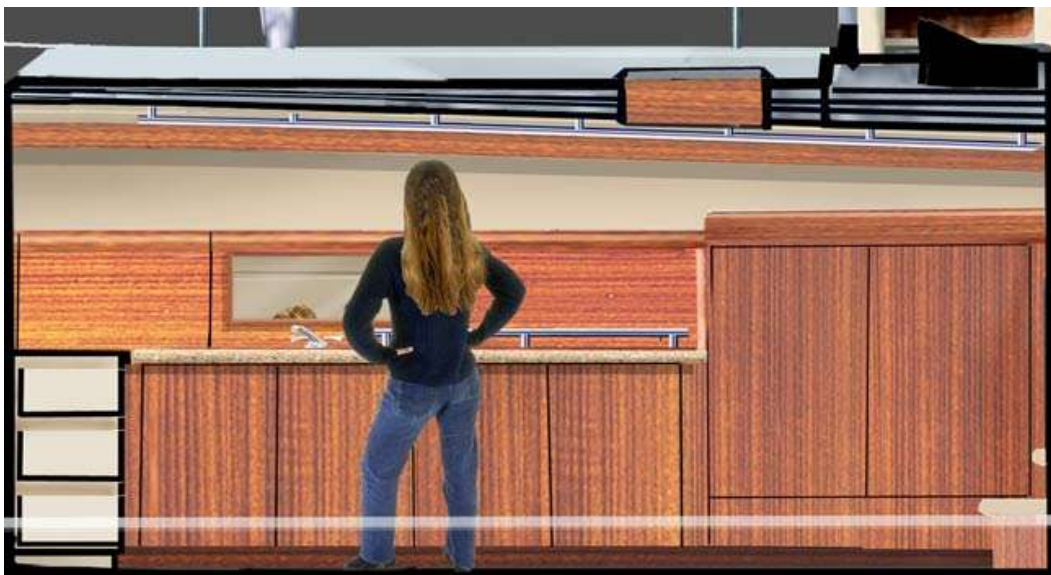
The bridge desk at the forward end has room for laying out electronics (three 17"/430mm monitors are shown) with additional space for charts, ships log, and guide books (the salon table also works well when you want several different charts close at hand). As is our standard practice, this area is designed so it is easy to change electronics as new gear becomes available. We should also point out that there is lots of space on the bulkhead below the bridge desk, in the basement, for installation of the "black boxes" so common these days with electronics. This makes installation and updating much simpler than if this gear were hidden in a locker, surrounded by a jumble of wiring.

FPB 64 continued...



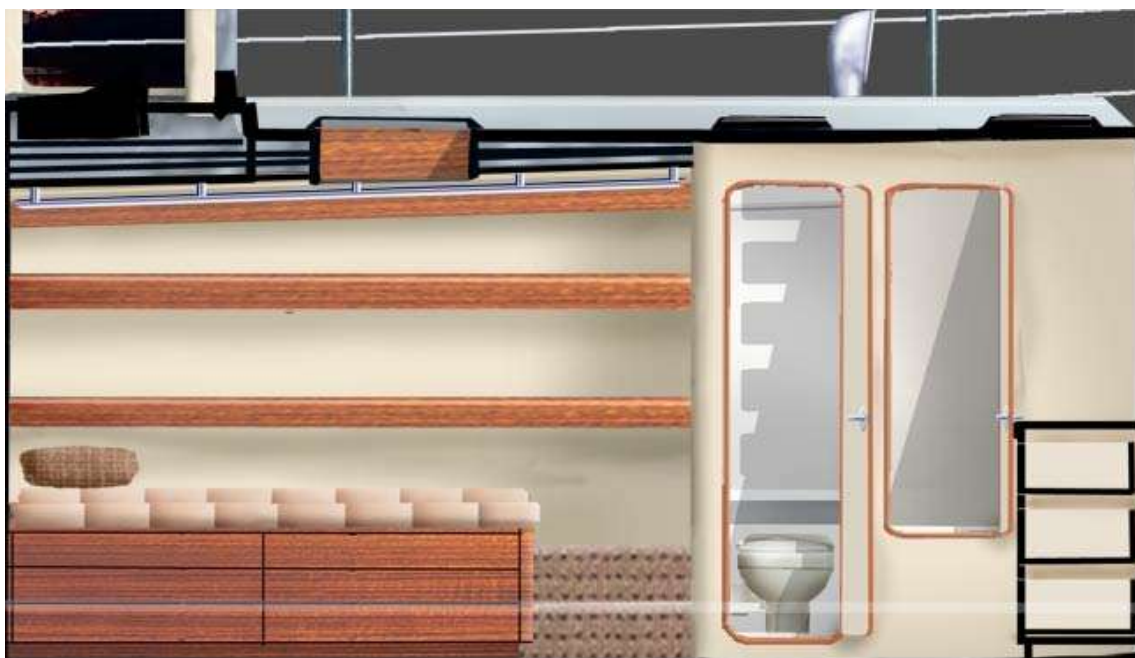
The Owner's suite is forward, which is the quietest part of the boat, and where the best natural ventilation exists at anchor. There is lots of visual space with the aft bulkhead of the head providing a natural location for a piece of art or LCD TV. The bulkhead on the starboard side forward will allow for a large mirror or piece of art and the bulkhead over the bunk is a great spot for one or more large art works.

FPB 64 continued...

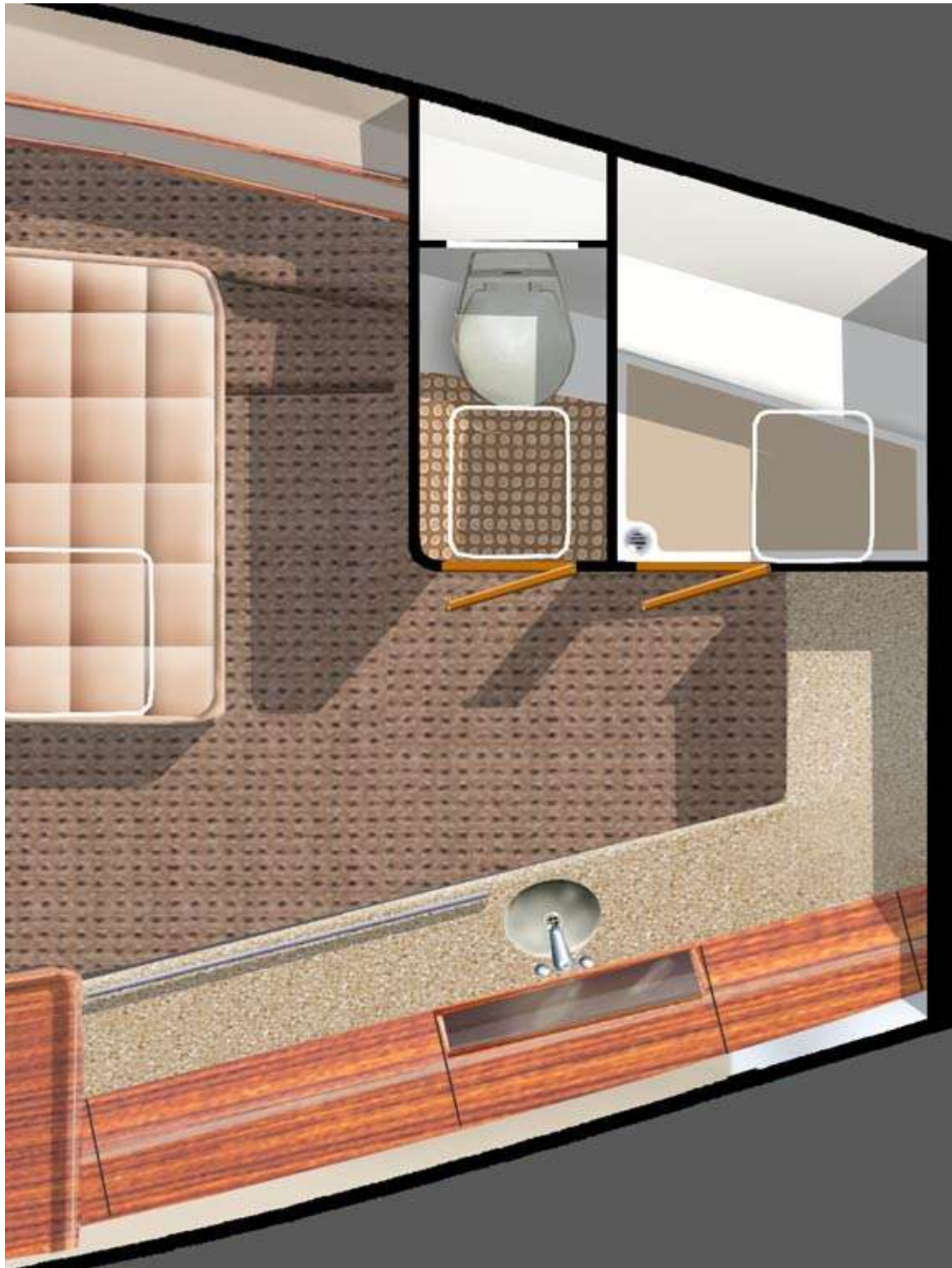


Coming down the steps from the salon, on the starboard side you have a large locker with 57" (1.48m) of length for hanging clothes. The vanity counter which extends forward from the hanging locker offers 120"/3060mm of length with storage below and above. At the forward end of the vanity, across the forward watertight bulkhead, is a 30" (750mm) wide set of drawers.

There will be AC electrical outlets at both ends on top of this locker. The forward outlet is ideal for use with a lit makeup mirror mounted on top of the cabinet, and there is a mirror built into the locker face as well.



The bunk is queen sized, with access all the way around. There are six large drawers under the starboard face of the bunk. Outboard on the port side, against the hull, are a pair of shelves. These can be used for books, family photos, and flowers while at the same time providing a place to hang on to.

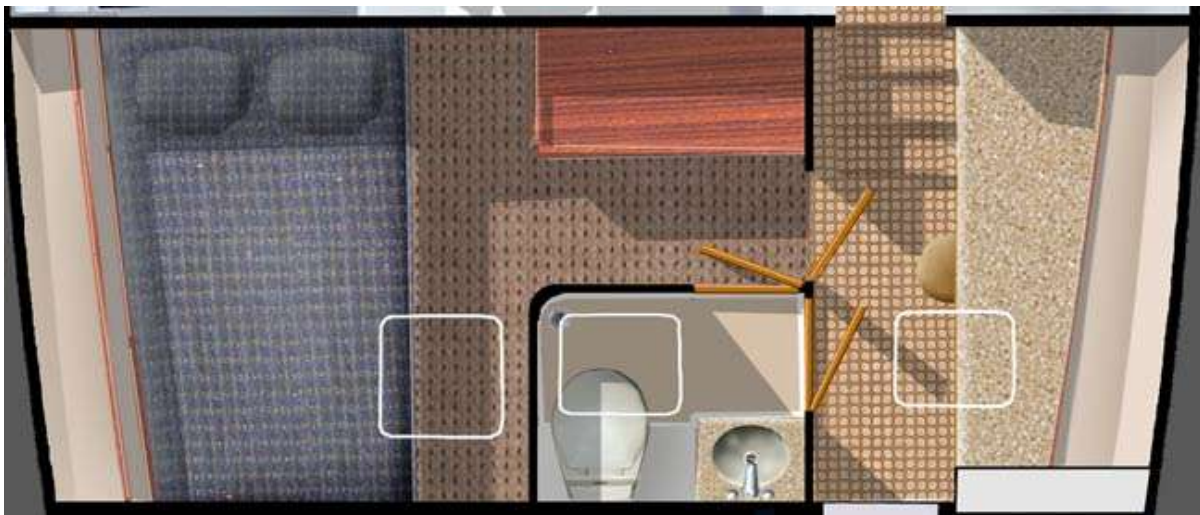


The bathing compartment to port has enough room for a compact bath (similar to what we have on *Wind Horse*) with lots of room for showering. The bath tub has a seat outboard, great for showering. This is tough to show or photograph, and the drawing above does not do a good job of giving a feel for this space. The head is adjacent, with lots of storage on open shelves for linens, towels, and books.

FPB 64 continued...



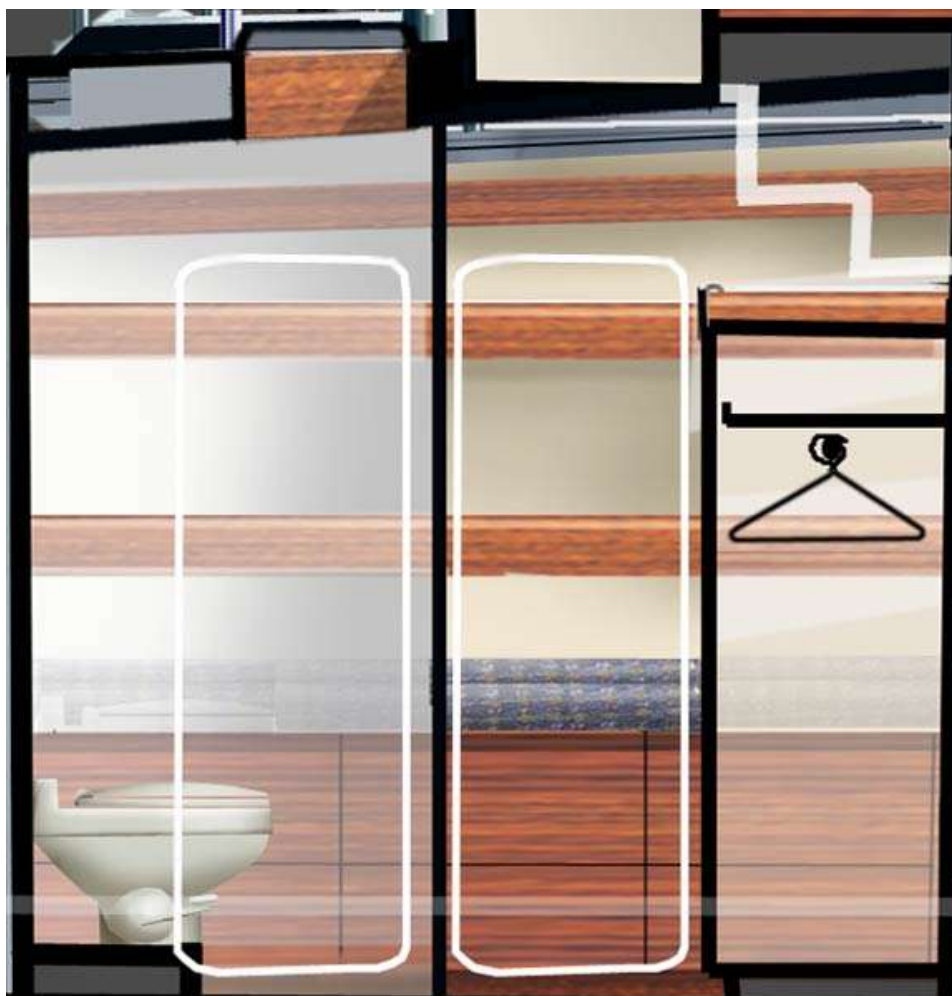
We have included this photo of the FPB 83 tub/shower to try to show you how the space works. The tub itself is 44"+ (1125mm) in length, so there is plenty of space for sitting (this is in fact a couple of inches longer than the FPB83). We have employed this configuration for years; on *Intermezzo II*, *Sundeer*, *Beowulf*, and now *Wind Horse*, Linda has used the tub for a nightly bath (as does Steve on occasion).



The aft end of the boat is designed so it can be used in a number of different modes. Since most of our clients cruise as couples, with occasional guests, we look at this space as how it will be used most of the time by the Owners.

The cabin is laid out with a double bunk (six big drawers below) with an open feel, but with furniture that is close enough to keep you in place when this cabin is used in heavy weather.

FPB 64 continued...

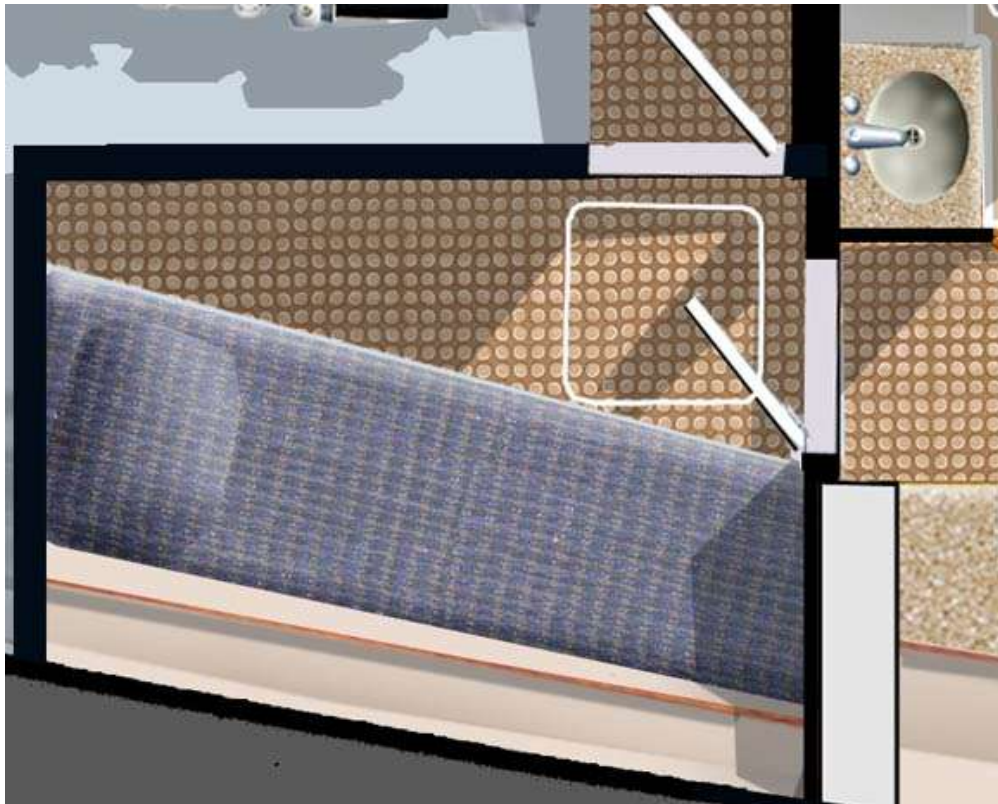


The drawing above is looking to port, through the shower/head and hanging locker. The big locker across the forward bulkhead is 46" (1175mm) wide and comes to within a foot (300mm) of the headliner. Against the hull is a wide shelf for books, Kleenex, eyeglasses, etc.

There is a head/shower ensuite, which is also accessible from the passageway, so it can be used as a day head without disturbing the occupants of the aft cabin.

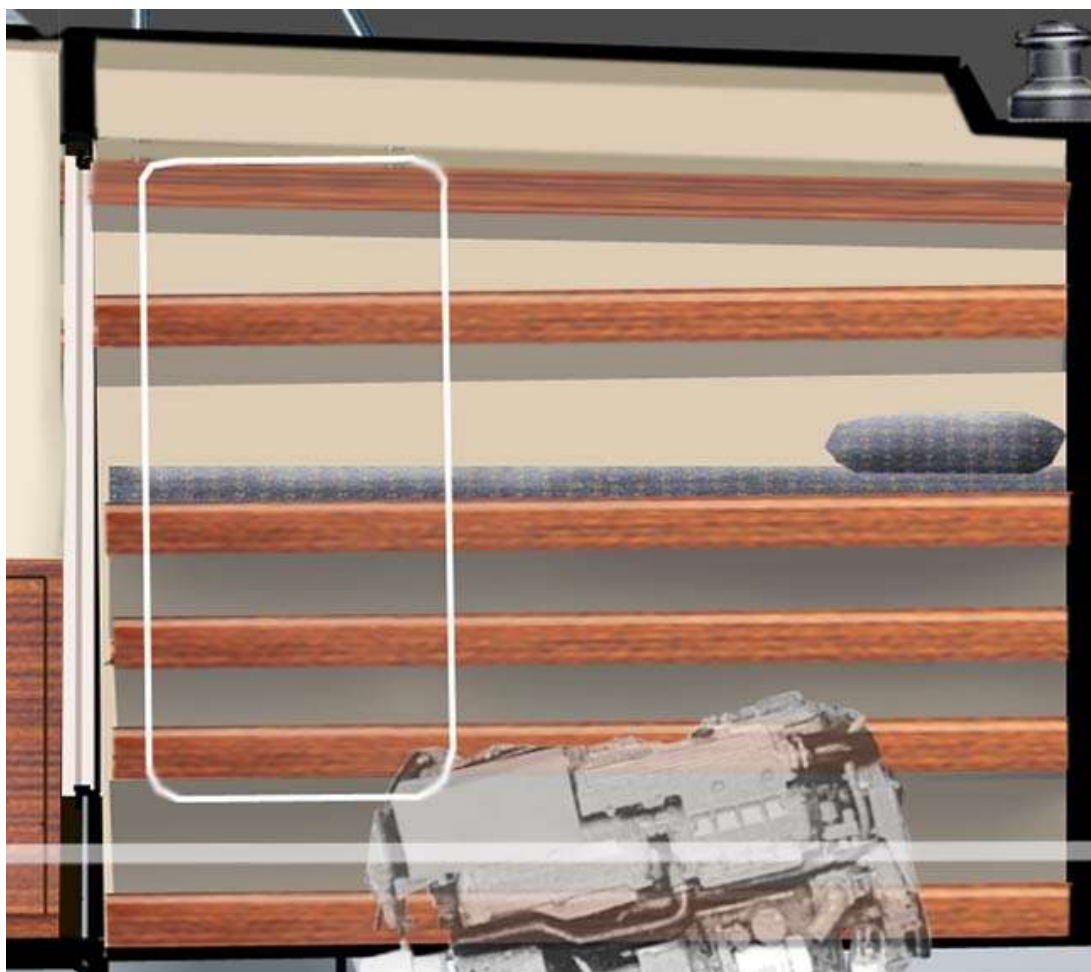


On the starboard side of the passageway is a large flat surface which can be used as a desk. It is private, there is lots of space, and we've allowed for two file drawers under the bench top (along with lots of shelf storage). Outboard, and above the desk, is another wide shelf. This shelf is an ideal place to keep guide books and ship's manuals. One of the things we really like about this space is the ability to have a full sized computer screen. Today we'd fit a 25" widescreen. When the boat is launched that will probably grow to a 30" wide screen. Perfect for design projects, working on photos, and editing video.



Aft of the office and adjacent to the engine room is another stateroom. This is an excellent third sleeping cabin, and when not needed for guests or crew, becomes a wonderful walk in closet (we could see lots of coat hooks on the bulkhead and there are three levels of storage below the bunk as well as the shelf above).

FPB 64 continued...



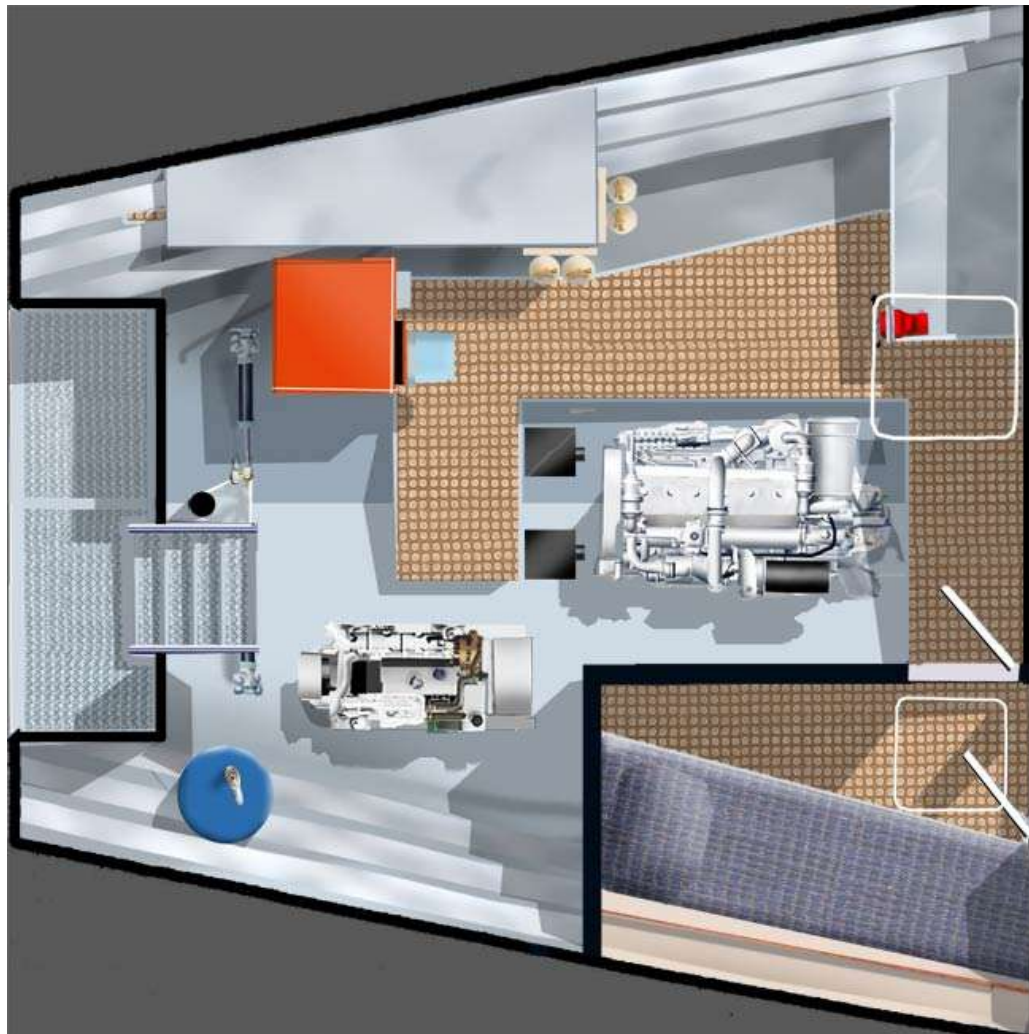
The view above is looking through the engine room bulkhead to starboard you can see the bunk, three levels of storage below, and the large book shelf above. Access from the interior to the engine room is through the forward part of this aft stateroom. There is, of course, deck access as well.

A word on storage is in order. We think that the ability to efficiently carry personal gear, tools, spares, general supplies, and a wide variety of "toys", ground tackle, and gear for tying up is one of the keys to successful cruising.

FPB 64 continued...



Engine room



Jury Rig



FPB 64 continued...



Introducing The FPB 64 -- Mk II



The FPB 64 has proven herself as the safest, most efficient, most comfortable, short-handed production passage maker available.

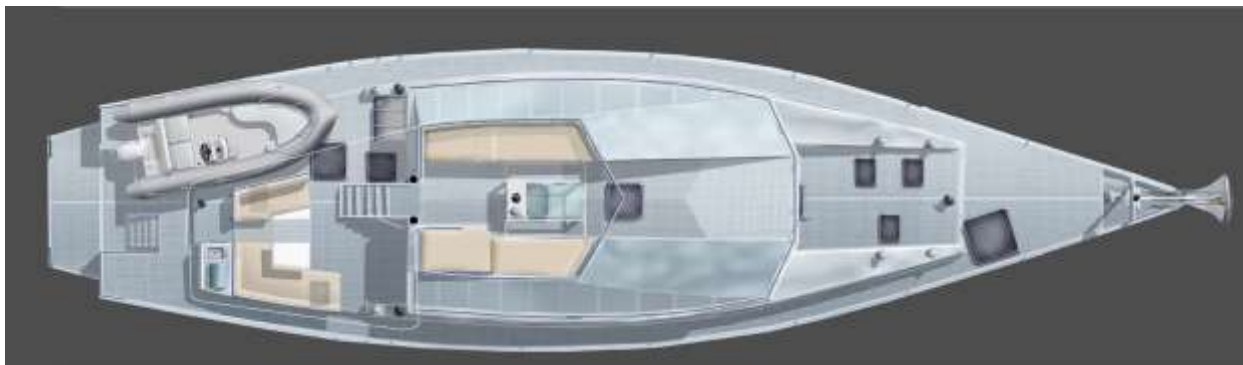
The following bio of Hull #2, *Sarah Sarah*, attending the 2011 Northwest Maritime Center (Pt. Townsend, WA) Spring Boating Symposium says it well:

Sarah Sarah is the second in the FPB 64 series. Built by Circa Marine, and based on the groundbreaking FPB 83, *Wind Horse*, she arrived, in Puget Sound (on her own bottom) just 100 days after launching in New Zealand. The last leg from Hawaii gives an idea of her ocean crossing potential. Using her speed and range to full advantage, she was able to dodge several nasty fall weather systems, making a comfortably trip in just ten days, an average speed of 236 miles per day, or 9.85 knots. The FPB 64 has a range of roughly 5000+ nautical miles at 9.7 knots.

Sarah Sarah is one of the safest ocean going yachts ever built. She has a collision bulkhead forward, two more full watertight, and two partial watertight bulkheads. Her fuel and water tanks are integral with the hull, providing a double bottom, and scantlings are massive. Bottom plating is 12mm / 15/32", topsides are 8mm / 5/16". Framing is nominally twice the stiffness required by the Lloyds Special Service Rule. Great room windows are 19mm / 3/4". In addition to carrying 3400 gallons of fuel, *Sarah Sarah* has fresh water capacity of 1800 gallons.

Her systems are designed to provide maximum comfort and ambiance underway and at anchor. The huge traction battery bank allows for two or more days at anchor without using the generator. Normal charging cycle on the hook is to run the genset for an hour or two a day (usually during the evening). Under way the two engine mounted 4kW DC alternators provide ample AC power, eliminating the need to run the genset under way.

FPB 64 continued...



Upon completion of the first “Phase” of production (hulls 1---4) the designer and builder took pause to evaluate the outcome and determine what, if any, improvements could be made to ensure the FPB 64 met her full potential.

With much analysis, thought, and deliberation, the decision was made to launch the next Phase (II) of production as the FPB 64---Mk II, incorporating the following:

Exterior

- Flybridge staircase with storage built in for jackets, foul weather gear, and emergency equipment in lieu of open stainless steel flybridge staircase.
- Add aft deck seating / lounge on starboard after---deck, BBQ and sink moves aft of seating.
- Add transom /swimstep extension (bolt---on) with stainless steel staple rails, lifeline, and an NMEA2000 aft depth transducer in extension.
- Extend flybridge forward .3m (1ft.) to add additional seating, table length, awning, and railing.
- Electric dual direction self---tailing deck winch in lieu of standard electric deck winch, to allow among other things, powered up and down of dinghy.



Interior

- Add Master cabin nightstands as standard
- Add Master cabin pocket door as standard
- Add Master cabin starboard settee as standard

FPB 64 continued...



- Whale Gulper IC grey water pump system in lieu of manual switch on pumps.
- Deck hatch above Master cabin vanity in lieu of hatch over aft office space.
- Fan extraction in Aft Head in lieu of deck hatch.
- Add entry landing overhead cabinet with fishing rod storage (rods) as standard.
- Increased “basement” vertical clearance 50mm(2”)



Electrical & Electronics

- Add aft shore power inlet with selection switch as standard, in addition to forepeak inlet.
- Add “Powerview” engine info LCD/Display at flybridge control pod for viewing relevant engine data (previously shown only on Maretron DSM250 display).
- Upgrade Victron Energy Inverter/Chargers to two (2) Phoenix Multi+ 24/5000VA/120A units in lieu of three (3) 24/3000VA/70A units.
- Upgrade to include Furuno NavNet3D black box radar/chartplotter/fishfinder in lieu of NavNet vx2.
- Upgrade to include Furuno Class B transceiver in lieu of AIS receiver only.
- Upgrade to include Furuno DDF1 fishfinder module with 1kW fishfinder transducer for NavNet3D.
- Upgrade to include Furuno HUB101 network hub for multiple Furuno devices.
- Upgrade to include Furuno PG500 Heading Sensor for NavNet3D as standard.
- Upgrade to include dual Simrad AP50 autopilot system with AccuSteer pump set in lieu of WH.

FPB 64 continued...



Domestic Systems

- Add Soft---Start module on Sea Recovery Watermaker system.
- Upgrade Air Conditioning circulation pumps from 24VDC to 230VAC for quieter operation, with two A/C units cooled on forward integral water tank, and two A/C units on aft integral water tank.
- Headhunter XCaliber domestic water pumps (2) in lieu of Shurflo pumps.



<u>Pricing:</u>	<u>US Dollars</u>
<u>MkII</u>	<u>\$3,000,000.00</u>

FPB 64 continued...



Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.