

WINDERMERE

LOA 65', LWL 63', Beam 19.5', Draft 7.0', Airdraft (mast up 42' / mast down 21')

Displacement: 240,000 lbs

Owners: John A. Richards Jr. & Wendy L. Richards

Designer: Marius Lengkeek

Built: 2003 by A. F. Thierault & Son, Meteghan River, Digby County, Nova Scotia



Cape Horn yachts were developed by The Cape Horn Trawler Corporation, Toronto, Canada. *Windermere* (originally *Anjuma*) was the last Cape Horn built and was the third generation of their “65 model”, incorporating all of the lessons learned from previous models and including many new features as well. The construction is steel, with aluminum water-tight doors, hatches, and mast. *Windermere* was the only Cape Horn that had all of her interiors and furniture designed by a recognized yacht interior designer (Jane Placher-Vogel of Ft. Lauderdale, FL). The original owners commissioned the boat to do world cruising but sadly were not able to do so by June of 2004 when the vessel was delivered, and she pretty much remained on a mooring in Falmouth-Foreside, ME during the summers and along side a dock in Portsmouth, NH over the winters, with the owners coming aboard only on weekends to run systems and do maintenance. When Wendy and I bought her in April 2009 she had under a thousand hours on her main engine.



All steel double hull construction, with five watertight compartments, five exterior watertight doors, and three watertight bulkheads. The vessel is engineered to withstand (and self right) from a total turtle in under six seconds. This 120 ton displacement vessel can stand on her own bottom allowing the vessel to beach on a high tide should repairs or inspection be necessary.



The side bilge keels protect the internal hydraulic Wesmar dynamic stabilizer fins, act as passive stabilizers, and allow the boat to rest on her own bottom.





Aft compression post, hydraulic rudder, Z-Drive, and keel cooler. The Z-Drive can be rotated 360 degrees without unwinding, allowing for full power in reverse when rotated 180 degrees.



There is no exposed wood or bright work. All unpainted steel is easy to maintain highly polished stainless. There are wide covered walk around side decks. The foredeck, side decks, aft cockpit and swim platform decks are all easy maintenance cork composite "Marine Deck 2000" by MarQuipt. The integral swim platform is large and easy to use and has a hot & cold hand-held fresh water shower.



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The dual Maxwell 4500 hydraulic windlasses each having 400 ft. of 9/16" chain with oversized anchors (243 lb Rocna and 110 lb Bruce), and four huge sets of twin stainless steel bits (welded directly to the ship's deck) make for reliable anchoring and secure docking.



The 25' x 20' upper boat deck houses a 2500-pound capacity fully marinized hydraulic knuckle lift crane having a 20' outreach allowing it to lower the vessel's mast or launch and retrieve two RIB tenders (15.5' Zodiac and 10'3" Achilles) and Laser sailboat. We also have a 7-man Novatek Escape Module should all else fail.



The 440 HP continuous duty keel cooled / wet exhaust Cummins (full torque at only 1,100 rpm) single screw diesel engine powers a 40" prop housed inside a Kort nozzle. This Thrustmaster of Houston "Z-Drive" can rotate 360 degrees without unwinding (even under full power) allowing incredible prop protection and maneuverability - especially at low speeds when running the hydraulic double prop bow thruster in the bulbous bow. With six integral fuel tanks holding more than 5,500 gallons of diesel, the vessel is estimated to have a speed dependent range of 5,000 / 7,500 miles at 7.5-6 knots.

There are two Onan generators (11 kW and 17 kW), two reverse cycle heating and A/C compressors, a diesel furnace and hot water heater (each with its own electric back-up heat source), as well as a separate electric water heater, a 1,500 gpd water maker, a large efficient fuel polishing and transfer system with two large geared pumps, and two large sea chests supplying all raw water supply for the water maker and wet exhausts (which also constitute the only through hull fittings below the water line). Water capacity is 540 gallons in two double-bottom tanks



The interior pilothouse has dual adjustable Stidd chairs, a pilot berth, a large comfortable “L” shaped settee and virtually every conceivable electronic aid to navigation. Most systems have redundancies allowing for safety and comfort offshore and in remote cruising areas.

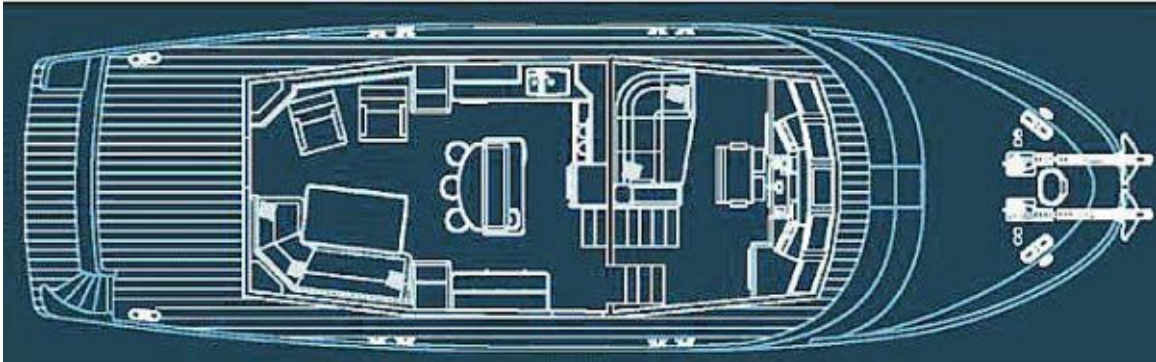
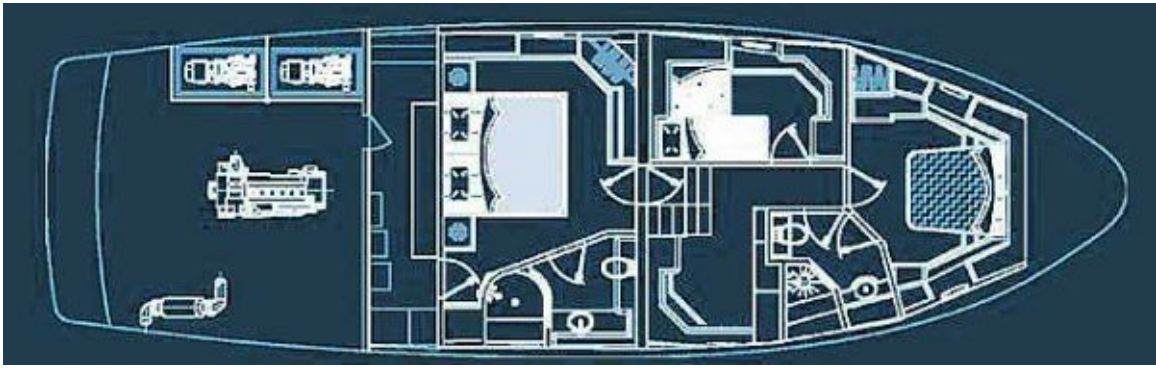


The Canadian Birdseye Maple interior was designed to give a light and airy look. Great attention to detail and design allows for easy access, incredible storage, and “home like” comfort and style. There is a large open center island between the galley and saloon that has its own sink and three movable stools on tracks allowing guests to join in food preparation as well as seating for informal dining. There is 6.5’ headroom throughout most interior spaces. All interior companionway staircases are straight, and have heavy-duty stainless steel handrails on both sides for easy and safe access. The saloon has two round cocktail tables on hydraulic lifts that can be used as pedestals for a folding wood table capable of seating up to twelve. When not in use, it lives in a purpose-built cabinet. There are two office spaces and three cabins allowing comfortable sleeping for seven, plus a pilot berth and saloon settee. The master cabin has a walk-around king bunk and the primary guest cabin has a walk-around queen. There are also two large heads with separate tempered glass enclosed showers.



The master stateroom includes a king-sized bunk on the port side and adjoining head on the starboard side.
Note the watertight door.





Knowing that all boats are compromises, we found this particular Cape Horn 65 offered the most benefits with the least number of compromises of the many, many boats we looked at during the two years we shopped from Anacortes, WA to Miami, FL:

Our preferred shipyard is Brewer Cove Haven Marina (BCHM) in Barrington, RI. They have a 150 ton travel lift and space to handle *Windermere* and are very familiar with large commercial steel boats and private yachts. We've had BCHM totally redo her bottom starting from bare steel, added a 2500 pound HS.marine AK7-E2 hydraulic knuckle lift crane with a 20 foot outreach (that can service our 15.5' center console Zodiac 9 Man Pro RIB and 10'3" Achilles RIB tenders, our sailing Laser, kayaks, and even lower our mast), rework our fuel transfer systems from rubber impeller to gear driven pumps, and thoroughly check out and repair/replace all faulty systems. We've cruised from Maine to the Bahamas and back in 2010 / 2011 and plan to cruise to Nova Scotia and Newfoundland the summer of 2011. Next winter we'll take her further south into the Caribbean. We rarely tie up in marinas always preferring to anchor and explore in our tenders and Laser. *Windermere* provides us with a safe, comfortable, stable, and totally independent "live aboard" platform to explore remote areas in almost all conditions without having to forego any of the niceties of a comfortable home.