



FATJAX

Make: Shipman 63

Registry : British

Year: 2009

Tax Status: UK VAT paid

Description

Shipman 63 from 2009. Comprehensive refit & modifications 2017-2019 & 2021-2022.

This is a unique opportunity to purchase a world-class carbon fibre/epoxy cruiser that has been optimised for sailing performance, cruising functionality and creature comforts. Fatjax is a very special yacht that has never faltered during our extensive time cruising and racing.

Beautifully crafted interior using bamboo, burr maple and cherry with alcantara upholstery & corian tops. Three double cabins, two bathrooms, forward sail & equipment store. Large spacious cockpit, foredeck dinghy storage and vast under cockpit lockers for toys and equipment.

She has a lifting keel; 3.5m down enables the stability and power of a grand-prix racing yacht; 2.3m up provides access to shallow anchorages & marinas.

She is ready to take her new owner anywhere - with speed and comfort.

Principal Dimensions:

| | | |
|------------------------------|-----------------|----------|
| L.O.A. | 63' 0" | 19.20 m |
| L.W.L. | 57' 9" | 17.60 m |
| Beam. | 16' 3" | 4.95 m |
| Draft (keel raised) | 7' 9" | 2.30 m |
| Draft (keel lowered) | 11' 6" | 3.50 m |
| Displacement. | 19.68 tons | 20000 kg |
| Ballast. | 6.40 tons | 6500 kg |
| Sail Area (mainsail and jib) | 2109 ft2 | 196 m2 |
| Engine Yanmar 4JH4-THE | 110 hp | |
| Fuel Capacity | 185 gallons | 840 lt. |
| Water Capacity | 110 gallons | 500 lt. |
| Hull Identification No. | SI SWYSH612C909 | |
| Yard Number | 12 | |
| CE Category | A | |
| British Registered Number | 922468 | |
| Registered Tonnage | 40.08 | |
| Sail Number | GBR 63X | |
| Call Sign | MBUB4 | |

Hull:

Awlgrip Blue painted topsides with white cove lines and boot tops.

Composite Kevlar/Carbon/Epoxy construction with closed cell core reinforced with bonded composite bulkheads and partitions, a carbon box section stringer, ring frame and floor matrix.

Two bonded recessed polyacrylate windows into the owners cabin.

Fixed carbon bowsprit with integrated Ultra Anchor roller.

Extendable Carbon Bow Sprit to Port.

Retroussé transom with large hydraulic bathing platform (teak lined). Rear transom storage for - Swimming Ladder, Spare dinghy outboard on sliding carriage, Diving tanks x 2, Spare inflatable dinghy & Paddle board, Diesel Cans, Dinghy fuel cans.

Two folding cockpit access steps.

Carbon radar/aerial mast.

Below the waterline the hull is coated with Coppercoat,

Keel:

Retractable stainless steel fabricated fin keel fitted with a profiled cast lead bulb. The fin is fitted with drain plugs and is bolted to a stainless steel grid inside the bulb.

The fin is mounted through a recessed stainless steel cover plate.

The keel is mounted through the hull and housed within a carbon constructed case, supported by Delrin and bronze guides. The keel case also supports the mast.

The hydraulic ram operation is automated, controlled from the steering pedestals, and fitted with a position display panel. The system is fitted with automatic locks when fully retracted or fully lowered.

A manual override system is also installed.

Stern Gear:

Brunton 24" four blade feathering propeller **(2022)** fitted to 35mm stainless steel shaft **(2019)**.

The shaft is mounted through the hull within an FRP tube and is supported by a cutless bearing **(2023)** fitted to the bronze P bracket.

Stainless steel rope cutter is mounted forward of the propeller **(2019)**.

The shaft is connected to the reduction box **(2018)** via an Aquadrive CV coupling **(2019)** and fitted with a Volvo Penta self-aligning shaft seal **(2023)**

Rudders & Steering:

Twin splayed aerofoil carbon blades fitted with substantial carbon stocks. The rudders are mounted through the hull and are supported by Jeffa JP3 self-aligning roller bearings **(2019)** with integral lip seals.

The rudders are linked and are operated by two Carbon wheels mounted on the cockpit steering pedestals via Dyneema cables which are connected to aluminium quadrants mounted on the rudderstocks.

The system is also fitted with a hydraulic operated autopilot and position indicator.

Bow Thruster:

MaxPower hydraulic operated retractable bow thruster fitted with two three blade nylon propellers and integral carbon hull plate.

Deck and Superstructure:

Carbon/epoxy construction with closed cell foam core encompassing the forward and side decks, high footrails, assorted deck plinths, cabin, and cockpit. The cabin roof is supported by carbon pillars and the main ring frames.

White Awlgrip painted cabin and cockpit with blue painted footrails.

The decks and cockpit are laid with teak and the cabin roof is finished with a non-slip surface.

Cockpit:

Large aft cockpit moulded with high coamings and companionway sill, bench seats, twin carbon steering pedestals (upgrades from shipman 72), and open transom.

The seats, coamings and sole are laid with teak as per the deck.

The cockpit is protected by a forward sprayhood (2020) and bimini (2020) mounted on hinged stainless steel frames.

The cockpit is also fitted with stainless steel harness loops, two opening ports, stereo speakers, hydraulic winch controls, flush carbon/teak side deck and cockpit sole hatches with access to stowage lockers and steering mechanism, emergency steering access plates, Navtec manually operated vang and backstay control, shore power socket, manual bilge pump, Corian table mounted on a stainless steel frame and fitted with an integral refrigerator. The aft end of the table is fitted with the engine control panel. The two Solimar carbon steering pedestals are fitted with carbon wheels and friction locks, instrument pods, stainless steel handrails, assorted navigation instruments, keel and thruster controls, single lever engine controls, steering compasses and have bespoke canvas covers.

Deck Fittings:

Aerial/Radar Mast: The carbon mast is mounted through the transom and fitted with the radar scanner, assorted aerals, and work lights.

Anchor: Ultra 45kg stainless steel anchor (2019) stowed within the carbon bowsprit and fitted with 100m 12mm Cromox G6 - Duplex 318ln stainless steel chain (2022) stowed within a drained bow locker.

Fortress FX-37 secondary anchor.

Anchor Windlass: Maxwell 3500 24v operated windlass (2023) with hand and wireless controls.

Retractable Harken Deck / Mooring Winch (2023)

Bimini: Canvas bimini mounted on a stainless steel frame, fitted with two large solar panels and a Marine Starlink Ariel.

Chainplates: The outer forestay is connected to a stainless steel plate, which is bolted and bonded to the inside face of the stem.

The inner forestay plate and runners are connected to stainless steel padeyes. The forward padeye is bolted through a stainless steel bracket, which in turn is bolted to the forward bulkhead.

The backstays are connected to stainless steel plates bolted through the transom. The shrouds are connected to stainless steel deck plates.

Cleats: Folding aluminium mooring cleats fitted to the bow, amidships and stern.

Assorted halyard clutches.

Deck Wash: The deck wash spigot, gun and hose are stowed in the bow locker.

Cockpit showers: Handheld to port (2022), interrogated above head shower arm (2022) to starboard

Hatches: Flush carbon/teak bow hatch.

Four Solimar flush mounted acrylic deck hatches complete with internal blinds.

Four Lewmar aluminium framed/acrylic cabin hatches.

Sliding carbon main hatch with a retractable acrylic washboard.

Pulpit and Sternguards: Two part stainless steel pulpit and sternguard.

Sprayhood: Canvas/acrylic sprayhood mounted on a hinged stainless steel frame.

Stanchions: Fourteen stainless steel stanchions including port and starboard gates fitted with stainless steel guard wires.

The transom is fitted with three removable stanchions and Dyneema guard rails for use at sea.

Stemhead Fitting: Bonded carbon platform fitted with the stainless steel self-launching anchor cradle and asymmetric furler.

Tracks: Harken foresail tracks with towable jib car tracks.

Vents: Assorted low level stainless steel vents.

Winches: Four Harken 880 carbon/aluminium three speed self-tailing primary and secondary winches.

Mast & Boom:

Tapered carbon mast and boom manufactured by Halls Spars (Removed, inspected, re-lacquered (2024))

The mast is fractionally rigged with cutter option, deck stepped, fitted with twin swept spreaders, and is supported by the keel case.

It is fitted with a Windex vane, anemometer (2021), VHF aerial, navigation (2022), steaming and spreader deck

lights, burgee pole, external mainsheet track and Harken cars, hydraulic operated halyard tensioners, Harken 53ST two speed halyard winch, assorted Spinlock halyard clutches, instrument pod with 3 B&G 30/30 displays and lower folding mast steps.

The Park-Avenue style carbon boom is fitted with an aluminium gooseneck and furling sheaves, hydraulic operated vang, cockpit lights and canvas cover.

Standing Rigging:

Rod rigging new 2018. Removed and inspected 2024.

Ubi Maior FR200 Code 0 roller furler (2023) mounted on the bowsprit.

Facnor manually operated jib (2022) and staysail (2019) roller furlers.

The rod backstay is fitted with 10mm stainless steel rod bridles with twin Navtec hydraulic tensioners. Isolators fitted to port for SSB Ariel use

PBO running backstays.

10mm & 12mm stainless steel rod shrouds fitted with barrel type stainless steel/bronze rigging screws and stainless steel toggles.

Running Rigging:

Dyneema core - Technora/PBO/Poly blend Sleeve running rigging led aft to the cockpit under cabin roof and coaming covers to assorted halyard Jammers.

Sails:

Main sail - North Full Batten Mainsail 3Di Endurance 760 23,800 Dpi - 101m² **(2019)**
Jib - North Furling with Battens (carbon) 3Di Endurance 760 23,800 Dpi - 98m² **(2019)**
Staysail - North Furling 3Di Endurance 760 23,800 Dpi - 49m² **(2019)**
Gennaker - North Furling Code 65 NY250 - 217m² **(2020)**
Spinnaker - North Asymmetrical A2 runner - 0.9 / 1.5 oz - 343m²
- Snuffer - C-Tech inflatable snuffer **(2023)** (spare carbon snuffer)

Joinery & Linings:

Six berths in three cabins with two heads, forward workshop (ex crew cabin) saloon, navigation station and galley.

Bamboo veneered plywood composite joinery and solid trim. Burr maple/plywood locker fronts. GRP shower/head modules.

The heads and galley are fitted with Corian worktops.

The cabin sides, deckheads and exposed hull are lined with Alcantara.

The keel case is lined with bamboo veneer.

Sole boards are cherry planking.

Through Hull Fittings & Seacocks:

Trudesign glass reinforced nylon composite skin fittings **(2018)** and seacocks are fitted throughout the vessel and all are flush fitted.

Each valve is fitted with stainless steel clipped reinforced hoses and timber bungs. The engine, generator, and main raw water intakes are fitted with inline weed filters.

Tanks:

Two stainless steel fuel tanks and single stainless steel day tank. The two main tanks are linked, and an electric pump supplies the day tank.

The tanks are fitted with electric gauges and inspection hatches. All fuel tanks flushed / cleaned **(2022)**

The rubber fuel supply lines are fitted with isolation valves and Racor filters **(2022)**.

The two stainless steel freshwater tanks are fitted with gauges and inspection hatches.

Both heads are fitted with a polypropylene holding tank. The head is either flushed to sea or tank which in turn is either gravity discharged to sea or pumped to shore and is monitored by an electric gauge.

Calorifier **(2022)** heated either via the engine cooling circuit or a 240v AC immersion coil.

The showers, basins, galley sink and washing machine discharge directly overboard.

Pumps:

Jabsco manually operated bilge pump mounted in the cockpit with through deck operation.

Five Rule 24v bilge pump with automatic/manual operation and high and low level switches and alarms.

Two 24v Whale Gulper shower, basin, sink and washing machine discharge pumps.
24v Hydraulic pump.
Jabsco 24v freshwater pump complete with accumulator tank and filter.
Cruisair 240v air conditioning pump.
Jabsco 24v heads / deck wash saltwater supply pump.
Flojet 24v refrigerator saltwater supply pump.

Electrical System:

The vessel is fitted with 12v DC, 24v DC and 240v AC electrical systems.

- Three Victron 200Ah 24v lithium batteries (under the saloon sole)
- Two 12v Engine and Generator starter batteries

The batteries are electrically isolated and are charged either via the engine alternators, automatic battery chargers, or the solar panel array.

- Victron Quattro 24v 8000W inverter / 200A battery charger(**2022**)
- Victron Gx remote control panel (**2022**)
- Mastervolt 24/100 automatic battery charger (used as back-up)

The main panel is fitted with forty three circuit breaker switches, five bilge pump control switches, water and fuel tank gauges including the day tank.

The 240v AC distribution panel and breakers are mounted within a separate compartment.

Navigation Systems

B&G Nav System

- H3000 Processor
- Four B&G multi-function displays (chart table, cockpit x 2, starboard cabin)
- Three B&G 30/30 multi-function displays on the mast
- Wind wand (carbon), depth sounder, log, Precision 9 Compass.

Simrad System

- NSO processors x 2 - linked (one for chart table display, one for cockpit displays)
- Glass bridge displays x 3 (one chart table, Two cockpit)
- Radar 4kw

Autopilot system

- B&G AP24 Processor
- B&G Autopilot controller x 3 (chart table, wheels)
- T3 Hydraulic Ram (**2020**) + spare
- Hydraulic drive (**2023**) + new spare.
- Simrad NAC-3 complete secondary autopilot system which is isolated (**2021**). Cockpit Triton 2 controller, processor, compass, rudder reference unit.

AIS

- Digital Yacht AIT 2500 Class B+ transponder (**2022**)

Radios

- Icom IC-M510 VHF. (**2022**).
- Icom HM-229 VHF CommandMic. (**2022**).
- Icom M94de Handheld VHF - AIS & DSC x2
- Icom IC-M804 DSC MF/HF SSB Radio (**2022**).

Internet / Yacht Data

- Starlink Performance (Gen2) Marine Antenna
- Wifi Data Hub - Redbox (NMEA/AIS/4G/STARLINK) wifi interface

Lights

- Masthead Tricolour - Lopolight (2022)
- Bow, stern and mast LED Nav lights

Galley

- Techimpex ceramic hob and oven - 240v (run from inverter, Generator or shore power)
- Neff microwave / grill **(2018)**- 240v (run from inverter, Generator or shore power)
- Quooker Boiling water Tap - 240v (boiling, chilled (still or sparkling)) **(2022)**.
- Nespresso Coffee Machine **(2019)** 240v - built into cupboard + Spare
- Galley Fridge Frigoboat Stainless two drawer fridge 24v - **(2018)** Water cooled
- Galley Freezer Frigoboat built-in 24v - **(2018)** Water cooled

Other Electrical Appliances

- 12v DC and 240v AC cabin sockets.
- 240v shore power. Through Mastervolt GI 3.5 isolation transformer + Cable
- Bower Junior II dive compressor.
- John Lewis washer/dryer. **(2019)**.
- Manually operated cabin fans.
- Cruisair 240v air conditioning with SMX controllers.
- Spectra Newport 400 MkII watermaker 24v
- Samsung Smart TV
- Sonos Music system - 5 zone system
- CCTV system (PTZ on Radar mast and Anchor Camera)

Generator:

Fischer Panda 10000i 8Kw marine diesel generator. **(2022)**

Naturally aspirated three cylinder diesel engine fitted with a single phase 240v 50Hz generator.

The engine is electrically started and controlled, freshwater cooled and flexibly mounted within a sound insulated case. 1098 hours.

Engine:

Yanmar 4JH4-HTE four cylinder 110hp naturally aspirated marine diesel engine **(2017)**. The engine is electrically started, cable controlled, freshwater cooled and is flexibly mounted on substantial GRP bearers within a sound insulated compartment. It is also fitted with 12v and 24v alternators. 3045 hours.

Miscellaneous & Safety Equipment:

Alcantara covered foam upholstery. **(2019)**

Ships clock, Barometer and humidity/thermometer instrument

Assorted 1kg dry powder fire extinguishers.

Full Winter cover **(2022)**

Technical Above Boom Sun Awning **(2020)**

Assorted canvas covers **(2019)**

Assorted fenders and warps. **(2019)**

Assorted manuals and instructions.

Carbon passerelle.

Horseshoe lifebuoy and floating light.

RescueMe EPIRB. The beacon is registered to the vessel **(2019)**.

Ribline six man RIB fitted with a Yamaha 40hp four stroke outboard (available separately).

Seago six man valise liferaft (2019).

Two Plastimo steering compasses.

Two Tecma 24 marine heads with salt/freshwater flush.

Sunbrella covered cockpit upholstery.

Press reports:

A sailing yacht for visiting the world's most attractive cruising grounds that is relaxing, comfortable and safe - yet does not sacrifice the feel and speed of a race machine. Fast and strong, easy to sail and handle, simple and good-looking, she is the racer's ocean cruiser.

The Shipman 63 was developed using the world's top experts in hydrodynamics, singlehanded sailing and hi-tech boatbuilding. The result is a cruiser that can sail 300 miles a day in comfort and safety

Price: £485,000





COMFORT AND PERFORMANCE SHORTHANDED EASE OF USE SHIPMAN 63 PILOTHOUSE

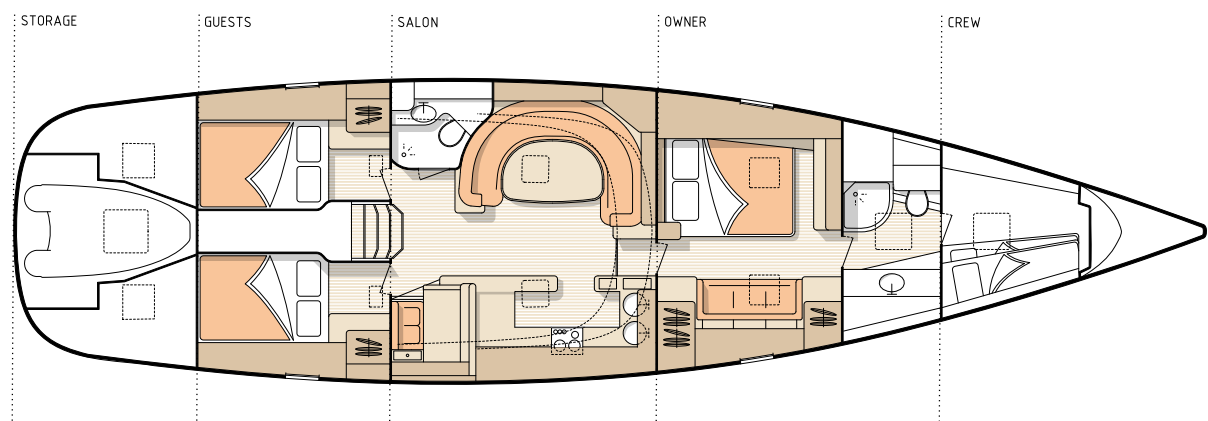


A SAILING YACHT FOR VISITING THE WORLD'S MOST ATTRACTIVE CRUISING GROUNDS THAT IS RELAXING, COMFORTABLE AND YET DOES NOT SACRIFICE THE FEEL AND SPEED OF A RACE MACHINE. FAST AND STRONG, EASY TO SAIL AND HANDLE, SIMPLE AND GOOD LOOKING, SHE IS THE RACER'S OCEAN CRUISER.

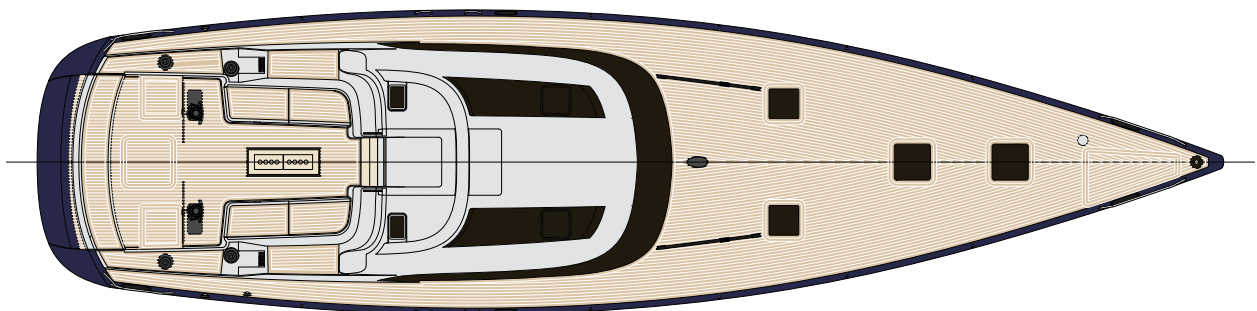
The Shipman 63 was developed using the world's top experts in hydrodynamics, singlehanded sailing and hi-tech boatbuilding. The result is a cruiser that can sail 300 miles a day in comfort and safety.

SHIPMAN 63

GENERAL OVERVIEW

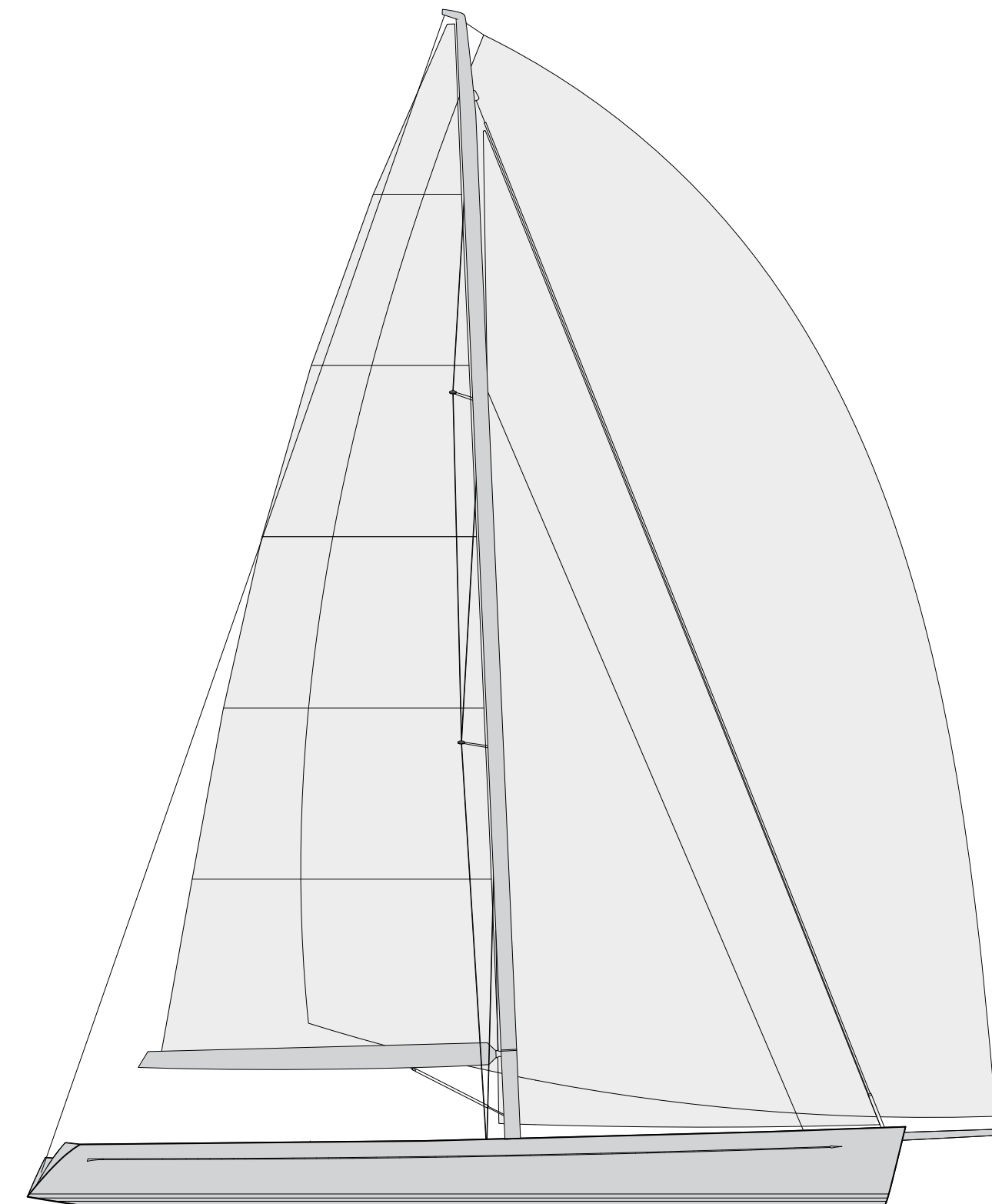


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SHIPMAN 63

SAIL PLAN



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SHIPMAN 63

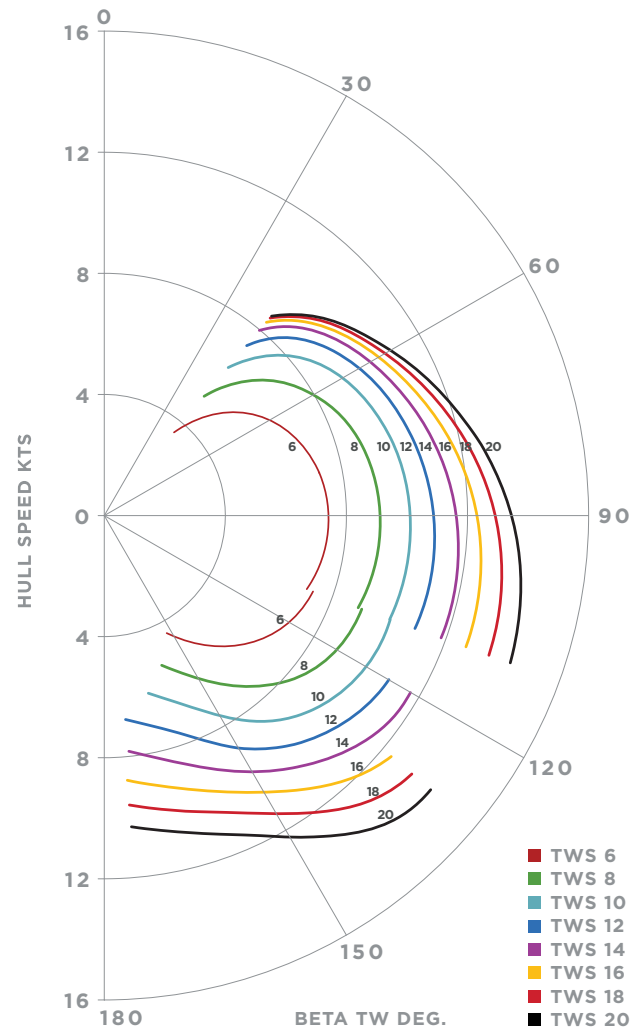
MAIN DIMENSIONS

VELOCITY PREDICTION PROGRAMME

MAIN DIMENSIONS

| | |
|--------------------------|-----------------|
| LOA (hull) | 19.20 m |
| LWL | 17.60 m |
| B max | 4.95 m |
| BWL | 3.90 m |
| Draft standard | 3.00 m |
| Draft lifting keel | 3.00 - 1.80 m |
| Ballast standard keel | 6.500 kg |
| DSPL empty ex options | appr. 16.500 kg |
| I | 22.70 m |
| J | 7.98 m |
| P | 22.56 m |
| E | 7.50 m |
| Mainsail full batten | 101 sqm |
| Jib 106% | 94 sqm |
| Flying genoa top 160% | 140 sqm |
| Flying code "o" | 180 sqm |
| Spinnaker (asymmetrical) | 312 sqm |
| Cabins | 3 |
| Berths | 6 |
| Diesel | 910 l |
| Water | 440 l |
| Engine | Diesel, 110 HP |
| Cat. | A |
| Design | J&J |
| Builder | Seaway |

VPP DIAGRAM



VPP (VELOCITY PREDICTION PROGRAMME)

These so called Target Speeds allow for optimisation of sail and boat trim while helping to understand the potential of the boat in certain conditions.