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Level 3 304-318 Kingsway Caringbah NSW 2229



Roger Hill Sports Cruising Catamaran

NZD\$695,000 Neg..



Specifications

Boat Details

Price	NZD\$695,000 Neg..
Model	14.15M SAILING CATAMARAN
Year	2001
Hull Style	Multi
Power Type	Sail
Condition	Used
Suburb	Northland

Boat Brand	ROGER HILL
Length	14.02
Category	Cruising Yacht
Hull Type	GRP
Stock Number	#RHILLKAPAI2021
State	New Zealand
Engine Make	

Disclaimer

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Description

Launched in December, 2001, Ka Pai is a 47 ft. luxury offshore catamaran built of modern composites. Equipped with dagger boards, this catamaran is a sparkling performer on all points of sail. Under the power of twin 52HP Yanmar engines, the vessel has stunning manoeuvrability and can reach boat speed of 10.5 knots with both motors or 8.5 knots on just one.

Please contact us for your link to the 3D interactive walk-through, another link to the full video walk-through (on Youtube), and to book an private viewing.

KAPAI Design Brief:

The brief given to the designers and builders of Ka Pai included the following:

- Sailing catamaran capable of fast safe ocean passages.
- Extended periods away from service facilities and qualified tradesmen dictate ease of maintenance and service.
- Anticipate charter use New Zealand and offshore.
- Accommodation: 8 comfortably in four double cabins.
- Easily sailed by two people.
- Maximum motoring capability without compromising sailing performance.
- Built to NZ MSA survey standard.

Ka Pai has been constructed to fulfil the design brief as a fast, safe, comfortable passage making catamaran. The foam core structure, with strategic use of Kevlar and carbon, has resulted in an extremely strong vessel. On board equipment has been designed to support extended periods away from port. The spacious salon and well equipped galley (convection microwave, gas cook top, large refrigerator) ensure comfortable coastal and offshore cruising. Sailing equipment has been designed to support short handed sailing. Adequate storage for dive gear, surfboards, etc., is provided.

Roomy spaciousness is nowhere more apparent than in the main salon – the place to relax and read, or to dine in formal style.

“Throughout Ka Pai there is an emphasis on using the best fabrics: Boating New Zealand May 2002. You can read the full article and watch the Boating NZ video realised to showcase Kapai and her sistership designs)

The professionally designed interior shows attention to detail and to comfort. The salon opens up onto the aft deck area where you can join in the sailing action or, when at anchor, relax, cocktail in hand while today’s catch is cooked on the barbecue.

The 4 double cabins provide flexible configurations. Normally as four doubles or alternatively the two forward cabins can be divided to form a single bed configuration. Each hull has a fully equipped head with shower.

For the adventurous there is plenty of storage area for fishing gear, dive equipment and surf boards. Ka Pai is a truly exquisite one-of-a-kind vessel.

Overview:

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- Builder/Designer:
 - Builder: Nic de Mey
 - Designer: Roger Hill, New Zealand
 - Composite Technologies, Auckland New Zealand
-
- LOA: 14.15 meters
 - LWL: 13 meters
 - Beam: 7.59 meters
 - Displacement: 9.35 metric tonnes
 - Draft: .96/2.2 meters
 - Bridge Clearance: 21.3 meters
 - Engines: 2 x Yanmar, 52 HP
 - Engine Model: 4JH3 with SD31 Sail drives and Volvo folding props
 - Fresh water cooled
 - Fuel: Diesel
 - Engine Hours Port Engine : 5,132
 - Engine Hours Starboard Engine: 4,269

Tankage:

- All tanks are fibreglass
- Fuel: 2 x 360 litre tanks, total 720 litres
- Water: 300 litres
- Holding Tank: 200 litres
- Additional Specifications:
- Working Sail Area: 100 sq. meters
- Underwing Clearance: 900 mm
- Hull Beam (maximum): 1.706 meters
- Hull Beam (waterline): 1.195 meters
- Mast Length: 18.33 meters
- Range Underpower: 1000 nm @ 6knots
- Maximum Speed with 1 engine: 10.5 knots

- Builder/Designer:
- Builder: Nic de Mey
- Designer: Roger Hill, New Zealand
- Composite Technologies, Auckland New Zealand

INTERIOR:

Ka Pai can accommodate up to 8 people in 4 private cabins. The professionally designed interior is light and airy with painted and ostrich leatherette padded panel surfaces offset by varnished silky oak trim. Flooring is aubergine coloured cork tiles. Settees are high quality fabric.

Versatile walk-thru Bridge Deck Salon Entry from cockpit is through two outward opening doors. The entry is

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protected by the coach roof. With the doors open, the Bridge Deck Salon and the cockpit effectively become a single large indoor/outdoor gathering area.

To port, when entering the galley, is the large fridge freezer. To starboard is the navigation area and 1.2 meter x .65 meter chart table, electronics area and chart storage.

The forward portion of the salon is occupied by a dinette and lounge area. There is seating for 10 people around a 1.65 meter x 1.1 meter oak over foam and carbon fibre dinette table, with adjustable stainless steel pedestal. There is storage provided under the settee.

The port hull steps lead down from the bridge deck salon to the port hull. Aft, there is a large private double cabin. The fore and aft orientated berth is 1.95 meters x 1.32 meters and has a 13cm mattress placed on a base of sprung slats. Storage is provided in two cupboards, two drawers and a hanging and foot lockers.

Forward of the steps going down into the port hull is the fully equipped galley.

Forward of the galley is another double cabin. The athwartships orientated berth is 1.95 meters x 1.32 meters and has a 13cm mattress placed on a base of sprung slats. This berth may be converted to two single berths by the addition of a divider. Storage is provided by lockers and drawers.

The bow area comprises of a head compartment equipped with an electric head, a fibreglass sink with pressurised hot and cold water, a shower with pressurised hot and cold water, electric sump pump, medicine cabinet and storage cupboard.

Starboard hull steps lead down from the bridge deck salon to the starboard hull. Aft of the steps is a large double cabin. The fore and aft orientated berth is 1.95 meters x 1.32 meters and has a 13cm mattress placed on a base of sprung slats. Storage is provided in 2 cupboards, 2 drawers and a hanging locker and foot locker.

Forward of the steps leading down to the starboard hull is a companionway leading to the head compartment equipped with an electric head, fibreglass sink with pressurised hot and cold water, a shower with pressurised hot and cold water, an electric sump pump, medicine cabinet and storage cupboard.

Forward of the head is a machinery cupboard. In this cupboard / compartment are the hot water system, the inverter / charger and the solar regulators / controllers and the batteries, all easily accessible.

Forward again is another private double cabin. The athwartships orientated berth is 1.95 meters x 1.32 meters and has a 13cm mattress placed on a base of sprung slats. This berth may also be converted to two single berths by the addition of a divider. Storage is provided by lockers and drawers.

The bow area houses a large storage area for tools, spares, and also the fully accessible water-maker.

DESIGN AND CONSTRUCTION:

- Bridge Deck Cabin design with aft cockpit and forward trampoline
- Large radius at hull to underwing junction
- Low aspect skegs on each hull protect rudders and sail drives and allow easy beaching for maintenance
- Fully enclosed cockpit curtains for weather protection

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- Daggerboards
- Spade rudders operated by hydraulic steering system
- Dual helm stations
- Coach roof extends aft to fully cover the cockpit area
- T-Shaped cockpit with storage under seats
- Steps from side deck to cabin top
- Work area at the base of the mast at the cabin top
- Boarding platform between hulls aft of the cockpit
- Transom steps with swim platforms
- Self-draining anchor and gas bottle lockers
- Vacuum-bagged E-glass/Divinycell foam sandwich construction over male moulds with Kevlar and carbon fiber in strategic areas for maximum structural strength
- Aluminium forward cross beam with A-frame

GALLEY EQUIPMENT:

- Smeg 4-burner propane stovetop
- DeLonghi electric multi oven
- Large custom top-front opening refrigerator/freezer with AC powered holding plate (new 2015)
- Double stainless steel sink with pressurised hot and cold water
- Stainless Steel counter tops
- Massive galley storage in drawers and cupboards
- Blender
- Coffee Grinder
- Breville Breadmaker
- 2 power outlets

RIG:

- Sloop rig
- Aluminium mast, no spreaders
- Main Sail: Leisure-Furl in-boom roller-furl
- Jib: Pro-Furl roller-furler
- Dyform 316 stainless steel standing rigging with swaged terminal fittings (new 2010)
- 4 x polyester halyards
- 1 Dyneema halyard (mainsail)
- Dyneema topping lift
- Boom vang
- 2m Prodler (foldable) with pad-eye rated for 25T reinforced with extremely strong backing plate.

SAILS:

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- 76m2 Hydranet mainsail (with spare battens) (New 2015)
- 33m2 Laminate Jib (New 2010. Serviceable but will need replacing soon)
- 90m2 Volvo Race copy HD Code-0 (New 2015)
- 90m2 Hi Tech Screecher w Cable (New 2016)
- 135m2 A2Spinnaker (New 2015)
- All the sails except for the jib are in excellent condition)

DECK GEAR:

- 14 x Lewmar Ocean deck hatches
- 8 x Lewmar opening ports
- Saloon window suncovers
- All lines are led to the cockpit
- Primary winches: 1 x Anderson 52ST electric multi-speed self tailors (new 2014)
- 1 x Anderson 52ST 2 Speed
- 2 x mast winches
- 2 x Anderson 46ST 2-speed self tailors
- Traveler winches
- 2 x Anderson 12ST single speed self tailors
- 9 x Spinlock rope clutches
- Anchors: 1 x Rocna 20kg with 80 meters of 10mm high tensile strength galvanised chain; 1 x Admiralty 25kg anchor with 60m chain/nylon
- Maxwell electric anchor windlass with foredeck and cockpit controls with chain counter
- 2 x anchor rollers
- Salt-water deck washdown pump, forward and aft
- Strong mooring/towing cleats
- Padeyes to 25T load
- 5 x mooring lines
- 5 x fenders
- Stainless steel pulpits, stern rails and double 4mm Category 1 lifelines
- Jacklines
- Trampoline with aluminium tracks
- Fuel and water vents and fillers
- Cockpit cushions
- 12V Hooka with 2 mouth pieces
- Carbon fiber dinghy davits
- Swim platform with hot and cold shower
- Swim ladder
- Hose
- Stainless steel gas bbq mounted on pushpit
- The dinghy is an Offshore Cruising Tender, 3.5 tender (new 2015) with 15hp Yamaha (new 2020. This is a NZ\$14,000 package)

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MACHINERY:

- Fuel use 4.5 litres/hour @ 6 knots with both engines and genset running
- Duel Morse electronic engine controls (new 2021)
- Racor fuel filters
- Engine compartments have excellent machinery access, soundproofing and lighting
- Automatic bilge pumps in engine compartments
- Baffled fuel tanks with filler pipes extending well into tanks
- Water tanks with inspection hatches
- 2 x 40 litre water heaters, both with engine heat exchangers, 1 with an electric element
- Hot water 'ring main' with circulating pump for instant hot water on demand
- Lectrasan sewage treatment system on 1 head (installed but disconnected)
- Sewage holding tank with macerator pump and deck discharge on 2nd head
- Open Ocean 240 AC watermaker, 150 litres/hour
- Pressurised potable water system
- Hydraulic steering system with 2 x helm stations
- Hooka Powerdive 2 persons 12V Dive Unit

ELECTRICAL:

- 12 volt DC and 240 volt AC systems
- 4-battery house bank - 830 a/h (new December 2019)
- Spare start and dive unit battery
- 2 x Engine start batteries
- Generator start battery
- Lombardini/Kohler 6kw genset (new 2019)
- 130 amp/hr alternator on port main engine
- BEP 12 volt DC distribution panel with circuit breakers, amp meter and volt meter
- 2.7 KW Magnum inverter/charger
- Shorepower system with 9 x power points
- Cabin fans
- Bridge deck cabin lighting including overhead lights, strip lighting over seat and navigation station
- Port hull lighting including, head, forward berth, galley, companionway, aft cabin, engine compartment and steering compartment
- Starboard hull lighting including, work room, forward berth, companionway, head, aft cabin, engine compartment and steering compartment
- Exterior lighting including cockpit, navigation lights, masthead tri-colour, anchor light, steaming light, forward deck light, boarding light in transom area.
- All lighting LED except for the deck light (halogen)

ELECTRONICS & NAVIGATION:

- ICOM M710NZ SSB radio
- ICOM M304 VHF radio
- Iridium Go! satellite phone (new 2019)

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- Ray Marine ST60 knot meter/log (new 2016)
- Ray Marine ST60 depth sounder (new 2016)
- Ray Marine ST60 wind speed/AWI (new 2016)
- Repeaters for sailing instruments (new 2016)
- Lowrance HDS 5X Depth sounder
- Ray Marine E Series hybrid touch plotter/radar (new 2016)
- Ray Marine E Series plotter/radar repeater at starboard steering station (new 2016)
- ICOM M73 portable VHF
- Raytheon 6002 series autopilot (New 2009)
- Raytheon 6001 series autopilot as backup
- Engine gauges
- Water and fuel tank gauges
- Hand bearing compass
- Laptop computer with Emap and Mapsea GPS navigation programs
- Alpine stereo with Alpine amplifier and internal and external Blaupunkt speakers
- Platismo barometer
- Electronics weather sensor with barometric pressure, weather prediction, which can also record barometric pressure as it changes.
- Main Salon - 1 x Sony 42" flatscreen TV

SAFETY:

- Lifejackets - children and adults
- Ring buoy
- Fire extinguishers x 4 - 4.9 kg dry chemical and 1 litre foam
- Fire blanket
- 4 x Rule automatic electric bilge pumps
- Manual bilge pump
- Gas bottle safety switch (under portside cockpit seat)
- Fume detector
- Safety harnesses x 4
- MOB pole
- Searchlight (hand held)
- Radar reflector
- First Aid kit
- Epirbs x 2
- 6-man Liferaft

A WORD FROM THE OWNER:

Kapai Story:

"In 2002 a feature in New Zealand Boating Magazine on the Roger Hill 14.15 meter Sports Cruising Catamaran Ka Pai

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somehow took my breath away. She was the combination that all my research showed to be the best of the best. Oh if only I could buy this boat!

Forward to 2006 and I was in the market just as Ka Pai came up for sale, a lucky moment and one I would not squander.

After purchase I took her to Orams Marine Facility in Auckland to refit to my needs. This meant bringing in the original suppliers of equipment and to upgrade or maintain their products.

Designer Roger Hill was wonderful. He advised best practice to extend the sale plan to give windspeed performance in lighter conditions up to 10kn and other things, such as the construction of a carbon tube framework to keep addition of solar panels to a minimum weight. Having him on board during the refit offered great insights to the vessel I had purchased

So life began, with summers in New Zealand and winters in the Pacific Islands. It is amazing to share a turquoise Anchorage and have guests aboard with kids and adults frolicking in and out of the ocean and showering on the boarding platform all day long. There's never a shortage of water with a wonderful 150 ltr/hr Water maker and plenty of hot water to go round from a loop circuit provided between two hot water tanks and Grundfoss circulating pump.

When the time comes to light the beautiful stainless steel barbecue you can feed a large group from copious supplies held in the commercial freezer (...legs of lamb, tuna, scallops, steaks, crayfish and prawns!) Take over as much capacity as you please and there's still lots of space left for vegetables fruit and ice cream all held at -20°C with eutectic plate efficiency.

Ka Pai is all about efficiency and it carries throughout the boat as yearly upgrade and maintenance now sees all the electric motors using rare earth magnet technology which in some instances has halved the power demand, the refrigeration cabinet being a great example.

Passage making and extended time in remote areas are a breeze .fill an empty water tank in two hours ,provide hot showers for two families ,cruise in total comfort and sail with passion. she lifts her skirts like very few sailing catamarans, allowing comfortable speedy passages and competitive regatta performance .One time when approaching New Zealand from Fiji I was confronted with a low-pressure system coming in from the Tasman Sea a large high-pressure system of the type we look for to leave the islands in late October was squashing the isobars just where we were which left 350 nautical miles to Opua.

With an angle of 80° to a long period swell and the north-east wind coming from aft she bent the wind to 90° apparent and flew down the rhumb line achieving 300 nautical miles in 24 hours safely and comfortably A poor fellow was abeam at 350 nm out in his Amel Super Maramu , he could not keep up and limped in the next morning after being hit by the wind and swell in the cold front his Centre cockpit had taken a wave pouring down into his bilges. Ka Pai is built for heavy Bluewater sailing and is superb proving that speed is safety

Even the best sailors will be caught by foul weather and using a very small bit of mainsail to maintain 3.5 kn into horrendous weather will safely carry you through. Many times on long voyages the drogue has been set up in the cockpit yet never deployed. On a passage to Tahiti I once had three low pressure systems pass over with rain soaked periods and the enclosed clear cockpit kept the cockpit dry and comfortable whilst we covered 1800 nm in 9 days. It is very pleasant to relax with a 42 inch flat screen and a nice cold wine in a turquoise lagoon after an adventure."

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LATEST UPGRADES & EQUIPMENT REVIEW:

- All records for maintenance to the engines, generator, water makers, etc are thoroughly documented in the ships's logbook which is kept on board
- Rigging is over 10 years old as replaced in 2010 by JT Spars and Rigging in New Zealand
- Seagull striker (cable that holds the bows) replaced in 2017, through Leisure Furl (Rick Hackett. AKL).
- To SD 30 Sail drives had all the lower bearings replaced In 2019
- Kapai's owner is meticulous about engines maintenance with oil and fuel filters replaced every 150 hours.
- Heat exchangers removed and stripped (de-scaled in muriatic acid and inspect them to make sure they are in perfect condition) every 2 years. This allows the motors to run cooler and to keep them in great condition.
- All the electrical components on the motors had new bearings and brushes installed in 2019. This was previously done every 1000 hours (3 years of sailing).

With our head office in Sydney (Australia) but a fully staffed branch in Whangarei, NZ, we are available at anytime to bridge the gap crated by the Covid travel restrictions and welcome you to a video call, get to know the boat and our team on the ground, as well as organise a survey and a delivery to your preferred location.

NYM has assisted hundreds of cruisers, new or old to this magical lifestyle make their dreams come true with ease and with the sense that they come first. We purposefully keep our company stocks limited to have more time to devote to both buyers and sellers, especially now that with Covid, individual relationships based on trust and working together as a team with the buyer and seller are more import than ever.

For additional information, such as import, delivery, choice of registrations, insurance etc. please don't hesitate to ask. Our team is here to help answer your questions and keep you informed with the latest developments with regards to custom and travel limitations in our part of the world.

Get in touch!

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