



Phone: +61 2 9999 3311
Email: sales@dbypoatsales.com.au
Website: www.dbypoatsales.com.au

Boat Details

Price	Sold	Boat Brand	Island Packet
Model	420	Length	13.72
Year	2005	Category	Cruising Yachts
Hull Style	Single	Hull Type	Fibreglass
Power Type	Sail	Stock Number	INIP423075
Condition	Used	State	International
Suburb	Italy	Engine Make	

Description

This 2005 model Island Packet 420 now for sale with DBY Boat Sales, is complete with the traditional full keel and cutter rig that provides for a highly flexible sail plan ... this is a dream come true for any traditional blue water cruiser.

Hull # 109 was built in the last year of manufacturing one of Island Packets best models.

Located in Gaeta, Italy and holding Australian registration, this IP420 is ready to cruise anywhere around the world with every conceivable extra. The boat is absolutely packed full of the best cruising equipment and has been meticulously maintained by her long term current owners.

Many experts agree this is the perfect size for modern day cruising for a couple but there is still lots of room for passage making and living aboard with family or guests.

What stands out about the Island Packet 420 and why it wonBoat of the Yearis that you do not sacrifice comfort for traditional.

She is the perfect blend of space, light and comfort.

The Island Packet 420 is possibly the ultimate long distance cruiser come liveaboard for solo sailors, couples or small families. Twin showers and heads open up all sorts of combinations that work well.

When you consider, comfort, stability, safety, reliability, ease of sailing, shallow draft, roominess, compactness for marina berth size, supreme build quality and of course.....any yachts financial depreciation rate.

They are hard to beat.

Sailing is so simple on the Island Packet 420's with all sails furling and their self-tacking staysail.

The main is self-furling into the mast, so an infinite reef can be made with one hand. Yes.... one hand!

An Asymetrical spinnaker in sock makes for child’s play downwind.

All deck areas are enclosed by a wide teak toe rail that is extremely functional but also aesthetically pleasing.

The cockpit is teak lined with long and wide seating, a full set of Island Packet seat cushions for all

including the helmsman chair with backrest. D shackle for harnesses security to 4 places.

The cockpit has a fully enclosed canvas and clears arrangement for foul weather (roll up sides and back area) that easily removes to the more desirable spray dodger or you may opt for the tent style shade cover with open sides.

The ever reliable Yanmar 75hp engine sings a sweet tune every time with long distance fuel tank reserve, whilst the sturdy fixed prop is hidden underneath in a clever long cruising keel and rudder combo, exclusive to Island Packet.

The stylish dorades on deck keep the vessel in adequate fresh air supply and yet watertight when underway. When moored or alongside 8 deck hatches and 15 opening portholes ensure optimal ventilation.

The headroom is well above average for this length vessel and you will enjoy 6ft 4" plus height in almost the entire vessel. Sturdy and well laid out handholds keep everyone happy whilst the vessel is underway and if you need to move around down below.

Storage in the cedar lined, non-mildewing cupboards and lockers is cavernous in this deep bilged, encapsulated keeled vessel and you will have more trouble remembering where you put the item than wondering where to hide or stow it. There is just an endless supply of storage available beneath the floor and behind numerous cushioned areas.

All deck hatches are Lewmar and are of high quality lockable watertight integrity. It's peace of mind yet again.

State of the art Raymarine electronics with chart plotter, integrated AIS and radar overlay interfaced with all wind, depth, speed, and autopilot information at your fingertips.

Anchoring is a no fuss event with an oversized Muir electric anchor windlass with deck and helm controls that powers one of two anchor choices through the double roller to hold for the evening. Of course this opens up a spare roller fairlead to secure your mooring loop without upset to the main hardware.

The hull “copper cote” was renewed in 2017 – no annual anti-foul painting required; just a pressure wash when slipped.

The distinctive cream hull colour is a sign of elegance and if you have ever had the luxury of owning one of these stunning Island Packet yachts, you will be already looking at the next model when it comes time to sell. It is a club that you will enjoy being a part of.

Check out the official Island Packet websitewww.islandpacketyachts.com

Specifications below

Construction:
Hand laminated cream GRP hull and superstructure

Full foil keel

Wheel steering, rack and pinion

Mechanical:
4JH3-TE Yanmar 75hp diesel engine (3,400 hours) Engine Serial # E14651

Fuel capacity: 606L (160 gal) aluminium tank

Shaft drive – 3 bladed fixed propeller protected by full keel and skeg mounted rudder

Outboard – Mercury 3.3hp two stroke outboard motor

Batteries:
Domestic House batteries – 6 x Victron Gel deep cycle 110AH

Engine Starting battery – 1 x Optima AGM

Bowthruster batteries – 2 x Optima AGM

Electrical:
12v Alternator driven by Yanmar engine to charge all batteries

Solara Solar Panels – 2 x 140w (280w) panels mounted on SS arch aft to charge House batteries

Victron 50A/75v Blue Power solar controller mounted in stbd lazarette to control solar charge input to House batteries

Honda 2kw portable Genset

240v Charles Battery Charger – receives power from 240v shore power or Honda Genset and converts to 12v DC to charge all batteries

Mastervolt 4000 Inverter – converts 12v DC from House batteries to 240v AC to power 240v outlets (sockets) throughout boat

12v DC ring main throughout boat and mast to power windlass, navigation aids and lights, domestic lighting and fans, chartplotter, radar, auto pilot, VHF radio, GPS, Iridium GO, instrumentation, etc

Bow thruster – 6hp Sleipner Side Thruster powered by 12v motor and located under shower seat in Fwd head. 12v power source is two dedicated AGM batteries located in forepeak. Joystick control at helm position portside of binnacle.

Navigation Equipment and Electronics:
Raymarine 300 GPS System

Raymarine Auto Pilot Evolution EV-400 interfaced to GPS (installed Sep 19)

Raymarine Seataalk NG interface

Raymarine RD418D 4kw Digital Radar

Raymarine C-95 MFD chart plotter

Raymarine AIS650 – Class B Transceiver integrated within C-95 MFD

Raymarine cockpit instrumentation – Speed/ Depth/ Wind/ Close Hauled Wind

Navtex – NAV 6 Plus navtex interfaced to the GPS and Raymarine instruments for nav page readout at navigation table

Communications:
ICOM 802 SSB plus antenna tuner with active whip antenna for DSC and backstay antenna with copper grounding sheets in several lockers connected to earthing plates on hull. Interfaced to the GPS for DSC. [Note: the SSB radio unit needs replacement if an HF capability is required. The supporting infrastructure (wiring, antenna, grounding) remains intact. Decision made by current owner to install Iridium GO satellite communication system in lieu of SSB radio replacement].

Iridium GO satellite communication modem installed at navigation table with aerial mounted aft on solar panel arch.

ICOM 601 VHF with whip masthead antenna, Command Mic in cockpit and mast mounted foghorn/ loudhailer. Interfaced to the GPS for DSC. (Spare Command Mic held onboard).

ICOM IC Mk V waterproof handheld VHF transceiver

Anchoring Equipment and Ground Tackle:
Muir VRC 2200 Storm 12v Windlass with 10mm gypsy

35kg Spade Anchor (primary anchor) connected to 65m galvanised steel chain 10mm and 10m x 14mm nylon warp (stbd anchor locker)

25kg Danforth Anchor (secondary anchor/ kedge anchor) connected to 10m galvanised steel chain 10mm and 70m x 16mm octoplait polyester warp.

Rig:
Cutter rig with two roller furling headsails (Genoa and Staysail) and mainsail with in-mast furling enhanced by a tensioned luff spar and the boom supported by a Seldon rod kicker. The staysail is rigged to a free standing, self-tacking Hoyts boom controlled by a single sheet. Standard features such as furling systems on all sails, self-tailing winches, colour coded lines, rope clutches, jib cars, traveller control lines and coaming line stowage bins with hinged covers make sailing easy and orderly. The standing rigging was totally renewed in 2014.

Winches:
Macnoonis fitted with seven self-tailing Lewmar linehandling winches in the cockpit and three Lewmar halyard winches at the mast:

2 x Lewmar 54 ST primary 2 speed genoa sheet winches (also used for cruising chute sheet)

1 x Lewmar 44 ST mainsheet and mainsail outhaul winch

1 x Lewmar 44 ST mainsail furling (continuous line) winch

1 x Lewmar 16 ST staysail sheet winch

1 x Lewmar 16 ST genoa furling winch

1 x Lewmar 16 ST staysail outhaul and furling winch (also used for cruising chute sheet)

2 x Lewmar 16 halyard winches on the mast portside (genoa, staysail, topping lift)

1 x Lewmar 18 halyard winch on the mast stbd side (main, cruising chute)

All winches are in excellent condition and have been serviced annually – complete disassembly, cleaning, replacement of pawls and springs where required, winch grease and oil applied where appropriate, reassembly.

Sails:
All sails are in excellent condition. The two headsails (genoa and staysail) are new in 2019; a new in-mast furling mainsail was installed in 2014. The ease of furling and setting the mainsail has been greatly enhanced by installing a tensioned luff spar within the mast. The original spinnaker was replaced by a new Momentum cruising chute in 2012 and has had minimal use. Storm jib with sleeve to fit around furled genoa (high vis orange, never used). Trysail (high vis orange, never used) can be rigged in secondary track beside the furled mainsail. Also fitted is a mast stowed spinnaker pole and associated lines which can be used to boom out genoa or cruising chute.

Lifesaving Equipment:
EPIRB – registered with AMSA

ISAF 4-man liferaft (always maintained on schedule) in cradle on deckhouse with cover.

Danbuoy with light and flag attached to horseshoe life preserver fitted with SW activated light

MOB recovery lifesling attached to floatable nylon line stowed in fibreglass box on rail.

Ocean Safety Flares pack stowed in watertight plastic container.

Ocean Safety approved grab bag containing survival supplies and flares for the liferaft.

Fire extinguishers in fwd stateroom, saloon, aft cabin, stbd lazarette (cockpit), engine bay.

Fire blanket in galley.

4 padeyes in cockpit for clipping on tether lines.

Webbing jackstay rigged port and stbd from outside cockpit to bow (fwd cleats).

Soft wood bungs at all through-hull ball valves.

Automatic bilge pump with bilge water level warning alarm

Storm drogue.

Deck:
Recessed foredeck with bulwarks, integral bow platform with two SeaSafe anchor rollers, welded stainless steel (SS) mast rails (granny bars), SS safety rails port and stbd along the coach-house, diamond pattern slip-resistant surfaces, and moulded detail for deck hardware. Three SS Dorades mounted on coach-house for ventilation; one above fwd stateroom and two above saloon port and stbd. Chromium Island Packet step plates are mounted at port and stbd gates adjacent the spray dodger. Aft of the gates the guardrails have been replaced by custom made 25mm stainless steel rails for safety and mounting equipment.

2m custom wooden passerelle stowed on port forward rail. Rigged to transom when Mediterranean moored.

Cockpit:
Contoured seats that can accommodate a large crew (Island Packet custom made cushions included). The console mounted helm features

rack and pinion steering, which delivers an excellent combination of strength, reliability and sensitivity. On the console are also mounted the binnacle compass, chartplotter and controls for the bowthruster, auto pilot and anchor windlass. Instrumentation (depth, wind, close hauled wind, speed) is mounted on the coaming above the companionway. The engine control panel and ignition are mounted stbd side of the cockpit adjacent to the helm.

Adjacent to the helm on the port side of the cockpit is the VHF Command Mic and a 12v outlet for the handheld searchlight. Two rigid solar panels are mounted on the stainless-steel arch installed over the aft section of the cockpit and above the transom. Welded to the SS arch are davits for raising, lowering, stowing the tender (2.7m Arimar inflatable with solid aluminium floor).

Other cockpit features are two deep and voluminous seat lockers with interior lights (port and stbd lazarette), a built in beverage locker (ice, beer, etc), a hand held personal swimming shower (cold only), SS swim ladder which is lowered to and off the sugar scoop transom, stem rail with central gate and two moulded seats (“Princess” seats), and a console mounted folding table suitable for drinks/ coffee.

Custom-made teak dining table to seat five in the cockpit attaches to the folding table; this also folds up to allow easy stowage. A gas BBQ is mounted on the port aft rail. A SS reel with 80m nylon webbing for med mooring to the shore (rock/ tree) is mounted on stbd aft rail. The Mercury outboard motor is mounted on teak pad on the transom rail.

Cockpit safety features include a captive pin lock for securing companionway storm boards, pad-eyes for safety harness attachment, a raised companionway bridgedeck, and a large cockpit scupper drain capacity.

Lazarettes:

Two large lazarettes (port and stbd) are accessed from the aft cockpit via self-locking seat locker hatches with gas support struts and push button hasps that operate from inside or out. The current owner uses the lazarettes to stow equipment and maintenance items.

Canvas:

Navy blue canvas fitted toMacnoon(to match UV strips on furled headsails and mainsail clew) includes:

Spray Hood

Bimini with infill to spray hood and side and back curtains with large windows

Helm console cover

Boom tent

Liferaft cover

BBQ cover

Outboard cover

Winch covers

Windlass cover

2 x Breeze Bandits (directs air through two fwd hatches when moored or at anchor)

Computer and Sound Equipment:

In-Car 12v Computer installed in chart table (ICPC-1-N81 PC 1.86GHZ with 250GB HDD). Windows 7 operating system.

Iiyama E3835 LCD flat screen monitor with VESA mount above chart table.

Microsoft RF keyboard and mouse.

[Above PC and monitor constituted the original PC based chartplotter and Nobeltec navigation system which is now redundant. Replaced by stand-alone Raymarine C95 Chartplotter above helm console in cockpit. In-Car PC and Monitor retained as basic admin computer and DVD player obviating necessity for separate TV monitor].

Installed Pioneer stereo Car radio with four speakers; two in saloon and two in cockpit

Galley:

The galley, to the stbd side of the companionway, is easily accessible to the cockpit and main saloon. A wrap around counter provides ample workspace for food preparation while numerous drawers, lockers and laminate lined cabinets offer abundant space for provisioning and kitchen-ware storage. A three burner LPG stove with oven and grill (all with flame failure safety devices) along with a standard 240v AC microwave oven, deep polished SS sinks and slide out rubbish bin are fitted. The well insulated fridge/ freezer (12v Frigoboat keel cooled) features a gasketed lid that opens on a gas strut to access a generous chest which is divided (one side fridge, the other freezer), internally lighted and with an electric drain pump. Hot water to the galley is provided by either calorifier when under engine or 240v immersion heater when alongside.

Holding Tank and Sewerage:

The 227 litre aluminium holding tank is located under the fwd stateroom sole. All sewerage lines from fwd and aft heads to the holding tank and from holding tank to through-hull valves were replaced in 2014/15 with high quality non-permeable sanitation hose. Sewage (black water) can be discharged by shore pump-out suction via port deck fitting or discharge overboard via 12v macerator pump. A spare macerator pump is held onboard.

Forepeak:

Accessed through a door in the fwd shower compartment – the forepeak contains two open cable lockers; stbd is primary chain and warp connected to Spade anchor on deck via the Muir windlass; port locker contains secondary ground tackle and kedge anchor. A generous storage area is at the rear of the two cable lockers. The two dedicated Bowthruster AGM batteries are positioned in a custom-made box in this storage area.

Fwd head and shower:

A generous, dedicated, shower facility with folding screen door is located stbd side of this compartment. The bowthruster is installed under the shower seat and accessed by removing the seat. The shower drain has an electric drain pump for discharging grey water overboard. Port side of the fwd head compartment contains a head and vanity with sink. All worktops are in black Corian.

Fwd Stateroom:

The fwd stateroom (“owners suite”) utilises the entire beam of the yacht and is generous in scale. The queen size island bunk is offset from the hull providing easy access from both sides. The aft section of the bunk, mounted on gas support struts, lifts to access a large “blanket chest”. Drawers, cabinets, and a deep hanging locker on the port side provide ample space for personal effects. A dressing seat on the port side adds further convenience. Two overhead hatches, a Dorade vent and several opening portholes enhance ventilation. Blinds with mosquito mesh and opaque blinds cover both large opening hatches.

Saloon:
The main saloon is a spacious, central living area with settees port and stbd which double as pilot berths fitted with lee-cloths. The hinged table can be secured against the bulkhead mounted bottle and glass cabinet or lowered to make a large dining table. Fuel and water tanks are installed on the centreline beneath the saloon sole; while this keeps weight low on the centreline to maximize stability and minimize trim changes, it also creates an exceptional storage capacity in lockers located, port and stbd, behind and below the settees. The stbd settee also pulls out to provide a double berth. A large overhead hatch, two Dorade vents and several opening portholes enhance ventilation.

Aft head and shower:

Entered from either the main saloon or through a private door from the aft cabin, the aft head with its folding teak shower seat, wrap around vanity and bulkhead mounted shower unit with a pull around curtain provide particularly nice facilities for guests and crew. The shower drain has an electric drain pump for discharging grey water overboard. All worktops are in black Corian.

Aft Cabin:

The aft cabin has private access to the companionway area. It features a large queen-size Pullman style athwartship bunk, a large hanging locker and a generous bureau with several compartments. Two opening portholes and an overhead hatch ensure excellent light and ventilation.

Hauled out for the European winter in Gaeta, Italy.

Exclusive to DBY Boatsales, an inspection will reward rather than disappoint.

Features	
Designer	Bob Johnson
Builder	Island Packet Yachts
Water (Potable) Capacity (l)	950
Hull Construction Material	GRP
Hull Type	Mono
Deck Construction Material	GRP
Country Origin	USA
Length (feet)	47'8
Length (m)	13.6
Length Waterline (m)	11.3
Beam/Width (feet)	14'3
Beam/Width (m)	4.3
Draft (m)	1.5
Draft (feet)	5
Keel/Ballast	Encapsulated Lead 5443 kg
Dry Weight (kgs)	13610
Number of Helms	1
Displacement	13610
Colour	Cream
Engine Hours	3400
Engine Room	Located under steps with front access and both sides. Heat and sound insulated.
Number of Fuel Tanks	1
Fuel Tank Capacity (L)	606
Propeller	Fixed 3 blade
Steering System	Stainless steel wheel with rack and pinion
Bow Thruster	Bow thruster – 6hp Sleipner Side Thruster powered by 12v motor and located under shower seat in Fwd head. 12v power source is two dedicated AGM batteries located in forepeak. Joystick control at helm position portside of binnacle.
Accommodation Notes	
Number of Berths	6
Number of Showers	3
Number of Toilets	2
Air Conditioning	

	12v fans throughout
Number of TVs	1 with DVD player
Holding Tank (L)	227
Has Navigation Lights	Yes
Remarks	Outstanding example of a sought after cruising yacht. Hard to find better than this one and perfectly located in Italy for the start of a journey of a lifetime.
Vessel Name	MACNOON
Anti-foul	Coppercoat x 5 coats, 2017
