

1980 Cooper Seabird 37' cutter with 2014 Yanmar diesel *SV Bangarang*

The perfect cruiser, renovated for adventure.



Year: 1980

Hull material: Fiberglass

Engine/Fuel type: Diesel

Contact: ekeen@ucsd.edu

Summary

The *Bangarang* is a well-built and beautiful boat, designed with Pacific northwest cruising in mind and fully renovated for live-aboard-life and ambitious journeys. We have spent the last four years returning it to Cooper's original vision for their Seabird: "Yesterday's elegance with today's refinements." We have replaced most critical systems, including a new engine in 2014. This is a classic vessel, sails full with a second-wind, in peak condition, ready for another decade of sturdy and reliable exploration.

Specifications

SV Bangarang

1980 Cooper Seabird 37' cutter with 2014 Yanmar diesel

Design

Manufacture: built in Port Coquitlam, British Columbia in 1980

Designer: Stan Huntingford

Hull: Fiberglass

Keel and rudder: 3/4 full keel with skegged rudder

LOA: 36'9"

LWL: 32'6"

Length on deck: 36'10"

Beam: 11'8"

Draft: 4'0"

Displacement: 18,000 lb

Ballast: 6,000 lb lead

Cruising speed: 6.1 knots at 2400 rpm

Hull speed: 7.3 knots

Fuel consumption: 0.7 gal/hr at cruising speed.

Headroom: variable; 6' to 7'

Tank capacity

Water tanks: 144 gallons: primary 120 gallons, secondary 24 gallon.

Fuel tank: 120 gallons diesel

Hot water tank: 11 gallon

Engine & Propulsion

Engine:

- 2014 Yanmar 3JH5 3-cylinder 39 hp diesel, including a new propeller shaft, coupler, packing gland and stringer mounts. At cruising speed this engine uses 0.68 gallons per hour.
- 1,700 hours as of August 27, 2016
- Installed by Inlet Marine (Olympia, WA)
- Mechanical survey immediately following confirmed proper install
- Engine instrument panel and wiring new with engine
- Transmission new with engine
- Starter motor new with engine
- Raw-water cooled (seawater strainer at intake new 2014)
- Meticulous maintenance log in Word doc.

Engine room:

- Access from center cockpit floor. Excellent space, with 5-side access to engine including transmission, shaft and packing gland.
- Soundown sound proofing (2" vinyl/foam composite; new 2015)
- New stingers and engine mounts installed in 2014
- Excellent lighting (DC and AC options; new 2015)

- Access steps and shelving added in 2015.

Muffler:

- All new installation in 2014, including...
- Water lift muffler
- Exhaust hosing and routing, including new 90 deg. Elbows
- New check valve and flutter valve at transom

Fuel:

- Diesel fuel stored in 120 gal. aluminum tank.
- Tank professionally cleaned in 2014.
- Duplex primary fuel filters (Racor 75500MAX, new 2014)
- Appropriate dosage of Bio-Bor used in tank for each fill-up and winter storage.

Propeller:

- 3-blade (12-17), original
- Shaft (new 2014)
 - o Shaft is 1 1/4" X 59" SS
 - o 5"od, 4 bolt, 4 1/14" pitch, 2 1/2" register (male) -coupler
- Cutlass bearing and packing gland and with Teflon packing (all new 2014)

Steering

- Wagner hydraulic steering
- Rudder shaft packing replaced in 2015
- Stainless steel wheel at center cockpit helm

Electrical

Batteries:

- All new in 2014.
- **House:** 2x Dyno 6V flooded lead-acid 245 Amp-hr batteries in series for 12VDC output.
- **Starter:** Dyno Group 31 12V flooded lead-acid 1600 Cold-Cranking-Amps
- **Backup:** West Marine Group 31 12V AGM research battery (105 Amp-hrs)
- **Monitor:** Xantrex LinkLite-Pro battery monitor (new 2013)

Charging:

- 80-Amp alternator (new with 2014 engine)
- Battery charger (new 2013)
- 2 solar panels (new 2016)
 - o Grape polycrystalline 50W 2'x2' each
 - o Transom mounted) with charge controller (new 2016).
 - o Morningstar SunSaver 10 Amp 12 Volt PWM Charge Controller

Wiring:

- Most electrical wiring was replaced with tinned-copper wire in 2014.
- New DC switch panel in 2014.
- All fuse blocks (new 2014) moved to easy access behind dinette seat.
- Two battery switches new in 2013 and 2015.
- Full schematics of electrical systems complete and up-to-date as of June 2016.

AC Power:

- Inverters: all new 2013
 - o 1200 Watt pure-sine wave inverter
 - o 1550 Watt square-sine wave inverter
- Circuitry re-wired with new labels in 2014.
- A/C master switch with convenient toggle system between shore and inverter power sources (new 2015).
- A/C outlets: 2 in engine room (new 2015), 2 in main cabin, 1 in aft cabin.
- 30A shorepower cord (new 2014) with spare.

- 15A and 20A shorepower converters (new 2013).

Navigation & Communication

Instrumentation:

- Compass (original with boat)
- VHF's:
 - o iCom 2200H (new 2013);
 - o Handheld iCom VHF
 - o Standard Horizon VHF back-up
 - Eclipse DSC+ GX1180
 - New 2013, still in box)
- Chartplotter and depth sounder: Garmin 441s (new 2013)
- Garmin 38 GPS/GLONASS external antenna
 - o Mounted to radar tower
 - o New 2014
- External VHF antenna
- Radar tower
 - o 10-ft Ocean Marine Systems radar tower
 - o 2 support buttresses
 - o New 2014
- Radar: Furuno 1623 (new 2014)
- Autopilot: Raymarine (new 2015)
- Weather station (Airmar X100, mounted to radar tower; new 2014)

Center cockpit

- Teak helm stand with stainless steel wheel
- Helm stand has maintenance access door (new 2014).
- Helm desk and cupholder (new 2014)
- Captain's chair with storage underneath (new 2014)

Chart drawer: Charts cover the entirety of the southern Inside Passage in detail from Olympia, WA, to Prince Rupert, CA (most new 2013)

Interior

Berths:

- 2 doubles and 2 singles.
- 4 can live comfortably, 6 can live together if needed.

Layout:

- Forward and aft cabins separated by center cockpit, each with own head.
- **Aft cabin:** queen bed, head with toilet, shower and sink, ample storage (closet, shelves, 2 lockers, hammocks, bathroom cabinetry)
- **Forward cabin:** galley, dining table (convertible to bed), salon with two settee couches (convertible to beds), entertainment center, head at the bow and ample storage.

Features:

- All upholstery replaced in 2015.
- Aft cabin bedding and mood lighting new 2015.
- Teak and mahogany interior (refinished in 2013)
- Teak flooring in forward cabin replaced in 2014, with new underfoot storage space.
- Computer monitor (2013) set into wall with elegant wood cover. VGA connection leads to dining area.
- Stereo: 4-speaker JVC KD-X200 stereo (new 2013).
- Original clock and barometer still on whales and shiny.

- Espar heater provides forced-air ventilation for all cabin areas (heating does not work; original with boat).

Water & Galley

Potable water:

- 120 gal. primary aluminum tank services all faucets.
- 24 gal. secondary plastic tank (new 2015) plumbs directly to manual water pump (Whale brand, new 2015) at galley sink, as redundant backup system for drinking water.
- Water pump (new 2014)
- Backup water pump (Jabsco 3660-1000) still in place.
- All plumbing hose replaced in 2014
- Hot and cold water to all faucets (1 in each head, 1 at galley sink)
- Water heater (Seaward F-1100, 11 gal) can be powered by either passive heating from the running engine or 30-Amp AC shorepower.

Refrigeration: Engel Md14f portable fridge and freezer

- New 2014
- 15 quart
- 12 VDC

Stove: 3-burner propane with oven, gimbaled

Propane:

- Dedicated ventilated locker in cockpit
- 2x 10-gallon tanks (new 2015)
- 2 spare tanks: 8 gal. and 6 gal. (new 2014)

Features:

- Full cookset and dinnerware with dish drying system
- Beautiful dinette table map (new 2014)

Sanitation

Heads: 2x

Holding tanks: 2x (condition unknown).

Toilets: 2x (both replaced in 2014)

Sanitation plumbing: all replaced in 2014.

Shower: in aft head (new 2014).

Anchor & Rode

Anchor: 54 lb. Bruce-type (new 2013)

Rode:

- 89' of high-test G4 3/8" chain (new 2013)
- 200' of 7/16" double-braided nylon (new 2013).

Windlass: Manual

Spare system: Danforth with approx. 60' 1/4" chain (original)

Sail & Canvas

Inventory:

- Mainsail (original), staysail (original), furling yankee jib (2007), and genoa (original).
- Custom canvas covers for all (new 2014).

Mainsail management:

- New reefing system installed 2014
- Easy-hoist and easy-douse mainsail tracks (new 2014)
- Doyle Cradle Cover integrated lazy jacks and mainsail cover (2014)

Headsail roller furling system: new 2015.

Dodger:

- Teak wood and glass window dodger (original)
- Dodger extension and full cockpit bimini by Iverson Designs, with full stainless steel frame with hand rails (new 2014)

Deck

Davit:

- Ocean Marine Systems stainless steel 7-ft swiveling davit (new 2013)
- Electric Power-Winch 300 pot hauler (150' per minute; new 2014)

Features:

- Swim bridge and boarding ladder (repaired in 2014)
- Full teak gunwales and handholds (regularly refinished)
- Stainless steel rails at transom and bowsprit
- Lifeline-stanchion system running in between

Safety

- Electric Bilge pump (Rule 1500; re-plumbed and re-wired in 2013)
- Manual bilge pump
- Lifesling (new 2013)
- Generator: Honda (new 2014)
- Bosun's harness
- Boarding ladder on swimbridge
- Extinguishers (all new 2013)
- Flare kit (2013), handheld reflector and bear spray (2014) kept in waterproof box
- Flag raising system (new 2014)
- Radar reflector
- Air horn and bell

Dinghy

- 8ft West Marine rowing inflatable tender (*Jangan Gila Dong*, new 2013), stowable on swimbridge.
- 8 hp outboard engine (condition unknown)

Hull Construction

Excerpt from original vessel documentation: "Hull laminated lay-up using the following: Keel Area – 13 layers of 1.5 oz. mat alternating with 12 layers of 24 oz. woven roving. Keel side – 9 layers of 1.5 oz. mat alternating with 8 layers of 24 oz. woven roving. Bilges – 7 layers of 1.5 oz. mat alternating with 6 layers of 24 oz. woven roving. Hull sides – 6 layers of 1.5 oz. mat, 4 layers of 24 oz. woven roving, ½" Airex foam. Hull sides are of Airex foam sandwich construction. The Airex method is a superior way to achieve strength, moderate weight and highest insulation qualities. Deck construction – For the deck, we used a balsa-core sandwich with 3 layers of 1.5 oz. mat and 2 layers of 24 oz. woven roving."

Survey History

Last out-of-water survey was prior to 2013, before we owned her. In 2013, thru-hull fittings and deck lamination was cursorily inspected by a surveyor, with no problems found. After engine replacement in 2014, a mechanical survey verified installation quality; all points of concern from this survey have since been addressed.

Ownership History

I took ownership of this vessel in 2013, for use in my dissertation research of whales and seabirds in northern British Columbia. I needed the vessel to be livable in remote areas for months at a time, and reliable enough to hinge my thesis on its operation, hence the major repairs and renovations listed above. I rechristened her the *Bangarang*, because the project was intended to rekindle the flame of youth and adventure as I was buckling down into the world of research. The *Bangarang* saw me through 3 successful field seasons (about four months each summer). My experience with this boat has been formative, life-changing and unforgettable. I am now wrapping up my graduate degree and need to let the *Bangarang* pass on its next adventure. You can learn more about my research and the adventures we've had aboard this vessel at: www.rvbangarang.wordpress.com

The previous owner was a Canadian engineer who was keeper her in Vancouver. The owner before him had named her "The Glenlivet". I was told that he sailed this vessel to Mexico and back.