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)
  - Shaft is 1 1/4" X 59" SS
  - 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)
  - Grape polycrystalline 50W 2’x2’ each
  - Transom mounted) with charge controller (new 2016).
  - 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
  - 1200 Watt pure-sine wave inverter
  - 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.

**Navigation & Communication**

**Instrumentation:**
- Compass (original with boat)
- VHF:
  - iCom 2200H (new 2013);
  - Handheld iCom VHF
  - 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
  - Mounted to radar tower
  - New 2014
- External VHF antenna
- Radar tower
  - 10-ft Ocean Marine Systems radar tower
  - 2 support buttresses
  - 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 os 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-cor 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](http://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.