

EXCEPTIONAL 47ft SAILING YACHT AT UNBEATABLE PRICE – as low as USD 68,000 !!!

*MACH 1, the original first McIntosh 47 yacht, the only one ever built with teak gunwale cap (toerail), is now offered **FOR SALE!***

*MACH 1 is a stunning, privately owned yacht registered in Canada.
She has been meticulously restored and continuously upgraded to ensure top-tier performance.*

Although there are still things to complete (which yacht doesn't have anything to perfect?), whether you're seeking thrilling adventures or reliable cruising, this yacht is ready to set sail immediately.

*Originally listed at USD 128,000, she is now offered for a significant reduced price of just **USD 68,000** due to personal circumstances.*

This is an incredible opportunity to own a beautifully maintained sailing vessel at a fraction of its true value.

Located in Cebu, Philippines, she is available for immediate inspection.

Contact the owner today to schedule your viewing or to learn more!

Don't miss out on this rare chance to own a premium yacht at an unbeatable price!

For inquiries: fdm.suez.fdm@gmail.com

External links:

Facebook group – McIntosh 47 Yachts: <https://www.facebook.com/groups/679656225525416>

Sailboatdata: <https://sailboatdata.com/sailboat/macintosh-47/>

McIntosh 47 yachts were designed by the American Naval Architect Timothy Kings to be fast-sailing cruisers.

25 of these excellent yachts were built at Kaohsiung (Taiwan) by Alexander Marine, renamed Hansa Yacht und Schiffbau years later.

Built scrupulously to best standards (fiberglass), with central cockpit and 1.5 m. freeboard, these yachts are safe and suitable for serious off-shore use.

They have long-range water (200 US gal in 3 tanks) and fuel supply (165 US gal in 3 tanks).

They have an abundance of live-aboard accommodation space.

MACH 1 can easily accommodate 8 people in 2 cabins and the convertible dinette. There are 2 on-suite heads with shower and bidet. The master head is also equipped with separate large basin for the laundry.

High quality fittings, including self-tacking jib and all lines leading to the cockpit make her easy to handle short-handed or even single handed.

Hull-shape contributes to both speed and easy motion.

Spars, running and standing rigging, with brand-new chain plates, are in excellent condition.

Her 7 sails are in very good condition. However, the spinnaker pole is present but the sail is missing.

The 75 hp turbo-diesel Yanmar engine has less than 60 hrs. since total overhaul.

The two bladed feathering propeller (18”), thoroughly inspected and serviced, is in excellent condition.

Preserving her original layout and character, she was enriched by:

- Teak covered cockpit area.
- Solid stainless-steel railing.
- Solar panels for a total of 400 W.
- Rainwater harvesting system with filters and additional dedicated 225 L (60 US GAL) tank.
- Solid bimini cover at stern, with permanent stairway, for multiple use (diving platform).
- The two heads original wooden furniture was replaced with same design, made of fiberglass, to better withstand water and moisture.
- One grey water tank, centrally located, with submersible pump and waste cap on deck.
- One black water tank for each head, including stainless steel valves, vents to the transom and waste caps on deck.
- A 50 L (13 US GAL) stainless steel fuel service day-tank was added.
- New fuel system to securely transfer and filter diesel fuel between the tanks and/or jerrycans.
- Two forced ventilation setups for the engine room, leading to the transom.
- Brand new complete B&G instrumentation including autopilot and radar.
- Tri Lens radar reflector.
- 6 dorade vents.

And more!

EARLY DAYS



Documentation on mold and McIntosh 001 construction by Naval Architect Timothy Kings is available. 001 was then named *MACH 1* by Peter Stokel, first owner and Airline Captain for Cathay Pacific Airlines.

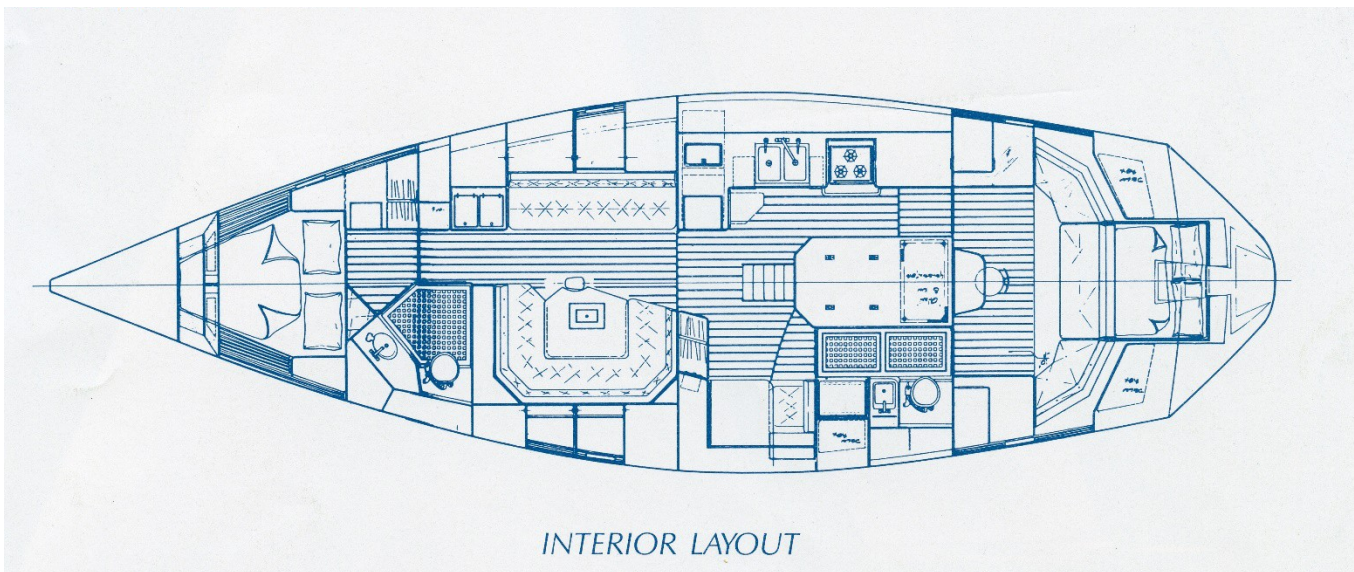


MACH 1 participated and scored very well on several ocean races such as the Rolex-China Sea-Race from Hong-Kong to Manila.

FROM THE ORIGINAL BROCHURE



A graceful entrance and exit are special features of the McIntosh 47. Our molded, inclined, near transom steps ensure that, whether you are stepping on board dressed for cocktails or waiting to board another craft in choppy waters, you will enjoy a safe and easy passage. No more bobbing ladders to worry about. An additional detail included



RECENT PICTURES



Teak finished cockpit



Sails recently inspected by Hyde Sails Inc.
at Mactan – Cebu



B&G instruments on top of sliding companionway hatch





The afterdeck, covered by light honey-comb/fiberglass roof, collects rainwater, holds the solar panels, supports a tender and serves as a diving platform. Access is through permanent stairway on port side.



Full enclosure deck top with windows



Dry dock



MACH 1 has solid railings, large deck, excellent standing rigging, 6 dorade vents and hatches (polycarbonate replaced).



Name plate and solar panel controller



Large nav station on port
(table is 83 x 64 cm.)



The saloon is easily converted into a large double bed (headroom is 1.90 – 2.00 m.)



Convenient racks for companionway hatch boards



Sofa on starboard



Sofa, bunk bed or work bench according to the needs (1.9 m in length)



Master cabin (bed: length 1.90 x width 1.35 m.)



On suite bathroom (head) on port side with laundry basin



Forward cabin and V-berth (bed size 1.98 x 1.54 m.)



Large galley (3.15 m. in length)



The sink (57 x 32 cm.) can be covered to increase counter space

DETAILS

Model	McINTOSH 47
Boat type	Sailing yacht - cutter rig
Year built	1985
Builder	Alexander Marine (later named Hansa Yacht and Schiffbau) - Kaohsiung -Taiwan
Designer	Naval Architect Timothy Kings

LOA	14.38 m.
LWL	12.19 m.
Beam	4.37 m.
Draught	2.24 m.
Air draught	21.51 m.
Displacement	14 ton
Ballast	6 ton
Hull material	GRP fibreglass
Deck finish	Anti-slip moulded in
Superstructure deck finish	Anti-slip moulded in
Cockpit finish	Teak (replaced)
Hull shape	Round-bilged
Keel type	Fin keel
Rudder	Balanced spade on skeg

Wheel steering	Mechanical - Edson (replaced)
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Window frame	Aluminium
Window material	polycarbonate
Deck hatch	2 large Goyot (poly replaced)
Portholes	Aluminium

Extra info	Complete and detailed photographic documentation on the construction of this yacht (and its mold) is available.
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Accommodation

Cabins	1 master cabin at stern 1 forward cabin with V-birth
Berths	8 (saloon convertible in 2 bunks and 1 double bed)
Saloon	1 sofa (1.9 m convertible in bunk beds and work bench) 1 U shape sofa (good for 8 people, convertible into a double bed 120 x 195 cm.). Table is 85 x 105 cm. Cabinetry, book shelves, stowage.
Headroom	1.90 – 2.00 m.
Chart table	83 x 64 cm.
Galley	On starboard side – 3.15 m. in length
Countertop and sink sink (57 x 32 cm)	Synthetic marble - monolithic counter with single large

Cooker	Gimbale - 2 burners with oven – LPG – electric shut-off valve from galley and deck – high sensitivity gas detector in the galley – lazarette for 2 large LPG tanks on aft deck – starboard side
Fridge	Hanabishi – hooked to inverter
Freezer box	Yes – Waeco ColdMachine air cooled compressor
Water pressure system	Jabsco ParMax 40 PSI
Manual and/or foot pump	Manual pumps available but not installed
Owner's cabin sofa	Double bed (length 1.90 m x width 1.35 m) convertible into sofa
Wardrobe	Hanging and drawers
Master head	En suite bathroom with laundry basin
Toilet system	Groco – manual system – with bidet - Alternative new electric system, Osculati brand, is available.
Wash basin	Stainless steel
Shower	Yes
Cabinetry	Made of fibreglass
Guest cabin	Forward cabin with V-birth
Bed size	1.98 x 1.54 m
Wardrobe	Hanging and drawers
Forward head	En suite – (double door, to cabin and to saloon)
Toilet system	Groco – manual system – with bidet - Alternative new electric system, Osculati brand, is available.
Wash basin	Stainless steel
Shower	Yes
Cabinetry	Made of fibreglass
Extra info	Cushions in good conditions throughout - Mattress in master cabin is missing.

Rigging

Sailing plan	Cutter rig with furling genoa and self-tacking jib
Standing rigging	Stainless steel wires
Mast and boom	Aluminium and coated - Kemp brand
Spreaders	2 sets
Mainsail cover	Yes with Lazy Jack
Batten car system	Harken, type A-CB
Mainsail	Fully battened (5 full battens), 47sqm, 2 reefing points, from North Star Sails.
Genoa	130% - 70sqm, UV-protection strip, from North Star Sails.
Genoa furler	Harken MK III Unit
Spinnaker	Not available however, spinnaker pole on deck
Staysail	24 sqm. with hanks.
Self tacking jib installation	Yes
Reefing System	Mainsail with quick-one-line-reefing system

Backstay adjuster	Hydraulic
Boom Vang	Mechanical - Kemp
Secondary sheet winch	2 units – Harken 46 – self tailing – 2 speed
Genoa sheet winches	2 units – Harken 66 – self tailing – 2 speed
Halyard winches	2 units - Barlow 27 - 2 speed
Spi-pole	Aluminium – Kemp brand
Extra info	Stays, shrouds, mast fittings and turnbuckles have been thoroughly checked. Chainplates replaced new in 2016

Navigation

Compass	Ritchie
Depth sounder	B&G - 2 units - forward and vertical scanners
Instruments	New complete B&G-Lowrance-Simrad-Navico system: 1 Zeus3 chartplotter at nav station 2 Triton2 multipurpose display and 1 auto pilot controller above companionway Broadband 4G Radar scanner on dedicated post
VHF radio	New Standard Horizon model Explorer with remote unit in the cockpit (to be installed). A dedicated copper Dynaplate for grounding the radio is installed on the outer side of the hull. The antenna is mounted on the radar post at the stern.
Autopilot	Autohelm 6000 and B&G NAC-3 autopilot computer
Radar	B&G - broadband 4G mounted on a 3.7 m. dedicated post at the stern, above flybridge.
GPS	Integrated into the Zeus3 unit
Loud hailer	Standard Horizon LH10 - horn on fwd. deck, at the base of the mast.

Machinery

No of engines	1
Make and model	Yanmar - 4JH2-HTE
HP	75 hp at 3,600 rpm
Fuel	Diesel
Overhaul and year	Total engine overhaul in 2018 (new bearings, new valves, cylinders re-boring, new water pump impeller and much more) – less than 60 hours since total overhaul
Engine cooling system	Freshwater and sea water with heat exchanger
Drive	Kanzaki-Carl Hurth KBW21 with sea water cooling
Gearbox	Mechanical
Flexible engine coupling	New in 2018
Propeller type	Maxprop - feathering - 2 blades -18 1/2"
Propeller shaft material	Stainless steel (new in 2018)

Tanks

Fuel tank (litre) service tank (total 618 L or 165 US gal)	Black iron tanks - 568 L in 2 tanks + 50 L in stainless steel
Freshwater tank rainwater tank (total 757 L or 200 US gal)	stainless steel - 532 L in 2 tanks + 225 L in fibreglass
Blackwater tank	Fibreglass, 150 L in 2 tanks, one for each head
Blackwater tank emptying	Deck extraction or to the sea via stainless steel valve.
Greywater tank	1 tank (153 L) centrally located. Connected to heads and galley via grease traps. Galley sink provided with Y valve to discharge either to sea or to greywater tank. Waste cap on deck.
Greywater tank emptying	Through 220 V sump pump (installed) or suction through waste cap on deck.

Electric system

Electric bilge pump	2 bilge pumps - Rule - with sensors
House batteries type, maintenance free (2016)	3 batteries, <i>Fullriver</i> , DC 180-12, 12 V, 180 Ah/20 hr, gel
Engine battery located in the engine compartment (2024)	1 battery, Varta, 90 Ah, lead-acid type, maintenance free –
Windlass battery check and distilled water filling (2023)	1 battery, Motolite, 90 Ah, lead-acid type, needs regular
Battery charger	Mass 12/60 Mastervolt model (220 V)
Inverter 220 V (2018)	3,000 Watts unit, TBE model, converting DC 12 V into AC
Solar panels	400 W divided into 8 solar panels on the flybridge
Solar panels controller	MPPT Solar Charge Controller
Lightning protection mast.	Static dissipater pole installed at the tip of the aluminium
Mast connected via two (90 cm. - 50 sqmm.) cables to dedicated copper Dynaplate (30x6 cm) bolted on outer side of the hull (at 42 cm below water level, port side).	
This system is <u>not</u> scientifically guaranteed.	

Other equipment

Anchor	2 Units - 1 Rocna style 40 Kg - 1 Bruce 27 Kg
Anchor chain	Yes – 100 m. (330 ft)
Chain shower	Yes
Windlass	Lofrans – Project 12 volt (motor installed inside a cabinet of the guest cabin for optimal protection against weather) Brand new Anchorlift 24 volt is available but not installed
Radar reflector	Yes – Tri-lens
Cockpit cover/bimini	Yes – not installed
Cockpit table	Yes
Deck shower	Yes
Bathing platform	Yes
Boarding ladder	2 units

	<ul style="list-style-type: none"> - 1 transom ladder. Deployment by swimmer feasible. - 1 portable, stainless steel, for side boarding.
Sea railing	Stainless steel
Railing side opening gates	Starboard
Pulpit	Stainless steel
Fenders	Yes – 6 deployed, additional 4 kept in storage.
Mooring lines	Yes
Fire extinguisher	3 units - need inspection
BBQ	Yes – <i>Dickinson Marine -Sea-B-Que</i> to be installed
Nav lights	Yes
Spreader lights	3 units – LED lights
Spotlight	Yes Fixed at second spreader – LED - 3.150 lumen

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