

CHEOY LEE 40' LRC TRAWLER, 1986, \$55,000
At Titusville, Florida.

Cruise ready, 40' L. O. Deck, 38' waterline,
4' 7" draft, minimum Air Draft 15', 14'6" beam

Living large for her length, La Vita Dolce has 6' 4" minimum headroom, new Stamoid Bimini enclosure and sundeck cover.

Equipped with two Lehman 135 naturals, she uses about 4 gal. per hour at 7 kts. The starboard engine and transmission were just completely rebuilt, with new engine cooling, oil, and transmission heat exchangers. The port engine, 5,600 hours, has a newly rebuilt head, with new injectors and damper plate. The engine, oil, and transmission coolers were replaced in 2020. Port transmission has appx 3500 hours on it. Dual Racor 900s keep the fuel clean, while an oil change pump system makes oil changes easy. Engine room has 5'6" headroom, LED lighting, and room to work on both sides of each engine. An Onan 8kw generator with a Racor 500 filter provides power when away from a dock.

The Long Range Cruiser was built with solid fiberglass tanks for both fuel and water. All tanks have 12" inspection/cleanout ports. Fuel tanks are 350 gallons on each side of the engine room, with 500+ gallons of stabilized diesel aboard. The 3 water tanks, 600 gallons total, are in the keel spaces below the engine room and the two cabins.

Deck features include 6 heavy duty cleats with hawseholes, an 80 lb Manson Supreme anchor on 350' of 5/16" American made LaClede G-4 chain, backed with 150' of Yale 8 brait. A Maxwell 10-8 windlass with flybridge controls handles this rode easily. There are 4 large cylinder fenders, 2 fenderboards, 2 19" ball fenders and several smaller ones. There are numerous dock lines, including 2 new 30' 3/4" stored below, and 6 3/4" 8 brait 45' storm lines. A spare anchor, a 70 lb original Danforth with a separately stored ~200' 5/8" 3 strand rode. Wide side decks (16" to 18") make moving around the boat easy, while 24"+ high handrails make it safe. A large lazarette provides storage for hoses, dock lines, spare rode, and more. Access at docks is by a 7 step 24" Marquipt SeaStair, with mounts on both sides.

La Vita Dolce features dual controls on the flybridge and at the interior helm station. The flybridge has a new (2021) Garmin MFD with a new depth sounder. The MFD also connects to a functional legacy Garmin radar unit. The remote control searchlight (2021) makes finding your way in the dark easier, while the Standard Horizon GX2200B marine radio (2021) keeps you in touch. It also has a hailer, with new (2021) speaker, with a foghorn function. New VDO gauges (2021) with new dedicated wiring keep you informed of engine operating conditions at both steering stations. There is a 4" Ritchie compass installed. A newly recovered professional pilots' ergonomic Hansen of Denmark helm chair keeps you comfortable while cruising, and the Bimini enclosure keeps you protected from weather. Stamoid cloth is waterproof and UV opaque. The lower steering station has the handle to shift controls from upper to lower stations, a

6" Ritchie compass, a second VHF marine radio, and another (older) Garmin MFD. A Comnav autopilot is installed. Hydraulic steering. EPIRB in saloon.

The saloon is spacious, bright and comfortable, with aluminum framed sliding windows, entry door to starboard, a newly reupholstered storage settee aft, and space for 2 large or 3 smaller chairs. Stool seating could be used at the galley peninsula. The galley is equipped with a Princess 3 burner electric range with oven, an apartment sized (10.5 ft) refrigerator with freezer below (4 drawers for easy access), and a 22" by 9" deep stainless sink with a triple filter for drinking water, and a flex outlet for washing. 120 volt undercounter and overhead lights as well as 12 volt LED lights and pump for tanked water serve while cruising. A 10,000 BTU Dometic dual cycle A/C unit (2021) cools the saloon. New waterproof PVC/Woodgrain flooring in the saloon and galley (2022).

The master cabin has a walk-around queen bed, with a 12" memory foam mattress, 2 hanging lockers, cupboard storage to port and a dresser to starboard. A hatch over the bed provides ventilation, as do opening windows both sides and a portlight in the bathroom. The master head has a Raritan Marine Elegance head (2019), a sink, storage cupboards, and a 30" x 33" shower stall with a Starboard floor. A 16,000 BTU Dometic dual cycle A/C unit (2020) cools the staterooms. Waste tank is 40 gallons.

The forepeak cabin has 2 large Vee berths with drawers under, and a hanging locker, a hatch above the beds provides ventilation. Access to the chain locker is forward. The forward head is a wet head, with a legacy 12 volt electric macerator head. A spare (new, old stock) macerator unit is stored there. An opening porthole provides ventilation.

Engine room access is through a hatch near the lower steering station. All batteries were replaced with gel-cells in 2019, and a Mastervolt 12/40/3 charger was installed. LED lights and 5' 6" headroom make work easy. New Groco 3/4" seacocks were installed for the A/C cooling water, and a new Groco sea strainer and March 500 water pump. A spare water pump is stored aboard.

New bilge pump switches were installed in 2020, USS Ultra Senior (w/ high water alarm) and Junior.

Noted problems: there is a leak on the port side of the flybridge deck (now covered by the flybridge enclosure), there is an area of damaged fiberglass in the gunwale rail at the stern, there appears to be a leak somewhere in the hydraulic steering system, and the swim platform needs repair or replacement.

Recent health issues have ended my cruising ability, and I must move ashore.

La Vita Dolce is ready to fulfill your cruising dreams or be your new home. The dock (across the lagoon from the Canaveral launch pads) is relatively inexpensive (it is Florida) and transferable.

Call John Sage at 317.730.6866, or email jcsage8@gmail.com. She is docked at

Titusville, Florida, and I am aboard her now. Thank you.