



VOYAGE 500 · S/V TROPICALIA

Known Issues & Disclosure

A full accounting of items the current owners are aware of.

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When we bought Tropicalia, the previous owner was refreshingly straightforward with us about what was working and what wasn't. We didn't find surprises at survey, and it made the whole transaction feel honest. We want to do the same here. What follows is everything we're aware of — the big items and the small — so that a buyer can read the list, walk the boat with a surveyor, and confirm what they see.

Clean History

No history of groundings.

No history of lightning strikes.

No history of storm or hurricane damage.

No blistering on the hulls.

No loans or liens on the vessel.

No history of fires.

No history of sinking or partial submersion.

No structural or mechanical defects.

No charter history other than a handful of day charters the former owner did in Florida — no overnights, no bareboating. See the [charter-history FAQ](#).

The only damage on record is documented in the [insurance-claims FAQ](#), with the prior owner's [damage disclosure available here](#).

Hull, Deck & Exterior

Lewmar hatch, owner's berth. Broken support strut and worn rubber gasket — gasket drips in heavy rain. Replacement parts need to be ordered to Florida.

Storm-jib track. Needs to be rebedded with 3M 4200. Early signs of moisture intrusion at the back of one of the bolts.

Lewmar hatch screens. A few have light edge staining of unknown origin. Screens function normally; one or two new replacements are aboard.

Legacy hardware holes — gelcoat fill. A few unused fastener holes remain from the old toilet and the prior boat-name LED sign on the transom. They should be filled and gelcoated. We have a fiberglass contact in St. Augustine who can handle it.

Bottom paint. Holding up reasonably well under regular diver scrubs, but one spot has flaked. The bottom is likely due for a strip and repaint fairly soon.

Carbon-fiber vinyl wrap. Some sections are scratched, and a few areas have peeled. Cosmetic. Spare vinyl material is aboard if the next owner wants to patch or redo sections.

Starboard sugar-scoop — cosmetic scratches. Black scratches on the inside of the starboard sugar scoop from dinghy prop contact.

Topsides — buff and wax. Buffed and waxed in the Dominican Republic a few months ago. Some run-off staining has returned from water shedding off the deck; a fresh buff and wax is due.

Fillet cracks at high-stress joints. Fine cracks in the thickened-resin fillets (used to round tight corners) around the starboard cabin-top rope-clutch cluster and where the aft teak deck meets the hulls. Our surveyor noted they could be dremeled out and re-gelcoated but are likely to return, so his advice was to leave them. Cosmetic.

Stern ladder metalwork. All metal aboard was cleaned and waxed a few months ago. The stern ladders take heavy salt spray and should be polished and waxed again — ideally with multiple coats this time. The rest of the exterior stainless is in very good condition, polished and waxed.

Anchor-chain retainer hook. The small hook that holds the chain in place when the anchor is seated in its holder is bent and should be replaced.

Aft teak deck — gouge. Small gouge in one of the aft teak deck slats from the dinghy ratchet-strap hardware.

Bilge paint. Bilges were repainted gray and are in good order overall, but the paint has flaked in a few spots. Not causing issues; could be touched up.

Teak back deck & grate. In generally good condition. Could be recoated with teak sealer, or left to silver naturally — owner's call.

Engines, Saildrives & Drivetrain

Port exhaust thru-hull. Drips a tiny amount of water into the engine-room bilge in a seaway. Should be tightened and rebedded.

Starboard engine — auxiliary alternator bolt oil leak. We had this addressed by a mechanic, but a few drops of oil showed up after our last long motoring passage. The mechanic's next step would be to re-tap the hole to the next size up and install a new bolt.

Morse engine controls. The shifters are a bit sticky. New shift cables are aboard for the next owner to install if they want to freshen them up.

Electrical & Systems

12V cabin fans. Several have grown noisy — likely worn motor bearings — and should be replaced.

Mabru 12V A/C. The fan makes a sound on startup and then runs quietly after the first few seconds. Mabru confirmed a replacement fan assembly is available; the unit otherwise runs normally, so it was left as-is.

Mabru 12V A/C — saltwater intake. After sailing through heavy seas the intake occasionally airlocks (air gets drawn in). If the A/C doesn't start after a hard sail, open the inline drain hose and let the circulation pump run into a bucket for a minute, then close it — the unit runs normally again.

Mabru 12V A/C — condensation pan. The pan under the compressor occasionally clogs because of a shallow drain angle; a quick clear-out restores flow.

12V USB-C receptacle, nav station. Needs to be replaced. Replacement part is aboard; just needs to be installed.

Freezer vent grate. In very hot and humid conditions, condensation from the freezer drips out of the vent grate on the floor.

VHF radio — DSC position. The VHF does not acquire GPS position from the NMEA 2000 network. Can be investigated if DSC position broadcast is important to the next owner.

D400 wind generator regulator. Not compatible with the new lithium house bank. LiFePO4 has a flat discharge curve (~13.5V across the cycle), so the existing regulator reads the bank as a fully-charged AGM and stops delivering useful output. To actually charge from the wind generator, run it into a small AGM buffer battery and use a DC-to-DC charger from that AGM into the lithium house bank.

Solar vent fan. One of the deck-mounted solar vent fans is not working.

Cabinet ventilation fans — watermaker and under-sink. The small fans on the watermaker-pump cabinet and the under-galley-sink cabinet are not currently wired. Both could be rewired if a buyer wants extra ventilation in those spaces.

Spreader-light color remote. The remote used to cycle the spreader-light colors no longer works (not troubleshooted). The lights themselves run fine — they just scroll through colors on their own.

Plumbing & Tankage

Watermaker seawater inlet — sea strainer. Currently fitted with a reinforced-plastic sea strainer. A Groco bronze strainer has been purchased for the upgrade but is not yet installed.

Water heaters — pressure relief. When the engines run, the heaters bring the water very hot and build internal pressure, which vents a small amount of water into the engine-room bilges until a hot tap is opened to relieve it.

Owner's head — direct overboard. The owner's-cabin head is plumbed directly overboard (no holding tank). We set it up this way because there are effectively no pump-out stations in the Caribbean, and because a suitable holding tank wasn't available on short notice when we installed the new electric head down here. The two port-hull guest heads are plumbed to the holding tank. If a buyer wants to add a holding tank to the owner's head, there is clear space in the utility room directly above the thru-hull to accommodate one.

Wema water-tank gauge. One of the tank-level Wema gauges is intermittent.

Stern-locker hose bib. The hose bib broke and is currently capped. A new bib can be installed if the next owner wants a pressurized saltwater wash-down there.

Port pump-out deck fitting label. Still reads "Water" after the in-keel tank it serves was converted from a water tank to a holding tank. The fitting should be swapped for a "Waste" deck plate to avoid confusion at a pump-out.

Rigging & Sails

Mainsheet. End is frayed. Should be cut with a hot knife and whipped.

Genoa furling line. The rope cover on the Dyneema furling line is worn. Either re-cover or replace the line.

Genoa & jib UV strip. The UV-resistant Sunbrella strips that protect the leech of the genoa and jib should be replaced. See the [sail-condition FAQ](#) for the broader sail summary.

Mainsail stack pack. Canvas stack pack for the mainsail is new from the Voyage factory.

Standing rigging. See the [rigging-condition FAQ](#) and the downloadable [professional rigging report](#).

Interior, Galley & Heads

LG TV, owner's cabin. Needs a new remote — will be ordered.

Removable shelf supports. A few of the supports that hold the removable shelves (lightweight items) have come loose and should be re-glued.

Dometic electric toilet. The new unit picked up a hairline crack while stored in a cabinet before installation. Repaired with superglue and functioning normally. A buyer who wants a factory-clean replacement can swap it out easily and keep the pump and other parts as spares — the marine sanitation store in Seattle that supplied the original offered a wholesale replacement around \$750 (vs. ~\$1,200 retail) plus shipping.

Owner's shower door hinges. Hinge hardware on the owner's-cabin shower door has discolored (cosmetic).

Starboard drop-ceiling fillet. A crack in the fiberglass fillet (the radius that rounds off joints) where the starboard drop ceiling meets the deck. Not structural. Should be filled and repainted.

Soundbar above TV. Not connected. TV has good built-in sound, so we never hooked it up.

Salon hatch window tint. The tint film on the two forward-facing salon hatches is starting to bubble. Should be removed or replaced.

Cosmetic caulking. Some of the cosmetic caulking around countertops and similar joinery could be redone. Nothing looks bad — just a maintenance item when a buyer wants it fresh.

Salon liner — minor warp. The interior liner warps slightly above the small starboard fixed window in the salon. Cause unknown. It hasn't changed or caused any issue in our ownership, and it isn't noticeable unless you look for it.

Nav table trim varnish. The varnish on the wood trim along the aft edge of the nav table peeled after getting wet. Could be sanded and re-varnished.

Cockpit & Canvas

Cockpit-floor storage lockers — drainage. We repainted the lockers and rebuilt the drainage, but they can still clog with debris. A future improvement would be to run larger drain lines.

Gas grill. Burner element is loose and the grill is being discarded. The next owner can pick a new grill to taste.

Cockpit magnetic compass. Should be calibrated, and worth considering a replacement with an oil-filled compass that damps better in a seaway.

Dinghy & Tender

Dinghy drain plug. Slow leak. The bilge pump handles it, but the plug should be replaced.

Dinghy stern light. Not working. Try a new bulb first; if that doesn't fix it, replace the fixture.

Dinghy hoist clutch. The hoisting-line clutch slips a little under load. Replacement cam module (Spinlock XT/XC Cam-0814, ~\$55) is the fix.

Dinghy tie-down straps. The ratchet hardware on the straps that lash the dinghy to its chocks is functional but corroded. Worth swapping the galvanized ratchets for stainless.

Dinghy Hypalon tubes. New, but dirty from rubbing against black rubber dock bumpers in St. Thomas. Should be thoroughly cleaned and protected with a UV protectant.

Dinghy speedometer sensor. Broken. Must be replaced for the speedometer to work.

Other

Fire extinguishers. All gauges read full charge, but we recommend replacing them with the current disposable 10-year units.

Fireboy halon system. Gauges show fully charged, but the system may be due for re-inspection. The electronic monitoring is working; the "ready" indicator lights at the helm are active.