

GALILEO — PALMER JOHNSON



Судостроитель: PALMER JOHNSON

Год постройки: 1989

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Spain

Длина общая: 123' 0" (37.49m)

Ширина: 26' 1" (7.95m)

Мин. осадка: 11' 5" (3.48m)

Макс. осадка: 13' 1" (3.99m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 12 Kts. (14 MPH)

Купить **GALILEO — PALMER JOHNSON** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **GALILEO — PALMER JOHNSON** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Обзор	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	4
Размещение	5
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
Accommodations	6
Pilothouse	7
Main Salon	7
Lower Deck and Engine Room	7
Cockpit	7
Deck Equipment	8
Electronics Equipment	8
Electrical System	9
Engine /Mechanical Equipment	10
Sails & Rigging	10
Recent Refit & Upgrades	11
Remarks	12
Exclusions	12
Исключения	12
Отказ от ответственности	12
ФОТОГРАФИИ	13
Saloon	13
Dining	13

Saloon	13
Master Stateroom	14
Head	14
Starboard Guest Stateroom	14
Owner's Study	14
Guest Head	14
Port Guest Stateroom	14
Crew Lounge	15
Galley	15
Cockpit	15
Cockpit	15
Aft Deck	15
Wheelhouse	15
КОНТАКТЫ	17
Контактная информация	17
Телефоны	17
Время работы	17
Адрес	17

ХАРАКТЕРИСТИКИ

Обзор

[Click here for a broker-friendly walkthrough to share with your clients:](#)

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1989

Год постройки: 1989

Год обновления: 2011

Страна: Spain

Размеры

Длина общая: 123' 0" (37.49m)

Длина по ватерлинии: 96' 0" (29.26m)

Длина палубы: 123' 0" (37.49m)

Ширина: 26' 1" (7.95m)

Мин. осадка: 11' 5" (3.48m)

Макс. осадка: 13' 1" (3.99m)

Длина привального бруса: 123' 0"
(37.49m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Дальность на крейсерской скорости:
3000

Макс. скорость: 12 Kts. (14 MPH)

Дальность на макс. скорости: 3000 Kts.

Чистый вес: 183 Pounds

Вместимость воды: 3500 Gallons

Объем топливного бака: 5000 Gallons

Размещение

Всего кают: 3

Каюта капитана: Да

Каюты экипажа: 3

Корпус и палуба

Материал корпуса: Aluminum

Материал палубы: Teak over Aluminum

Цвет корпуса: White

Дизайнер корпуса: Sparkman & Stephens

Дизайнер интерьера: John Munford

Информация о двигателе

Двигатели: 1

Производитель: MTU

Модель: 12V 183TC91

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

All interior varnish new in 2014. **Master Stateroom** This full width cabin features a king size, centreline berth with carved corner posts.

To port and starboard are his/hers nightstands with drawers underneath and swing out lamp above. The décor is John Munford understated elegance with raised teak drawer fronts and off white fabric panels trimmed in teak. Outboard of the night stands are large his/hers closets.

Forward to starboard is a settee and then the entrance to the spacious, en­suite head with both shower stall and tub. To port is a vanity with stool and fold up mirror. In the middle toward the entrance door is the mizzen mast to remind you that you are actually aboard a sailboat and not in a well appointed club ashore. **Private Study** The study continues the teak with off white fabric panel's décor of the other cabins and features a large, teak roll top desk that extends across the forward bulkhead with a low credenza outboard and bookshelves above. Inboard of the desk is a cupboard which conceals a computer and printer. Along the outer side of the cabin is a long, cream colored sofa that can convert to a single berth. The entrance to this cabin is inside the door to the master stateroom, making it an idea cabin for a young child. There is a large closet on the aft wall. **Starboard Guest Stateroom** This cabin has a large double berth outboard of a beautifully carved desk with stool underneath and a mirror so it can also be used for a vanity. Along the inner wall is a chest of drawers with a teak paneled Pullman berth above that can fold out to accommodate another guest. The headboard and sideboard are tufted leather and many of the wall panels are off white fabric. There is a large porthole over the berth and a large hanging locker forward next to the door to the private en­suite head with shower stall. **Port Guest Stateroom** There are twin beds in this cabin with a beautifully crafted teak chest of drawers in between. The headboards and sideboards are tufted leather and many of the wall panels are off white fabric to compliment the teak trim and brighten the cabin. There is a large port hole over the outboard berth. Under the berths are large drawers. At the foot of the outboard berth is a large hanging locker, and forward of that is the private en­suite head with a separate shower stall. **Galley** On the port side as you descent forward from the main salon, the well appointed galley is laid out for producing high quality cuisine both at sea and at anchor. There is a lot of jade/white Corian counter space for preparing meals and a minimum of open space for safety at sea. There is a double oven on the aft end, a cook top with bracing for off shore cooking on the forward side, and large amounts of refrigerator and freezer space as well as white, teak trimmed cabinets for cooking utensils, condiments and food storage. Two portholes and an opening hatch above make this a bright area. **Crew Quarters** Opposite the galley on the starboard side is the crew lounge with a table and U shaped settee with video monitor, communications radios and entertainment systems mounted next to it as well a porthole and overhead hatch for light. Forward on the port side is the captain's cabin with double berth, desk, ample storage and private head with shower stall as well as ship instrumentation and computer. Opposite to starboard is a double cabin with upper and lower berths stowage and private head

with shower stall. All the way forward is a twin berth cabin with a private head.

Pilothouse

The enclosed pilot house wall and console are made of raised panel teak with opening windows on either side and along the aft wall on either side of the door to the cockpit. Aft to port is a raised bench seat for two with arm rests and cup holders. To starboard is a locker for wet weather gear and storage. Forward to port is a chart table with monitors for electronic navigation behind. The wheel is on centerline with a helm seat. The engine and ships systems monitors arrayed in front and communications and sailing instruments and radars spaced around the dash and overhead.

Main Salon

The spacious main salon has large windows on the sides and high, raised panel cabinets forward and aft, elegantly designed by John Munford in matte finished teak. The dining table is forward to port and seats eight in custom caned back chairs with images of the astronomer Galileo carved in the cross brace. To starboard is a comfortable, indoor seating area with two club chairs and a sofa spaced around a low table. Aft to port is an office area with a large desk and bookshelves that originally served as a second navigations area but now the Trac77 system is housed in the desk where a large radar used to be so it is now a communication center, although with WiFi laptops can be used to access the internet throughout the boat. The floor is teak and holly with a gloss finish and the overhead is off white ultra suede. There is a large amount of storage in the cabinets forward and outboard under the windows.

Lower Deck and Engine Room

The laundry and more refrigerator and freezer storage is located on the lower deck below the galley. This area has full standing headroom and stores can be directly loaded through a deck hatch and a hatch in the galley floor directly underneath. Forward, under the crew quarters, is a large storage area. Access to the engine room is through a watertight door at the aft end of this area.

Cockpit

Aft of the pilot house is a large comfortable, coved cockpit. At the forward end is the wet bar and service area on either side with access to the side decks. Aft to port is a U shaped settee with comfortable seating for 6. Opposite to starboard is an L shaped settee with a table in front and access to the aft deck next to the mizzen mast.

Deck Equipment

The large open aft deck is a terrific area for sunning when underway and entertaining under the awning when at anchor. There is a table and chairs capable of seating 10 people. There is also another area for sunning on top of the salon forward of the pilot house. The windlass is on deck forward. The tenders store on the aft deck at sea and there is room to store kayaks and wind surfers on the pilot house roof.

- Sanguinetti aluminium boarding ladder with custom stainless steel top deck.
- (1) Portable vertical swimming ladder.
- (1) Sanguinetti passerelle (new teak 2011).
- (2) 300lb anchors in pockets.
- (2) 420 lengths of 5/8 inch hot galvanized anchor chain.
- (1) Lofrans 220 volt AC anchor windless (new gypsies 2016) (Windlass re-built 2016).
- (1) Tender is Nautic Rib (re-tubed & repainted 2012) with 150 hp Evinrude E-Tec (2010) outboard, white in color, centre console, shower, VHF, etc.
- (1) Zodiac dinghy for crew with 15 hp Yamaha outboard (2009).
- (2) 16-man Zodiac life rafts with custom launch system.
- (2) Marine Technologies man-overboard module, Full BA apparatus, Epirb, SARTx2, line throwers x 2, flares, survival suits, etc.
- (20) Life preservers, 12 x inflatable lifejackets and tethers.

Miscellaneous Deck Equipment: Deck sailing hardware is by Rondal, Harken, Lewmar, or custom designed and built, as appropriate.

All hull port lights and deck ports (replaced 2009) (Perspex replaced by laminated glass).

All deck hatches replaced by Rondal flush units 2008/2009. **Hull & Construction:** Welded aluminum hull, deck and cabin house. Teak overlay (24 mm) on deck (replaced 2008). Hull is Awlgrip Off White, and Deck is Awlgrip Oyster White. Completely repainted 2016.

Electronics Equipment

Entertainment:

- Bose sound system with CD and IPOD input in Main Salon with speaker also in Master Stateroom, and Pilot House with individual volume controls.
- Televisions in Main Salon.
- Television with DVD in Master cabin and Guest Cabins.

Sailing instruments:

- Brookes & Gatehouse 390 in Owner's Stateroom, 690 in Bridge (with 20/20 repeaters), Hydra 2000 in Captain's Cabin and Crew Dinette.

Navigation:

- 2 x New radars by Ratheon viewed through flat screens that can switch to Raytheon Chart plotters, Servo Watch, Cameras.
- Transas installed 2008
- 2 x Leica MX 4200 GPS
- New Simrad Unit
- AIS Simrad AI50
- Furuno Navtex NX 300

Radio/Communication:

- Sailor RT 5022 DSC VHF Pilot House
- ICOM 503 Crew Dinette
- Full VSAT installation 2008 with 24/7 internet, wireless and WI FI through ships access points, WI FI from shore side also installed
- Fleet 77 with Packet Data and GMDSS requirements

Electrical System

DC system is 24 volt. AC system is 220 volt single phase 60 Hz with shore power connection through isolation transformers. Two auxiliary diesel generators provide electrical power at sea with the starboard generator also providing hydraulic power to the retractable bow thruster.

- (2) Northern Lights diesel generators, 40 KVA at 1500 RPM's - 60Hz (New 2013) (5,000hrs)
- Separate Mastervolt converters, 24-volt D.C. to 12 -volt D.C. for electronic instruments where 24-volt equipment is not available.
- Starting batteries - approximately 300 amp hours - 24 volt with appropriate changes to their charging systems.
- Service batteries - approximately 2500 amp hours - 24 volt.
- Batteries are charged by: (1) Hydraulically driven 200 amp alternator off main engine for service, (2) electrically, through separate Mastervolt chargers for each of the starting batteries and service batteries (replaced 2014).
- 220v/110v main panel in engine room and Asea Converters fully serviced and upgraded with new software in 2015.
- New shore power controller box 2009.
- New Mastervolt Battery Chargers 2008/2009.
- Major overhaul of wiring/cablings throughout.

Engine /Mechanical Equipment

The engine room is beneath the raised salon floor with single V12 MTU diesel engine and twin Northern Light 65 KVA generators.

- MTU 12V183TC91, 523 hp main engine. In 2004 the main engine was fully removed, totally stripped down and rebuilt to as new condition internally / externally, (to the level of the Chrome being redone).
- Current hours since rebuild is 6000 hours.
- Controllable pitch four-blade propeller by Hundested UP-7-41.8" diameter with 24 volt-electric pitch control . Serviced annually.
- Cruisair Air conditioning system fully replaced in 2008.
- (2) Sea Recovery reverse osmosis watermakers capable of producing approximately 2400 U.S. gallons of fresh water daily.
- Alpha Level fuel purifier has been added for fuel polishing with fuel counter.
- Richfield retractable 400R hydraulic bowthruster-approximately 65 HP in 15.75 inch tunnel with 4-blade propeller installed for enhanced performance . System fully rebuilt 2008 and serviced annually since.
- Fire/bilge/anchor wash system.
- Compressed air system-Dayton Speedair No. 3Z176B for horn, dinghies, tools and windshield wipers.
- Fire fighting-fixed FM 200 system (2009) for machinery spaces and 25 portable CO2 / Foam extinguishers located throughout the vessel.
- New Crash Pump 2009. Fire hose pump either electrically driven off either genset or hydraulically off Starboard Genset.
- (11) local smoke alarms in the staterooms, salon and galley but connected to the ship's monitoring systems
- (2) 44 gallon lube oil storage tanks, one located under each generator.
- New fuel over flow tank installed 2009 in aft bilge with alarms. This accepts over flow from all fuel tanks.
- All fuel and water tanks opened and cleaned 2014.
- Black and grey water tanks last opened, cleaned and painted 2014.
- Tank monitoring via original analogue gauges, digital gauges and also via Servowatch. All upgraded 2016.

Sails & Rigging

All working sails are heavy-duty Kevlar laminated with Dacron Tafita. All serviced annually by Doyle.

- Rollerfurling mainsail (Doyle D 4 Kevlar with vertical Battens 2009)
- Rollerfurling mizzen sail (Doyle D 4 Kevlar with vertical battens 2009)

- Rollerfurling Yankee (Doyle D4 Kevlar / Carbon 2011)
- Rollerfurling Staysail (D4 Kevlar 2009)
- MPS in Sock (like new condition)
- Mizzen staysail in Sock (like new condition)
- OLD Vectran Mizzen / Main / Staysail in Storage

Spars by Rondal Yacht Systems:

- Aluminum roller furling masts, with aluminum booms and spreaders.
- Rondal hydraulic roller furling for head sails, mainsail and mizzen sail.
- All Hydraulic furler motors either replaced or fully rebuilt 2009.
- Navtec hydraulic boom vang and backstay adjuster powered by rotary hydraulic pump with manual back up.
- Standing ROD rigging replaced 2009. Most running rigging replaced same time.
- All electrical cables in both masts replaced at same time, antennas included.
- All spars removed and checked including all standing rigging and all hydraulics serviced 2015.

Winches by Lewmar:

- 22 winches, 12 of which have hydraulic power powered by two Lewmar Commander power packs.
- Old PCB Commander Electronics and wiring replaced by custom PLC switching system for all winches / furlers 2007, All deck switches replaced 2011.
- Primary winches are Lewmar 1200 ST with "backwind" capability with custom designed stainless steel stripper arms.

Recent Refit & Upgrades

New teak decks, new paint on entire exterior of yacht, new Rondal hatches throughout, air-conditioning, handlers, piping replaced throughout and extra compressor added, new chain gypsies, windlass rebuilt, new sails, shaft pulled, rudder dropped, Hunterstat fully reworked, new PLC switching gear for Lewmar command system, major wiring , overhaul where needed, fridge system overhauled, FM 200 added to Engine Room, new fuel cut off valves added, fire dampers installed ER, bow thruster dropped and rebuilt, hull ports replaced from Perspex to laminated glass, new batteries, 2010 New Outboard for Tender 150 Evenrude E-Tec, 2012 Gensets 40 KVA Northern Lights, generator exhaust system rebuilt, prop shaft pulled, new cutlass bearings, shaft bearing housings renewed, tender re-tubed, repainted and new outboard 150 Yamaha four stroke, chains galvanized, bottom paint blasted back to original base epoxy filler, alloy grills on deck replaced with custom fiberglass units, new ISO Glass Cockpit, Bridge and Crew upholstery renewed, new batteries throughout, 2014 rigs out with full strip down to OYC specs, mast/boom repaint, all wiring replaced, LED spreader lights, shaft pulled, rudder dropped and new bearings installed, Crew over heads replaced, Crew mess teak floor replaced, interior re-varnished, full ER

repaint, black and grey water system renewed.

Remarks

A magnificent ketch with an elegant Munford interior and rugged Palmer Johnson hull, that will turn heads in any harbor in the world and has the cruising range to get you there. Impeccably maintained with a lot of recent electronics, she is ready to circumnavigate the globe again or continue to cruise more locally. Great charter boat.

Exclusions

The name GALILEO is reserved. Owner's personal effects. All items not specifically listed on this listing sheet.

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ



Saloon



Saloon

Dining



Master Stateroom



Head



Owner's Study



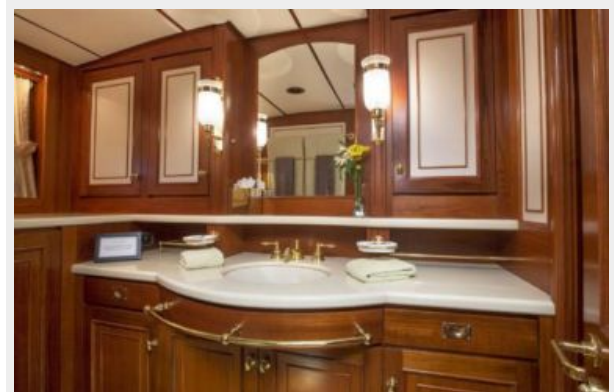
Starboard Guest Stateroom



Port Guest Stateroom



Guest Head



Galley



Crew Lounge



Cockpit



Cockpit

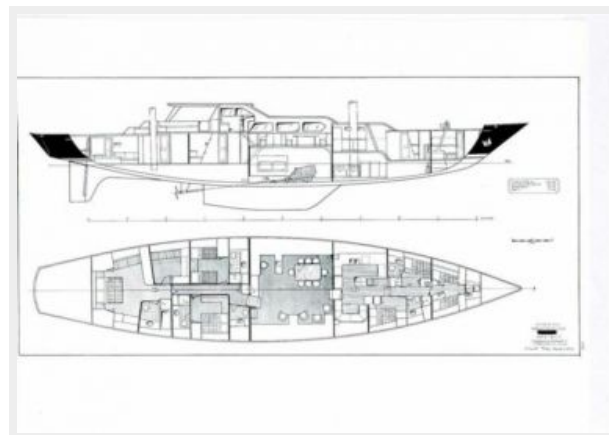


Wheelhouse



Aft Deck





КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрето**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004