

EAGLE RAY — STEALTH YACHTS



Builder: STEALTH YACHTS

Year Built: 2007

Model: Catamaran

Price: PRICE ON APPLICATION

Location: United States

LOA: 54' 5" (16.59m)

Beam: 18' 0" (5.49m)

Min Draft: 4' 2" (1.27m)

Max Draft: 4' 2" (1.27m)

Cruise Speed: 35 Kts. (40 MPH)

Max Speed: 45 Kts. (52 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **EAGLE RAY — STEALTH YACHTS** from our catalogue. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on our **sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **EAGLE RAY — STEALTH YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Eagle Ray, is bar non the fastest, smoothest riding power catamaran in the market today. Eagle Ray is seriously for sale and the owner is a keen seller. Eagle Ray's advanced design and technology unites wide-beam comfort, style, speed and fuel economy into an unforgettable cruising experience. Cocktails on the fly-bridge when the turbo diesels spin up, the twin rooster tails fountain from astern is. In no time the ship rises on hydrofoil, the chart-plotter reads 36 knots. The captain's holding back in comfort cruise. She'll do 40+ knots. And you won't spill a drop. Eagle Ray has had the same owner since new. Eagle Ray is the ONLY Stealth 540 that has Arneson Surface Drives installed. Arneson drives were delivered in February of 2012 and work was not completed until December of the same year. Engine hours in total for this boat are 700 hours. Range at 35 Knots: 360 Nautical Miles (Lightship Calm Sea and Wind Conditions) Stealth Yachts has a long history of building power Cats for commercial and private use. If you are planning to own a 3 cabin, 3 head with crew's cabin layout power cat from a reputable builder that is the fastest in its class with the best performance this is it. Eagle Ray is a very unique power catamaran. It attains speeds of up to 40+ Kts. incorporating a unique foil system that once it reaches planning speed lifts up on three foils. One large bronze foil that is forward between the hulls and two smaller foils on the inside of the hulls aft. These foils work in combination with the Arneson surface piercing drives and 5 blade props to attain speeds not possible with a conventional planning hull design. Cruising on this boat is an adventure and the ultimate experience which looks to me is what you want from the Cat you are looking for. VIDEO RUNNING: <http://www.youtube.com/watch?v=rKmp6qrUOWk> VIDEO TOUR: <http://www.youtube.com/watch?v=ctK7wOiX5vQ> Most important difference is a reliable drive train from an established US company (Arneson) on Eagle Ray that none one of the other Stealth boats have. The owner of Eagle Ray spent a lot of time and money addressing the propulsion system to make it perfect. This boat also has a water maker which doesn't come included on the standard spec. Eagle Ray has always been maintained and taken care by a full time Captain with an open check book budget. Owner will include the voltage booster charge circuit for engine start batteries from genset and shore power amp increase which is necessary on these boats to run the systems with enough load. I am Also included: Tender, water maker, sat phone, scuba tanks. He also recently replaced and serviced air compressors on the A/C units.

The **STEALTH 540 flybridge** presents the newest wave in yachting. This yacht has a perfectly crafted catamaran hull matched with a proprietary hydrofoil (**HYSUCAT**), which elevates the hulls of the yacht and significantly reduces most of the drag that would normally be present on a planning hull. All of this is matched with the latest 800hp MAN Common Rail diesels and the **Arneson Surface Drive (ASD)** propulsion, which gives the vessel unmatched performance and fuel economy.

The **STEALTH 540 flybridge** can reach a **top of speed of 55mph** and easily cruises at **42mph**. At cruising speed, the **STEALTH 540 flybridge** burns **30% less fuel** than any other motor yacht in her class! Because of the efficiency of the **HYSUCAT**, the ride is much smoother than most yachts, which yields an **attractable 'wave dampening' effect**.

With an overall length of 55' and a **beam of 18'** this vessel is more like a 70' yacht. Not only that, the **STEALTH 540 flybridge** carries that beam much farther forward due to her catamaran hull, and is easily seen by a **king-size bed** forward in the master stateroom.

The **STEALTH 540 flybridge** has 3 staterooms and 3 full-baths. The flybridge has seating for 12, while the cockpit has more square footage than most 65' sport fishing yachts. With side decks and a center walk-through windshield, access to the bow is excellent.

Basic Information

Category: Catamaran

Sub Category: Cruiser

Model Year: 2007

Year Built: 2007

Refit Year: 2012

Refit Type: Arneson Drives

Country: United States

Vessel Top: Hardtop

Fly Bridge: Yes

Dimensions

LOA: 54' 5" (16.59m)

LWL: 42' 0" (12.80m)

Beam: 18' 0" (5.49m)

Min Draft: 4' 2" (1.27m)

Max Draft: 4' 2" (1.27m)

Clearance: 15' 5" (4.70m)

Speed, Capacities and Weight

Cruise Speed: 35 Kts. (40 MPH)

Cruise Speed Range: 360

Max Speed: 45 Kts. (52 MPH)

Displacement: 40740 Pounds

Gross Tonnage: 20 Pounds

Water Capacity: 113 Gallons

Holding Tank: 56 Gallons

Fuel Capacity: 460 Gallons

Accommodations

Total Cabins: 3

Total Berths: 3

Sleeps: 1

Total Heads: 3

Captain Cabin: True

Crew Cabin: 1

Crew Berths: 1

Crew Sleeps: 1

Crew Heads: 1

Hull and Deck Information

Hull Material: Epoxy Composite

Hull Configuration: Catamaran

Hull Color: White

Hull Designer: Prof. Gunter Hoppe

Engine Information

Engines: 2

Manufacturer: MAN

Model: MAN R-6 800HP x 2

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Hull

Hull Deck and Bulkheads

- Antifouling over epoxy based osmosis barrier
- Closed cell PVC foam core, vacuum bonded for stiffness, strength and minimal weight
- Fore and aft hydrofoils, HYSUCAT
- Forward water tight compartments
- Hand laid-up GRP construction using multi layers of Quadraxial glass roving, vinylester resin and other highest-grade material
- Marine ply and foam core on critical structure bulkheads for added strength and stiffness

Deck Equipment

Deck Fittings

- Grab rails on deck
- Pennant/code flag staff
- Rub Rail
- Stanchions and Guard Rail
- Swim ladder

Deck Equipment

- Electric Windlass: 1
- Stainless Steel mooring cleats: 10

Fly Bridge

Flybridge

- Access companionway from cockpit
- BBQ Module
- Cooler Module with molded sink
- FlyBridge Helm
 - BOSCH Mini Marex Electronic Marine Controls
 - Compass
 - Dual Rev Counters – Analog

- Engine instrumentation and control panels
- RAYMARINE Speed and Depth Display
- TQM- Electronic Steering with Steering Wheel
- FlyBridge seating with lockers
- FlyBridge table
- Hard Top Bimini with lighting and rebate for enclosure
- Instrumentation Arch
- OPACMARE 6496 Fully Adjustable Helm seat: 1
- OPACMARE 6496 Guest Seats: 4
- Pressurized hot and cold water
- Stainless steel framed windscreen
- Sunning area

Cockpit

Cockpit

- Cockpit seating module with lockers
- Cockpit sunning platform
- Cockpit table
- Cockpit lighting
- Engine access hatches
- Flybridge access steps
- Storage lockers

Swim Platform

Swim Platform

- Landing Platform for tender/Jet Ski
- Lockers for wet gear/scuba

Salon

Main Saloon

- ALCANTARA ceiling liners
- ALCANTARA upper wall liners
- CORIAN type and IZIT leather counter surfaces
- IZIT LEATHER upholstered lounge seating
- IZIT LEATHER upholstered upper level casual seating
- MANNINGTON flooring
- Metallic Shimmer GRP moulded finish to modules

- Standing height throughout 1,9M
- Storage in seating modules

Galley

Galley

- Ceramic hob burners: 2
- Convection Microwave oven
- CORIAN type work surfaces
- Galley overhead lights
- MANNINGTON flooring
- Metallic Shimmer GRP moulded finish to modules
- Pressurized hot and cold water
- Stainless steel sink
- Stainless steel waste chute with cover
- VITRIFRIGO Drawer type Fridge and Freezer

Master Stateroom

Forward and Aft Cabins

- Bed: California King size Bed in Master Cabin
- Cabin and reading lights
- CORIAN type counter surfaces
- En suite Head module
- IZIT LEATHER upholstered seating in Master Cabin
- Metallic Shimmer GRP moulded finish to modules
- Mirror behind cabin door
- Shelf space and hanging locker
- Single bed in Crew Cabin
- Storage drawer under Master and Aft beds

Pilothouse

Saloon Helm Station

- BOSCH Mini Marex Electronic Marine Controls
- Compass
- Dual Rev Counters - Analog
- Engine instrumentation and control panels
- OPACMARE 6496 Helm (Fully Adjustable) and Co-Pilot Seats
- RAYMARINE Speed and Depth Display

- TQM- Electronic Steering with Steering Wheel
- VHF radio
- Wash basin

Electrical Equipment

Electrics

- Alternators for start batteries, 60A 24V: 2
- Alternators with SMART regulators, 70A 24V: 2
- Battery isolator switches
- Ceiling lights
- Cockpit lights
- Engine compartment lights
- Engine start batteries (12V): 4
- Navigation lights
- Outlets 110V:
 - Cabin each: 1
 - Engine room each: 1
 - Galley: 3
 - Heads: 1
 - Helm: 2
 - Settee: 1
- Ships load batteries (24V) gel - 600AH (6 x 200Ah batteries)
- Shore power cable socket 50A 110V: 1
- Start battery crossover connector
- VICTRON 3KW inverter and battery charger
- VICTRON battery monitor and management system

Mechanical

Engine & Transmission Equipment

- Engine room fire extinguishers
- High pressure fuel line
- High volume engine room blowers
- Hydraulic power steering controlled by TQM steering system
- Integrated Surface piercing propulsion system
- MAN R-6 - 800 Hp Engines
- Arneson Surface Drives
- Primary fuel filters
- Sound insulation
- Trolling Valve

- VEEM 5 x Blade Surface piercing propellers
- ZF 325A Angle gearboxes
- Phaser 12kw Genset
- Watermaker

Safety & Fire Protection

Safety Equipment

- Basic safety equipment:
 - Flare set
 - Life jackets: 10
 - Basic first aid kit

Duties

NOT FOR SALES IN US WATER TO US CITIZEN/RESIDENT.

Boat Highlights

Catamaran Hull

Catamaran-type hulls are not new – they have been in use in ship-building since the Polynesians with their twin-canoe hulled sailing vessels dating back about 3000 years. They probably exploited many of the hull-type's unique characteristics by creating wide, stable, seaworthy and easily powered vessels. The advantages of the **catamaran** hull-type include:

- **Useful Deck Size:** A power **catamaran** hull typically creates a deck that is 25%-30% wider than a similar length monohull. This additional, usable deck space allows additional cargo loading area for commercial vessels, more passenger seating space for ferries and more interior/deck/cockpit space for leisure vessels.
- **Seaworthiness:** The ride-comfort of a **catamaran** hull is significantly better than a monohull in any sea-state (other than dead calm where they are both similar). The high slenderness ratio of the individual hulls allows them to punch through waves resulting in lower vertical accelerations which are perceived as a softer and more comfortable ride.
- **Safety:** Due to their wider beams and buoyancy being largely concentrated near the beam limits of the vessel, they have a higher inherent stability than monohulls – there is far less heeling due to side-imposed loads (such as wind forces) or load movement on-board (such as passenger movements to one side). **Catamaran** hulls inherently provide compartmentalised buoyancy – damage

one hull and the other will still provide reserve buoyancy. Normally each hull is divided into several watertight compartments which help increase damage-tolerance.

- **Wake Reduction:** Wake size is of considerable importance due to shore-side wave disturbance when entering and leaving harbour or operating in river or estuarine environments. The wake size of a **catamaran** hull is considerably reduced compared to a similar size monohull due to its long slender hulls.
- **Manoeuvrability:** All larger **catamarans** (**STEALTH technology** works exclusively with **catamarans** in the 10m – 24m size range) have twin engine installations. With the engine spacing being further apart than on a monohull, controlled slow speed manoeuvring without bow thrusters is assured.

Hydrofoils and HYSUCAT

A hybrid hull consisting of an asymmetrical, planing catamaran hull and special **hydrofoil** system was developed by Prof. Gunter Hoppe at the University of Stellenbosch, South Africa, in the early 1980's. The resultant hull form is known as a **HYSUCAT** (**HY**drofoil **SU**pported **CAT**amaran). The advantages of this unique, hybrid system is that it further amplifies many of the existing benefits of the catamaran hull-form such as:

- Reducing the running resistance of the catamaran hull for a given speed by approximately 35%. This advantage can be exploited by lowering the installed power (reduced capital cost and reduced fuel consumption) or increasing speed by approximately 35% when using existing engines.
- Improved ride quality in rough seas due to the motion damping effect of the **hydrofoils**.
- Reduced wake size as the catamaran hull is partially lifted out the water by the **hydrofoils** causing less disturbance to the body of water the hull is operating in.

The main **hydrofoil** fitted between the catamaran hulls acts like any classic foil operating in a fluid medium - the top surface generates a low pressure region, the lower surface a high pressure region and the mass of water flowing past the foil is deflected downwards. The resultant is lift generated far more efficiently than the hull planing surfaces - typically the Lift/Drag ratio of a planning hull is 4:1 while that of the **hydrofoil** is 20:1. Smaller trim **hydrofoils** are also fitted on the inside of the catamaran tunnel near the transom. These smaller foils play an important role in the automatic longitudinal trim stabilisation of the hull in that as they approach the water surface in the catamaran tunnel, the bow trims down, their lift decreases (due to free-surface effects) and then, due to lift reduction, the transom trims back down again.

In general, the **hydrofoils** are protectively fitted between the catamaran hulls as they are fitted to the hull keels as deep as possible so as to keep them fully submerged but

no lower than the keels – as they do not protrude below the hull nor are they wider than the tunnel beam, there are no operational or aesthetic constraints as a result of fitting **HYSUCAT hydrofoils**.

Remarks

All batteries – House gels (6), engine starts (2), generator(1)

Fresh water pumps and lines

Hot water heater elements

Bilge pumps

Watermaker – just rebuilt

New A/C Chiller

New Salon TV

Electric Anchor Windlass 12V 25Kg DELTA anchor 50M Hi test galvanized chain 50M nylon anchor type rode Anchor roller Dock lines and Fenders

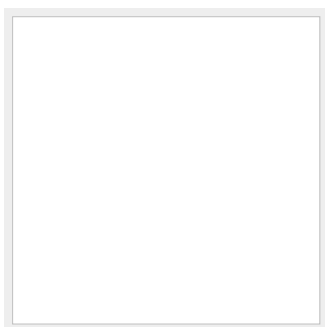
Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS











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