

THREE CHEERS — GRAND BANKS



Builder: GRAND BANKS

Year Built: 1973

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 36' 0" (10.97m)

Beam: 12' 2" (3.71m)

Min Draft: 3' 6" (1.07m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Three Cheers — GRAND BANKS** 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 **Three Cheers — GRAND BANKS** 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

THREE CHEERS is an early Fiberglass model of a timeless classic. Current owner has no time to use her so she needs new owners. She is a Great Loop veteran while previously owned by a retired professional freighter Captain. Fuel burn is 3.2 gph at 8 knots (2.5 nmpg). **Twin Lehman Diesels** with only 2750 hrs, fiberglass decks, new fuel tanks and air conditioning. Recent mechanical, electrical bottom paint and service work completed. **Priced to Sell.**

A friendly reminder on the benefits of Twin Engines – They aid in maneuvering in narrow neighborhood canals, tight marinas and through bridges and passes that sometimes have high currents, boat traffic and crosswinds. They provide better control, safety and redundancy but most importantly, confidence and peace of mind. Three Cheers **Specs** Builder: American Marine Ltd., Norwalk Ct. Hull Shape: Semi-Displacement **Dimensions** LOA: 36 ft 4 in Beam: 12 ft 2 in LWL: 35 ft 0 in Minimum Draft: 3 ft 6 in Displacement: 23300 lbs Bridge Clearance: 21 ft 6 in **Engines** Engine 1: Engine Brand: Lehman Ford Year Built: 1973 Engine Model: 2714E Engine Type: Inboard Engine/Fuel Type: Diesel Location: Port Engine Hours: 2162 Propeller: 3 blade propeller Drive Type: Direct Drive Engine(s) Total Power: 120 HP Engine 2: Engine Brand: Lehman Ford Year Built: 1973 Engine Model: 2714E Engine Type: Inboard Engine/Fuel Type: Diesel Location: Starboard Engine Hours: 2748 Propeller: 3 blade propeller Drive Type: Direct Drive Engine(s) Total Power: 120 HP **Tanks** Fresh Water Tanks: 2 Aluminum (85 Gallons) Fuel Tanks: 2 Aluminum (108 Gallons) Holding Tanks: 1 (20 Gallons) **Accommodations** Number of single berths: 3 Number of double berths: 1 Number of cabins: 3 Number of heads: 2 **Electronics** Plotter VHF Autopilot Depthsounder CD player Cockpit speakers Radar GPS Compass **Inside Equipment** Electric bilge pump Air conditioning Oven Hot water Electric head Refrigerator Marine head Battery charger **Electrical Equipment** Generator Shore power inlet - 30 & 50 amp Inverter Electrical Circuit: 110V **Outside Equipment/Extras** Outboard engine brackets Swimming ladder Cockpit cushions Davits - Mast & boom for launching dingy Electric windlass **Covers** Bimini Top

Accommodations

Forward Stateroom has V-berths, large hanging locker, six drawers, large overhead hatch for cool breezes, ensuite head with manual toilet and three storage compartments.

Up two steps up to the Salon with the Galley to port, lower helm station is centerline. The Galley features a three burner Princess range/oven, stainless steel sink and below counter Kenmore Refrigerator (110v) with inverter and freezer compartment. There is an overhead storage cabinet at the end of the galley, dishware storage forward of the range along with drawers for silverware and utensils, etc. Also under cabinet storage for larger cooking equipment.

Opposite the galley is an elegant built in dry bar with drawers below.

Aft of the galley on port is a straight settee with storage under with hi/low folding table. Opposite, on starboard is an L-Settee with storage under and a folding hi-low table. The parquet deck salon area has removable deck hatches for access to the below deck mechanical areas.

Down two steps to the aft master stateroom, single berth with storage under and a large 3.5' hanging locker and handy equipment locker to starboard. Also to starboard is the en-suite master head with an electric toilet and shower. Immediately starboard aft is a double berth with storage under and a six drawer bureau with exit to aft deck at the stern bulkhead.

Electrical & Mechanical

Westerbeke 8 kw Model 8BTD generator with 694 hours and recently serviced.

Numerous electrical improvements have been made to meet ABY code compliance.

(2) New 8-D engine and house batteries and (1) New 4-D generator battery installed April of 2012 .

Mechanical steering system has been recently inspected with observed deficiencies corrected.

Additional safety features include two bilge pumps with function counters and a high bilge water alarm. Function counter display mounted at lower helm station.

Six gallon Seaward water heater.

Several new upgraded **LED** interior light fixtures have been installed.

(2) 12,000 BTU reverse cycle A/C units. One new compressor 6/11.

30 amp and 50 amp. shore power service connection and a 30 amp cord..

New Charles 40 amp battery charger, multi-bank intelligent charger.

Engine room has (5) 110 v fluorescent lights as well as 12 v lighting.

Note: When all three salon deck hatches are removed you full standing room for most of the engine room.

Electronics

ICOM M402 VHF at Flybridge Helm

ICOM M45 VHF at Lower Helm

ICOM HM 157 intercom between helms

FURUNO GD 1700 Navnet (Radar, GPS, Plotter & Depth) at both helms

ALPINE: AM/FM/CD player Bluetooth with USB.

SIMRAD AP21 autopilot

DANFORTH 4" compass at both helms

Engines

- Marine industry proven and reliable twin 120 hp Lehman diesels with 2750 hours. Engine systems have been recently inspected with numerous maintenance items addressed. New filters and zincs with spare filters and zincs supplied.
- Secondary engine mounted mechanical temperature gauges to confirm electronic temperature gauges at helm stations.
- (2) 900 Racors for main engines, (1) 500 Racor for genset.
- Two new aluminum fuel tanks totaling 218 gals and one additional new 90 gal. aluminum fuel tank ready but not yet plumbed for extending cruising.
- Engine mufflers seats have been rebuilt.
- Stbd. raw water pump was rebuilt. Both engines and genset cooling systems were inspected and serviced.
- Misc. inventory of spare parts on board.

Deck

- **Teak decks have been professionally removed and replaced with white nonskid fiberglass decks.**
- Lewmar electric windlass with up and down dual controls at the lower helm and up controller at the windlass. 150' chain, 100' rode with 25# CQR, and a spare Danforth anchor.
- Dingy rack on deck above the master stateroom. Mast boom for launching dingy
- Twin air horns.
- Twin spreader lights on mast and rear deck flood light, also bird deterrent at the top of mast.
- Large storage lazarette under aft deck.
- Swim platform with swim ladder.
- Three boarding gates.
- Exterior deck fresh water wash down connection.
- **Tan Sunbrella covered teak safety rails, coaming and transom to protect the wood finishes.** All safety rail stanchions have been inspected and repaired as required.
- Tan Sunbrella bimini top at flybridge.
- numerous fenders
- Recent work includes removal, clean and rebed deck fill caps.
- **Dingy and 5hp Mariner outboard not included but available for purchase.**

Hull & Rigging

Three Cheers was hauled, scraped and **new bottom paint** installed 4/12. Several small blister repairs were made at this time. Mediablast running gear to bare metal, one coat of metal primer and two coats of tie coat primer and two coats of Pettit final coat. New zincs on rudders and shafts. Base coat and anti fouling top coat was applied.

While on the hard, stuffing boxes were cleaned and repacked.

The props were removed, reconditioned with prop scan Dynamic balance and reinstalled.

New cutless bearing were installed.

All thru hulls and valves were checked and serviced.

Current owner has the bottom cleaned and inspected by a diver monthly.

Brokers Comments

The current owner has spent over \$13K recently concentrating on the maintenance and repair of the engines, running gear, hull and all ships operating systems. His desire was for operational reliability of the vessel without systems failure. All work was performed by professional mechanics.

The main remaining items for new owners are some minor window leaks and above the water line paint work. These are work items that can be accomplished without a great deal of trade skills being required.

Three Cheers has had all of the typical major replacement work including teak deck removal and replacement with fiberglass decks and new fuel tanks. Many newer and more expensive trawlers have not yet completed these work items making Three Cheers a great purchase for her new owners.

Basic Information

Category: Trawler

Model Year: 1973

Year Built: 1973

Country: United States

Fly Bridge: Yes

Dimensions

LOA: 36' 0" (10.97m)

LWL: 35' 0" (10.67m)

Beam: 12' 2" (3.71m)

Min Draft: 3' 6" (1.07m)

Clearance: 21' 6" (6.55m)

Speed, Capacities and Weight

Displacement: 23300 Pounds

Water Capacity: 85 Gallons

Holding Tank: 20 Gallons

Fuel Capacity: 108 Gallons

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Ford Lehman

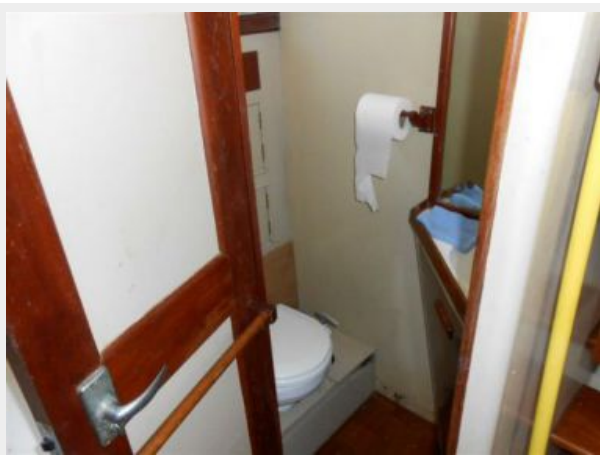
Model: 2714E

Engine Type: Inboard

Fuel Type: Diesel

PHOTOS







CONTACTS

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