

GOSHAWK — BROOKLIN BOATYARD



Судостроитель: [BROOKLIN BOATYARD](#)

Год постройки: 2005

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 76' 3" (23.24m)

Ширина: 14' 6" (4.42m)

Мин. осадка: 10' 9" (3.28m)

Макс. осадка: 10' 9" (3.28m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить Goshawk — BROOKLIN BOATYARD 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 Goshawk — BROOKLIN BOATYARD а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

SPECIFICATION

TYPE Spirit of Tradition Sloop

FLAG USA

DIMENSIONS LOA 23.2.m 76ft 3in

LWL 16.5m 53ft 6in

BEAM 4.5m 14ft 6in

DRAFT 3.3m 10ft 9in

TONNAGE Displacement 43,000 lb

LAUNCHED 2005

BUILDER Brooklin Boat Yard

NAVAL ARCHIECT Robert Stephens

ACCOMMODATION 3 guest cabins and 1 crew berth

CONSTRUCTION Epoxy composite laminate with E-Glass Cedar carbon fibre and core cell foam coring.

MACHINERY

MAIN ENGINE Yanmar, Model: 4JH3-DTE 125 hp

SHAFT & PROPELLER Propeller: 22" 3-Blade Max-prop

Shaft: Aquamet 1 1/4"

SPEED and Cruising speed of 8 knots @ 2500 rpm

FUEL CONSUMPTIONS

AUXILIARY MACHINERY & ELECTRICAL SYSTEM

GENERATORS Mastervolt 8-kw

ELECTRICITY 12 volt DC and 110 volt AC (shore power or genset)

Batteries: Lifeline 6-V AGM (14 each). 1600 amp-hours @ 12 volts

TANK CAPACITIES

FUEL Total Capacity: 137 gallons total

Main / Keel Tank: 100 Gallons

Reserve Tank: 37 Gallons

WATER Water Capacity: 150 Gallons Total (2 tanks)

Watermaker: Village Marine Tec 600-GPD

ELECTRONICS & NAVIGATION

Dell laptop and monitor

Raymarine Raytech navigation software

Raymarine E-series GPS Chartplotter / Radar Displays, 4ea (Tactician: (2) screens facing port and starboard at helm console, Helmsman: (1) screen at helm pedestal facing aft, Below: (1) screen at navigation station)

Raymarine ST290 depth and sailing instruments

Raymarine 4kw radar

Raymarine Autopilot

Icom M602 VHF

Icom M802 SSB

Eurocom Mach II Iridium sitcom

Ritchie steering compass

STEERING

Whitlock Constellation steering gear

Lewmar 60" stainless steel (offshore) wheel

Custom laminated wood (inshore) wheel

Composites Solutions Inc. carbon fibre rudder

STANDING & RUNNING RIGGING

Harken roller furling headstay

Mast, Boom and Standing Rigging by GMT Composites, Bristol RI

Mast and Boom Carbon Fibre

Hydraulic Mast Jack, Backstay, Vang, Outhaul & Traveler

Double Spreader, Fractional Rig

Headstay and Side Stays Stainless Steel Rod

Inner Forestay (removable), Backstay, Running Back and Check Stays Kevlar

Running rigging by Sound Rigging Services, Essex, CT

Tuff-Luff double-groove headstay

DECK HARDWARE

Winch Package Harken Race Series (all manual winches with the exception of main halyard winch)

Deck Blocks and Organizers Harken

Sheet / Halyard Stoppers Spinlock

Navtec Hydraulic Package (backstay, outhaul, vang, traveler)

Flush Hatches are custom construction by Brooklin Boat Yard

Teak Decks by Teak Decking Systems

SAILS

Sailmaker: Maine Sailing Partners, Yarmouth, ME

Heavy Main, (Cuben Fiber)

Light Main (Maxx Cloth)

#1 Genoa (140 percent, Cuben Fiber)

Light Air #1 Genoa (Maxx Cloth)

Blade Jib (98 percent, Cuben Fiber)

Heavy Weather Jib (85 percent, Cuben Fiber)

Blast Reacher (120 percent, Carbon Laminate)

Inner Forestaysail (Spectra)

Masthead Asymmetrical Spinnaker (Nylon)

Fractional Asymmetrical Spinnaker (Nylon)

Storm Staysail (Dacron)

Storm Trysail (Dacron)

Windseeker

OTHER EQUIPMENT

Stove/Oven: Force 10 (3 burner)

Refrigeration/Freezer: Seafrust 12 volt (air/water)

Air Conditioning/Heating: Cruise-air

Heads: Raritan Sea Era (electric)

SAFETY EQUIPMENT

Safety / MOB Gear

Winslow ORC Superlight 12-man life raft in designated locker

MOM 9-man overboard system

Lifesling II in rail-mounted canister

Fireboy Halon system (forepeak)

GROUND TACKLE

Bruce 30kg anchor with chain and rode

Fortress FX-85 anchor with chain and rode

Lewmar 3000 Windlass

Custom Bow Roller

INTERIOR ACCOMMODATION

Goshawk is fitted out and equipped in such a way as to provide her owners and crew comfortable accommodations wherever they see fit to cruise.

The interior accommodations of Goshawk are well thought out; the layout works equally well for either racing offshore with a large crew or for coastal cruising with fewer participants aboard. The interior accommodations are finely finished with varnished cherry joinery and bulkheads. The cabin sole is varnished sycamore bordered by cherry. Countertops for the galley and heads (2) are also high gloss varnished sycamore with varnished cherry fiddles, drawers and locker fronts.

MASTER STATEROOM

Forward is a private sleeping cabin with a full sized queen berth on centre. This cabin has a private head with shower (to port) and a chest of drawers and large hanging locker (to starboard). Lighting in the master cabin was recently redone. The door, leading aft out of the cabin, is on centre.

GUEST CABINS

Moving aft are two more private sleeping cabins (to port and starboard). Each cabin has a single berth and is fitted with drawers, lockers and a hanging locker. To port is a large stall shower, accessible from the passageway.

MAIN SALOON

The main saloon is traditional in feel. A transom bench settee with lockers above is to starboard. Facing this settee are two newly built-in lounge seats with a lovely table locker in between. Outboard, above the lounge seating, are lockers with lead-pane glass doors. A lovely oval deep sycamore table with ebony perimeter and compass rose inlay is set between the centreline and the built-in seating, leaving free passage through the main cabin. It can be kept at "cocktail-table" height or raised to dining height, and includes two leaves, so that it opens to a full-sized dining table reaching from the settee on starboard to the chairs to port. One or two additional chairs could be stowed in the main cabin locker, so that six can be comfortably seated at the table. At the aft end of the main saloon (to port) is a large hanging locker. To starboard is the Navigation

Station, which faces aft for communication with the cockpit.

The galley is located aft (to port). Opposite (to starboard) is the after head followed by a (single) quarter berth. The companionway, on centre, leads to the cockpit.

DECK DETAILS

Furthest forward is a below decks locker in which both anchors, accompanying chain and rode(s), sails, dock lines and fenders are normally stored. The after section of this locker is divided into three separate compartments into which the individual chain & rode(s) can be faked for easy, quick access. There is considerable space forward of the ground tackle compartments, and in normal operation this area is used for storage of sails, dock lines and fenders. Forward of this storage area is a partial bulkhead through which one can access the chain plate assembly for the headstay.

Furthest aft is a designated life raft locker which is designed specifically for use with the current life raft (12-man Winslow Superlite).

Forward of the life raft locker and aft of the cockpit area is a large lazarette storage area which is generally used for sail storage.

Port and starboard in the cockpit area are two large under-seat lockers. From and in these lockers, access can be gained to all of the principle mechanical systems (engine, generator, watermaker, fuel manifold, refrigeration, steering etc).

RACE RECORD

SUMMER 2009 Opera House Cup, 1st to Finish

SUMMER 2007 Castine Classic Yacht Regatta

Spirit of Tradition Class

Fastest Elapsed Time

1st Place, Corrected Time

Camden Classic Yacht Regatta

Spirit of Tradition Class

Fastest Elapsed Time

4th Place, Corrected Time

SUMMER 2006 Newport to Bermuda Race

Gibbs Hill Lighthouse Division

2nd in Class (ORR Scoring)

4th in Class (IRC Scoring)

9th in Division (ORR Scoring)

11th in Division (IRC Scoring)

Camden Classic Yacht Regatta

2nd to Finish, Spirit of Tradition Class

Eggemoggin Reach Regatta

1st to Finish, Spirit of Tradition Class

Fastest Elapsed Time

Shipyard Cup, Day 1: 4th to Finish

Shipyard Cup, Day 2: 1st to Finish

Shipyard Cup, Overall: 2nd

2005

Goshawk participated in several New England sail events thru the spring, summer and fall of 2005; the following is her race record for those events:

Marblehead to Halifax Race

1st to finish IRC Class 2

Castine Classic Yacht Regatta: 1st to Finish, Spirit of Tradition Class

Camden Classic Yacht Regatta: 2nd to Finish, Spirit of Tradition Class

Eggemoggin Reach Regatta: 1st to finish Spirit of Tradition Class

Museum of Yachting Classic Yacht Regatta, Day 1: 1st to Finish, Modern Class

Museum of Yachting Classic Yacht Regatta, Day 2: 1st to Finish, Modern Class

Shipyard Cup, Day 1: 2nd to Finish

Shipyard Cup, Day 2: 10th to Finish (after rating "adjustment" by race committee)

In the summer of 2005 Goshawk also participated in the Opera House Cup sailing the course as an unofficial entrant and starting after the general fleet (15 - 20 minutes) and 12-meters (5 minutes). At the finish Goshawk had passed all but 2 of the 12-meters and a significant portion of the general fleet.

ADDITIONAL COMMENTS

GOSHAWK has been lovingly maintained since new and has just completed an interior refit at Wayfarer Marine in Camden. This included a full mechanical and electrical systems overhaul

and service, a complete repaint and she now boasts a stunning white hull.

With her enviable race record she would make an ideal race boat or equally family cruising yacht.

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Shipyards Cup, Day 1: 4th to Finish

Shipyards Cup, Day 2: 1st to Finish

Shipyards Cup, Overall: 2nd

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Museum of Yachting Classic Yacht Regatta, Day 1: 1st to Finish, Modern Class

Museum of Yachting Classic Yacht Regatta, Day 2: 1st to Finish, Modern Class

Shipyards Cup, Day 1: 2nd to Finish

Shipyards Cup, Day 2: 10th to Finish (after rating "adjustment" by race committee)

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Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2005

Год постройки: 2005

Страна: United States

Размеры

Длина общая: 76' 3" (23.24m)

Длина по ватерлинии: 53' 6" (16.31m)

Ширина: 14' 6" (4.42m)

Мин. осадка: 10' 9" (3.28m)

Макс. осадка: 10' 9" (3.28m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)

Крейсерская скорость поворота: 2500 Kts.

Макс. скорость: 9 Kts. (10 MPH)

Водоизмещение: 43000 Pounds

Вместимость воды: 150 Gallons

Объем топливного бака: 137 Gallons

Размещение

Всего кают: 3

Всего коек: 5

Спальные места: 5

Всего ком. состава: 2

Койки экипажа: 1

Корпус и палуба

Материал корпуса: Epoxy Composite

Материал палубы: Teak

Цвет корпуса: White

Дизайнер корпуса: Robert Stephens

Информация о двигателе

Производитель: Yanmar

Модель: 4JH3-DTE

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

TYPE Spirit of Tradition Sloop

FLAG USA

DIMENSIONS LOA 23.2.m 76ft 3in

LWL 16.5m 53ft 6in

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MAIN SALOON

The main saloon is traditional in feel. A transom bench settee with lockers above is to starboard. Facing this settee are two newly built-in lounge seats with a lovely table locker in between. Outboard, above the lounge seating, are lockers with lead-pane glass doors. A lovely oval deep sycamore table with ebony perimeter and compass rose inlay is set between the centreline and the built-in seating, leaving free passage through the main cabin. It can be kept at “cocktail-table” height or raised to dining height, and includes two leaves, so that it opens to a full-sized dining table reaching from the settee on starboard to the chairs to port. One or two additional chairs could be stowed in the main cabin locker, so that six can be comfortably seated at the table. At the aft end of the main saloon (to port) is a large hanging locker. To starboard is the Navigation Station, which faces aft for communication with the cockpit.

The galley is located aft (to port). Opposite (to starboard) is the after head followed by a (single) quarter berth. The companionway, on centre, leads to the cockpit.

DECK DETAILS

Furthest forward is a below decks locker in which both anchors, accompanying chain and rode(s), sails, dock lines and fenders are normally stored. The after section of this locker is divided into three separate compartments into which the individual chain & rode(s) can be faked for easy, quick access. There is considerable space forward of the ground tackle compartments, and in normal operation this area is used for storage of sails, dock lines and fenders. Forward of this storage area is a partial bulkhead through which one can access the chain plate assembly

for the headstay.

Furthest aft is a designated life raft locker which is designed specifically for use with the current life raft (12-man Winslow Superlite).

Forward of the life raft locker and aft of the cockpit area is a large lazette storage area which is generally used for sail storage.

Port and starboard in the cockpit area are two large under-seat lockers. From and in these lockers, access can be gained to all of the principle mechanical systems (engine, generator, watermaker, fuel manifold, refrigeration, steering etc).

RACE RECORD

SUMMER 2009 Opera House Cup, 1st to Finish

SUMMER 2007 Castine Classic Yacht Regatta

Spirit of Tradition Class

Fastest Elapsed Time

1st Place, Corrected Time

Camden Classic Yacht Regatta

Spirit of Tradition Class

Fastest Elapsed Time

4th Place, Corrected Time

SUMMER 2006 Newport to Bermuda Race

Gibbs Hill Lighthouse Division

2nd in Class (ORR Scoring)

4th in Class (IRC Scoring)

9th in Division (ORR Scoring)

11th in Division (IRC Scoring)

Camden Classic Yacht Regatta

2nd to Finish, Spirit of Tradition Class

Eggemoggin Reach Regatta

1st to Finish, Spirit of Tradition Class

Fastest Elapsed Time

Shipyard Cup, Day 1: 4th to Finish

Shipyard Cup, Day 2: 1st to Finish

Shipyard Cup, Overall: 2nd

2005

Goshawk participated in several New England sail events thru the spring, summer and fall of 2005; the following is her race record for those events:

Marblehead to Halifax Race

1st to finish IRC Class 2

Castine Classic Yacht Regatta: 1st to Finish, Spirit of Tradition Class

Camden Classic Yacht Regatta: 2nd to Finish, Spirit of Tradition Class

Eggemoggin Reach Regatta: 1st to finish Spirit of Tradition Class

Museum of Yachting Classic Yacht Regatta, Day 1: 1st to Finish, Modern Class

Museum of Yachting Classic Yacht Regatta, Day 2: 1st to Finish, Modern Class

Shipyard Cup, Day 1: 2nd to Finish

Shipyard Cup, Day 2: 10th to Finish (after rating “adjustment” by race committee)

In the summer of 2005 Goshawk also participated in the Opera House Cup sailing the course as an unofficial entrant and starting after the general fleet (15 - 20 minutes) and 12-meters (5 minutes). At the finish Goshawk had passed all but 2 of the 12-meters and a significant portion of the general fleet.

ADDITIONAL COMMENTS

GOSHAWK has been lovingly maintained since new and has just completed an interior refit at Wayfarer Marine in Camden. This included a full mechanical and electrical systems overhaul and service, a complete repaint and she now boasts a stunning white hull.

With her enviable race record she would make an ideal race boat or equally a family cruising yacht.

Исключения

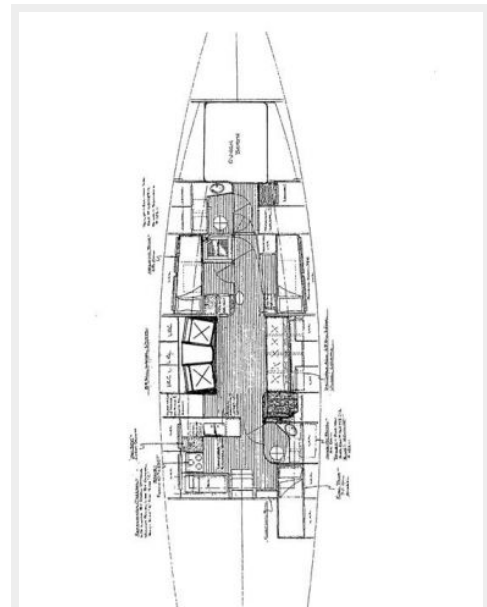
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ФОТОГРАФИИ





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Время работы

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

Воскресенье: **Закрито**

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