

YES — LITTLE HARBOR



Builder: LITTLE HARBOR

Year Built: 1982

Model: Motorsailer

Price: PRICE ON APPLICATION

Location: United States

LOA: 75' 0" (22.86m)

Beam: 18' 5" (5.61m)

Min Draft: 6' 6" (1.98m)

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 9 Kts. (10 MPH)

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If you would like to buy a yacht **Yes — LITTLE HARBOR** 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

"YES" (ex PHOENIX & ROBIN), is the third of five yachts in the Little Harbor 75 series. As ROBIN she was built for and owned by the designer, Ted Hood. She is one of only two in this line that has a raised saloon and walk-in engine room.

YES is well known for being a luxurious cruiser that can be handled by a small crew. She has spacious, practical accommodations. In addition, YES has Stoway rig, two helm stations, two cockpits, and two draft options, thanks to the centerboard, that provide incredible flexibility for maximum cruising pleasure.

The owner and guest staterooms are aft; there are accommodations for six owners and guests in the three staterooms. Galley and dinette, sail locker, and crew quarters for three, in two cabins are forward.

Twin Perkins 135 HP diesel engines cruise @ 7.5 knots. Fuel capacity is 750 gallons giving you good range.

YES is currently Ft Lauderdale and available to see.

Basic Information

Category: Motorsailor

Sub Category: Pilothouse Cutter

Model Year: 1982

Year Built: 1982

Refit Year: 2006

Country: United States

Dimensions

LOA: 75' 0" (22.86m)

Beam: 18' 5" (5.61m)

Min Draft: 6' 6" (1.98m)

Speed, Capacities and Weight

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 9 Kts. (10 MPH)

Displacement: 127000 Pounds

Water Capacity: 575 Gallons

Fuel Capacity: 750 Gallons

Accommodations

Total Cabins: 5

Sleeps: 9

Crew Sleeps: 3

Hull and Deck Information

Hull Material: Fiberglass

Hull Configuration: Centerboard

Engine Information

Engines: 2

Manufacturer: Perkins

Model: 6-354

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Accommodations

YES is a raised salon amidships, with owner and guest staterooms aft, and crew quarters, sail locker, galley and dinette forward of the main saloon. YES has accommodations for six owners and guests in the three aft staterooms, and for three crew forward in two cabins. There are two cockpits on deck: a center steering cockpit with centerline helm station aft and a second protected helm forward port, and an aft owner's cockpit with access to the owner's stateroom. Soles throughout are teak and holly, joinerwork is teak, and the headliner is Ultrasuede. The wall coverings are in light, neutral colors with teak trim. Natural light and ventilation are excellent from dorades, opening ports and hatches. YES has 24 volt fans and air conditioning throughout.

Crew Accommodations: From the forepeak aft, YES has a stand up sail locker/utility room. The washer/dryer unit is installed to starboard, across from the crew head. The crew head has a stall shower, sink, and electric toilet. The port crew cabin has a double lower berth and a single upper berth. The starboard crew cabin has a large single berth. Both cabins have ample storage space. Aft of the crew cabins is the galley with a crew dinette to starboard seating four.

Main Saloon : Next aft is the raised saloon, with six large windows providing plenty of light and great visibility. Two windows port and starboard are opening, providing cross ventilation. An L-shaped settee is to port. The large varnished hi-lo table can seat eight for dinner, or, when lowered, serves as an attractive cocktail table. Drawer storage in the saloon has been redesigned and reconfigured for custom china and cutlery storage. The entertainment center is aft to port, and equipment is described below. A lounge area is starboard, and has a settee and full wet bar with sink, refrigerator, and custom glass and bottle storage. Next aft to starboard is the navigation station. Aft and down four steps from the saloon are the owner and guest staterooms, and the entrance to the engine room.

Entertainment Equipment:

Sony 42" Bravia HD Flat panel TV (2013)

Sharp 19" LCD TV (two units) (2009)

KVH M5 TracVision sat dome antenna (2010)

Direect TV HD Satellite Receiver (2010)

Sony marine stereo receiver (2013)

Alpine PDX 4 100M marine amplifier

Sony Sirius/XM radio receiver (2013)

LG Blu-Ray Disc/DVD player (2013)

Guest Staterooms:The two guest staterooms are next aft. Both have twin berths with a bureau between them, and drawer and hanging locker storage. Each also has an ensuite bathroom with stall shower, vanity, and electric head. The port head also has access from the central passageway, and serves as the day head.

Master Stateroom:All the way aft is the full width master stateroom, with a queen sized bed to starboard, and to port a three-quarter bed and settee. The forward facing desk is at the bulkhead. Very good storage space is provided by drawers, shelves, and hanging lockers. At the aft end of this cabin is the master bath port and starboard, with a passageway between leading to the aft cockpit. The port side has a large shower compartment with seat and a basin, and the starboard side has another basin, and an electric toilet. The large cockpit hatch provides excellent ventilation.

Cockpit:The center steering cockpit of YES is large and very comfortable, and is accessed from deck both port and starboard. The canvas dodger and bimini provide protection for the entire area. To starboard is a refrigerator/freezer for drinks; to port is the protected helm. The large centerline drop-leaf table can seat up to eight for dining. Settees port and starboard in this cockpit have been widened for more comfortable seating, and also to accommodate outdoor sleeping. The second steering wheel is aft of the table, so the helmsman can have contact with guests. Recessed into the aft deck, the aft owner's cockpit is very private, and has settees port and starboard, with a filler to allow a double bed for outdoor sleeping or sun bathing.

Galley:The galley is full-width, with a crew dinette seating four to starboard. Across to port is the U-shaped galley, with propane stove outboard, double stainless sinks facing aft, and refrigerator forward. Counter space and storage are excellent. Equipment includes:

Sharp Microwave oven (2009)

JennAirdishwasher (2009)

Marvel Industries Wine Cooler (2014)

Toast R Ovan(2012)

U-Line clear ice-maker (2009)

Four burner propane stove w/oven

Double stainless steel sinks

Splendide washer dryer combination unit (2011)

Eurika vacuum cleaner (2010)

Magma Gourmet Series propane grill (2009)

Electronics

YES has 110 volts, 220 volts, AC 12 volts, 24 volts, and two generators (DC 30Kw Northern Lights 110v genset w/ 6500 hours and 20kW Northern Lights 110v genset w/8,500 hours). During the summer of 2012 both gensets had new motor mounts installed, new exhaust elbows, new electric regulsators, new raw wter pumps, rebuilt injectors, and new heat exchangers. The 30 kW also had a ne circulating water pump installed.

Mastervolt Chargemaster Automatic battery charger #24/100-3 (2009)

Charles 15 AMP 2000 SP series 12 volt battery charger (2011)

Xantrex XC3012 battery charger-30 amp - 12 volt (2011)

(10) Interstate Marine batteries 8D-MHD 1400 CCA house system (2013)

(2) Interstate Marine batteries 8D 12v batteries for electronics (2013)

(2) Interstate Marine batteries 8D 12v batteries for engine start (2013)

(2) 1 Interstate Marine batteries 4D 2v batteries for generator start (2013)

(2) 50' shore power cords w 220v connectors

(1) 100' shore power cord w 220v connector

Isolation transformers w/selector switches for 200v to 220v 50/60 HZ shore power

Custom electric panels for 12v, 24v, 110v, 220v

Cable television shore cord

Telephone shore cord

Weems & Plath 7" brass ships quartz clocks (two units) (2012)

Navigation

The navigation station is located at the aft, starboard end of the main salon, and faces aft. Electronics and navigation equipment installed for ease of use and servicing; much of the equipment has been installed recently. Includes:

- Raymarine C-125 Multifunction Display new 8/2013
- Raymarine C-125 Multifunction Display (two units) new 4/2014
- Raymarine HD Digital 18: Radome Antenna new 4/2014
- Raymarine SR50 Sirius/XM marine weather receiver new 8/2013
- Raymarine CAM50 indoor color dome video camera new 8/2013
- Airmar Long-Stem D/S/T 235 kHz transducer new 4/2014
- Seaview radar mast mount new 4/2014
- Seaview S/S radar protective guard new 4/2014
- Icom IC-M802 SSB MF/HF marine transceiver new 4/2014
- IcomAT-140 HF automatic antenna tuner new 4/2014
- IcomIC-M400BB marine transceiver new 4/2014
- IcomIC-M422 marine transceiver 2009
- Icom HM-157B Commandmic II 2009
- Standard Horizon submersible handheld VHF (2009)
- Icom IC-M24Float'n Flash submersible handheld VHF (2014)
- Raymarine AIS 650 Class B Transceiver new 4/2014
- Sinergex 3000W pure sine wave inverter 2009
- Robertson Model AP35 autopilot
- Danforth Constallation steering compass @ helm
- Gyrotrac electronic compass linked to Northstar GPS/ radar/ plotter/autopilot
- Hewlet Packard 19" LCD color monitor (2009)
- Ivy Bridge Marine PC-Navigation Computer (2014)

- Nobeltec Admiral Max Pro-navigation software version 10.5 (2010)
- Land line telephone
- Shakespeare 5104 VHF antenna (2014)
- Shakespeare 4200 VHF antenna (2009)
- Shakespeare 5250-AAA AIS 3dB skinny Mini 3' stainless whip antenna (2013)
- Tri-Lens RA-4200-1 radar reflector (2009)
- Plastimo NAVIM radar reflectors, two units ((2013)
- AFI chrome dual trumpet air horn (2014)
- Waterproof 700 Lumen LED rechargeable spotlight (2012)

Safety & Rigging

YES is cutter rigged, with Hood hydraulic furling: in mast on the main, and roller furling on the head sail. Rod rigging and the hydraulic backstay are by Navtec, and most deck gear is by Harken. In 2009 the mast, boom, spreaders, and spinnaker pole underwent a complete refit. The entire rig was painted with Awlgrip "Fleet White", all electrical wiring was replaced along with the two aluminum conduits being re-fastened to the mast. The sheaves were turned on a lathe and then hardcoat anodized. The stainless chafe plates on the entrance and exit slots in the mast were replaced. The seven light fixtures were installed new. All of the -48 and -60 Navtec Nitronic 50 rod rigging was replaced including new 150 K-150 mast tangs. The bronze bottle screws in the turnbuckles were replaced. All of the running rigging was replaced. The 20- Navtec Nitronic 50 rod in the main sailfurling foil was replaced. New doublers in the base of the mast were installed. A new lightning rod was installed. Bronze lightning grounding plates were installed 12" below the waterline midships. Spreader lights illuminate both deck and rig.

The Hood Seafurl hydraulic headstay furler and Hood Stoway hydraulic in the mast furler were rebuilt and a spare hydraulic motor purchased.

The Harken outhaul car was replaced in 2011.

Sails:

Doyle mainsail (2004)

North 120% genoa (2006)

Banks staysail, hank on, never used

Winches: by Andersen (new 2001)

(2) #68 Self tailing electric primaries

(2) #58 Self tailing electric secondaries

(1) #58 Self tailing electric main sheet

(1) #58 Self tailing electric for outhaul

Winches: by Bariant (1) #32 Self tailing electric - outhaul

(2) #32 Self tailing - backstays

(2) #21 at mast

(2) #24 at mast

Deck & Hull

The hull is strongly built in fiberglass with an Airex core above the waterline, except in higher stress areas such as engine beds, through hulls, rudder post, etc., where it is solid fiberglass. The deck is fiberglass with a Balsa and marine ply core, and is overlaid in teak. The solid glass rub rail is integrally molded, and the main centerboard is fiberglass with a bronze shoe. Trimming centerboard aft is solid bronze.

In 1995 a deck refit of YES was completed. At that time a new 9/16" teak deck was laid, all ports were removed and chrome plated, and all deck hardware including pulpits, stanchions, chocks, Dorade guards, cleats, tracks, bimini and dodger frames were replaced and upgraded to 316 stainless. In 1996, YES underwent an epoxy coating on the bottom to prevent blisters.

The spring refit in 2014 included rebuilding the main centerboard tackle. This included fabrication of a new S/S centerboard trunk cap, pennant, and S/S compression tube. All of the sheaves were removed and serviced. Before going back into the water, the bottom was sandblasted, barrier coated and painted (2014).

- Edson Marine 44" Seven spoke S/S destroyer wheel, with Edson leather wheel cover, new 2014
- Lewmar Ocean Series deck hatches (7 units) new 2011
- Companionway hatches (2 units) re-built/new glass 2013
- Double bow roller w/heavy duty bow plate
- Simpson Lawrence Francis 2000 dual 24v anchor windlass
- 140 lb. Bruce anchor w/200' chain

- 140 lb. CQR anchor (re-galvanized 2012) w/20' chain and 150' rode
- Lewmar high-tensile steel Claw anchor 110 lbs., new 2012
- New England Ropes 400' 1" black nylon megabraid, new 2011
- Salt water anchor wash down system
- (2) Givens Deluxe 8 person automatic Class A deck mounted life rafts w/EPIRB
- Lexan storm covers for six large saloon windows and all ports
- On deck hot and cold fresh water shower
- Marquipt boarding ladder
- Edson Marine - One Step Boarding Step, new 2013
- Safety harnesses
- Stern passarelle
- Nautool stainless propane barbeque grill
- Dodger for center cockpit (2006)
- Dodger for aft cockpit (2006)
- Bimini for center cockpit (2006)
- Cockpit cushions (2006)
- Fenders
- Dock lines
- Life jackets
- Flares

Mechanical

The Perkins 6-354 main engines were re-aligned and new motor mounts installed in 2012; fuel injection pumps were rebuilt, new water pumps installed, and injectors were rebuilt. The main propulsion shafts (six sections) were removed and straightened and new split babbit journal bearings installed; new cutlass bearings were installed in the stern tubes and struts. The Max props were rebuilt and new PSS shaft seals installed in 2011.

Twin Perkins 6-354 diesel engines, 135 hp, fresh water cooled (1993)

Low engine hours

Lube oil transfer system

Engine alarm and emergency stop

Engine fuel shut-off valve

(2) MaxProp three blade feathering propellers

Spare MaxProp propeller

Hydraulic steering w/Morse controls and instrumentation

Arcturus 22hp hydraulic bow thruster

Hydraulic motor for fiberglass centerboard

Aft bronze trim board, winch operated

Hydraulic centerboard winch (2003)

Sea Recovery watermaker; 110v 1500gpd

Marine Air reverse cycle air conditioning 66,000 Btu's

(3) Raritan electric marine heads discharging to holding tank

(1) Raritan electric marine head, crew quarters.overboard discharge

(4) Automatic bilge pumps

(3) Bilge blowers

Automatic CO2 fire extinguishing system w/cockpit controls

(8) hand held fire extinguishers

Additional Information

YES was in a yard for five months in 2006 to be thoroughly serviced in all areas of the yacht, and was atLauderdale Marine Centerhaving systems replaced and refreshed during the spring of 2014. That work is mentioned throughout this listing.

2006 Refit

- Removal of all redundant wiring throughout.
- All sanitary plumbing replaced.
- Bilges cleaned and painted.
- Pump room tidied up and painted.
- New Soundown insulation in engine room.
- New perforated aluminum engine room headliner.

- New domestic service and starting batteries.
- New exhaust risers and blankets on main engines.
- Both main engines and gensets thoroughly serviced.
- New tank sensor systems installed.
- New engine and gearbox controls.
- New dodgers and bimini.
- New hatch lenses.
- New flat panel TVs in saloon & master stateroom.
- New grey water tank forward.
- New genoa sail.
- New running rigging.
- New cutlass bearing.
- New shaft seale.
- New anchor chain.
- Teak decks refinished.
- New non-skid paint on superstructure.
- New refrigeration and air conditioning.
- New cockpit cushions.
- New salon upholstery.
- New Furuno Navnet radar/plotter / @ two stations.

Remarks: YES, one of five yachts in the Little Harbor 75' line, was originally built for and owned by the designer, Ted Hood. She is one of only two in this line that has a raised salon and walk-in engine room. The Little Harbor 75 is well known for being a luxurious cruiser handled by a small crew, with spacious, practical accommodations. In addition, her Stoway rig, the two helm stations, two cockpits, and two draft options thanks to the centerboard, provide incredible flexibility for maximum cruising pleasure. At 7 feet with the board up, shallow water cruising is delightful, while with the board down at 14' and the trim centerboard aft in use, the sailing performance that won the Bermuda Race in 1982 is enjoyed. YES has a great combination of qualities to enjoy cruising anywhere in the world in comfort and luxury.

Exclusions: Owner's personal effects including but not limited to foul weather gear. All items not specifically listed on this listing sheet.

Brokerage

Please Read: The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS

Yes Cockpit



Forward Helm



Galley



Salon



Dinette



Master Stateroom



Guest Stateroom



Walkin Engine Room



Raised Salon



Teak Deck



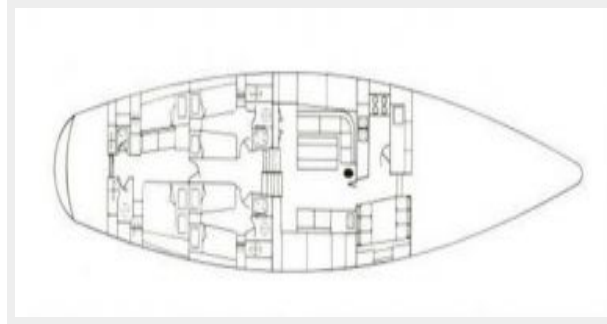
Yes - On land @ Ft. Lauderdale Marine Center



Yes - At Ft. Lauderdale Marine Center



Line Drawing



CONTACTS

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