

ESPRIT — SPARKMAN & STEPHENS



Судостроитель:
SPARKMAN & STEPHENS

Год постройки: 1985

Модель: Траулер

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 54' 0" (16.46m)

Ширина: 17' 0" (5.18m)

Мин. осадка: 4' 6" (1.37m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить **ESPRIT — SPARKMAN & STEPHENS** 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.

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ХАРАКТЕРИСТИКИ

Обзор

This classic design canoe stern fiberglass trawler built in Maryland has had numerous upgrades to make the boat self-sufficient away from the dock with a gas stove with oven, a 110/12 volt refrigerator, an auxiliary 200 amp belt driven alternator off the main engine, an inverter for 110 volt without the generator and large portholes and windows for natural ventilation. The owner recently moved the boat from Jamaica to Florida running at 1660 RPM going 7.5 knots and using about 3 gallons per hour. The engine is a naturally aspirated Caterpillar 3208 rated at only 210 horse power, much less than the popular 375 HP turbocharged models with the same block. Most lighting has been replaced with LED lights, new headliners in 2007, upgraded galley in 2007.

Основная информация

Тип судна: Траулер	Подкатегория: Raised Pilothouse
Модельный год: 1985	Год постройки: 1985
Год обновления: 2007	Страна: United States
Открытая палуба мостика: Да	

Размеры

Длина общая: 54' 0" (16.46m)	Длина палубы: 54' 0" (16.46m)
Ширина: 17' 0" (5.18m)	Мин. осадка: 4' 6" (1.37m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)	Макс. скорость: 10 Kts. (12 MPH)
Водоизмещение: 60000 Pounds	Вместимость воды: 500 Gallons
Объем топливного бака: 500 Gallons	

Размещение

Всего кают: 2

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Fiberglass

Комплектация корпуса: Full Displacement

Цвет корпуса: White

Дизайнер интерьера: Sparkman & Stephens

Информация о двигателе

Двигатели: 1

Производитель: Caterpillar

Модель: X 210/HP Deisel IB

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Vessel Walkthrough

ESPIRT'S Sparkman & Stephens design is very traditional. She is double ended with powerful lines and ample freeboard, providing luxurious quarters for a party of six. Below the water line she shows full sections with generous skeg and 22 ft. long bilge keels. Her finish is high grade and all structure shows patient attention to detail without compromise. All wiring runs are port and starboard outboard at the junction of the overhead and hull sides. There are no wires running through the bilge. She is extremely well insulated and well thought out with natural ventilation in mind. Her heavy guardrail allows all of her opening ports to remain open while at rest with no rain coming on board. All joinery on the main deck is teak. All joinery on below decks are red oak. All cabin soles are teak and holly. The boat has terrific ventilation and has no need for air conditioning, although fully equipped with 4 X 16000BTU Cruisair marine air conditioners installed in 2007.

Aft Deck

There is a semi-circular lounge aft. The decking is conventional teak and Thiokol. The aft deck is equipped with port and starboard warping capstans for line tending, a ladder to the fly bridge area, and emergency engine room access.

Main Deck

Her sides are teak aft and fiberglass forward, and her cap rails are varnished in traditional fashion. The shore power source is available on the center, outside the Pilothouse. There are two bulwark doors to access port and starboard; one at bridge height and the other at the lower deck area which is three steps down from the bridge. There are five prisms for funneling light below deck.

Forward is a MAXWELL LIBERTY 2500 (rope and chain) Windlass equipped with Gypsy/Capsan and 2 foot activated switches. Windlass is also operated by remote up down switch located in Pilot House. One hundred feet of 3/8-in. Hot Galvanized chain is attached by way of rope to chain splice to 500 ft. of 8 Plait Medallion 3/4 in. white Bucc rope (installed in 2007).

Forward in separate rope chamber is an additional 600 ft. of 3/8 in. rope with shackle attached easily accessible in an emergency for sea anchor etc.

There are substantial stanchions forward and bulwarks are near waist height on a person who is 6'3".

Salon

On the port side of the salon is a full-length upholstered settee with generous storage beneath. Directly in front is a well engineered eloquently varnished table capable of comfortably seating 6 people at meal time, after which, its leaves may be folded to allow easy passage in the salon. There is also a built in bureau with three large drawers and two smaller drawers forward on the portside of the salon. On the starboard side are two upholstered settees (generous storage beneath) with an open wine cabinet and tabletop in their center.

There is a Travertine marble counter beneath and aft of the pass through from the galley, the back wall of which, houses a 32 inch flat screen television. An ONKIO receiver amplifier that provides power to a Bose Surround Sound System is in the main salon with several speakers throughout the vessel.

In the main salon port and starboard, there are 2 large sliding windows. All windows are equipped with reset cordless folding blinds. There are 2 large sliding doors aft of the main salon opening out to the aft deck. The main salon has stretched white headliner throughout, as in the entire vessel. There are 5 recessed LED lights to port and to starboard in the main salon. In the center fore and aft are 2 square recessed florescent lights. There is an attractive 100-watt 120 volt lighting fixture over the center table with dimmer switch.

Galley

Located up 3 steps is a full width, 4-burner LPG gas range with oven, equipped with lock off solenoid and built in North American Standard (Force 10). There is a NUTONE stainless exhaust hood over the range. All counters are stainless steel, including a deep stainless steel sink. There is a RFU 8220 refrigerator/freezer and a Gibson stand-alone freezer to port. A Quasar microwave is above the freezer, and opposite the freezer on the centerline is a large pantry for glass, dishware or storage. Just before entering the salon is a gear locker. Two large opening ports access the flybridge area from the galley, which provides convenient passage of food and beverage to the fly bridge if desired.

Pilothouse

64ml Furuno Radar Standard Horizon VHF radio

CONTROLS Side Power Bow thruster SP155TCI Flo scan fuel consumption meter Spotlight switch Furuno GP-32 GPS Robertson AP 35 Autopilot Standard Horizon CP 590 Chart Plotter Datamarine depth sounder

The tanks have removable baffles for access to the tank extremities. Heavily framed on close centers with continuous support; bulkheads and cabin sides are heavy marine doubled, embedded in foam with glass corner fillets. Cutouts are on board and are available for view.

There are 10 opening ports in the hull sides below the deck area, and a large center hatch in the owners stateroom. Also, ventilation is provided through the Portuguese bridge with water separator similar to Dorade vents. All of the drawer and lockers are blind dove tailed with faces edge bound. All fiddle rails around the counter tops are inside radiused for easy cleaning. All doors are made in style of Abeking & Rasmussen, as her first owner previously had an A&R motorsailer for many years, and appreciated the fine quality of construction. One literally must view ESPRIT to appreciate the fine quality and patient attention to detail her present, and first owner, put in.

Engines/Mechanical Equipment

All the way aft is the engine room with 3208 naturally aspired Caterpillar 2.5.1 reduction gear. There is a 200 AMP alternator on the side of the engine, which charges 5 Rolls 8D batteries (1260 amp storage) while underway. There is a Yammer 8 KW generator immediately aft and to starboard of the main engine.

Aft are 2 Aqua lift mufflers for the engine and genset exhaust through the transom. A central vacuum system in front of the aft engine room bulkhead. Aft and to port is the emergency access to the aft deck. There is a storage locker to port of the main engine, which has 2 drawers, 3 opening lockers and accommodates the House batteries and air condition raw water pumps. Atop of this storage area is a hot water heater and various toolboxes with a vice attached. The starting batteries for the main engine and generator are on the starboard forward bulkhead. There are 2 exhaust fans on either side. Exhaust risers were recently replaced.

Other unique features are single point fueling and single point water fills. The engine is served from a 150-gallon day tank that has a positive pressure feed. AC & DC power panels are immediately outside the engine room and easily accessible.

Electrical Equipment

110V AC Electrical System 12V DC Electrical System 8 KW Yammer Generator - 2000 Hours
2000 Watt Inverter

Remarks

The original owner spent 5 years building ESPRIT. Her hull lay up is nothing short of a "battleship". With her 4.6 ft. draft, she is perfect for the Bahamas or Florida Keys. She is capable of going offshore as well. **Her second owner had a total refit done on ESPRIT in 2007.** White stretched headliners were installed throughout the entire vessel. All lighting was changed to LED and florescent. An inverter (2000 watt Mastervolt) system and 12500 Amps (5 Rolls 8D batteries) of storage was installed. An additional 200 Amp Balmar alternator was installed off the main engine. 4 1600 BTU Cruisair package air conditioners were installed; 2 in the lower deck and 2

in the upper deck. Both the master head and the guest head were completely remodeled with new cabinets, faucets and toilets; 2 Raritan Atlantis electric toilets were installed, one in each head. All cabinets above the sink were re-engineered with mirrors, containing 3 opening doors (1 of which accommodates the entry of light and ventilation from porthole in each head). The Salon was reconfigured to accommodate modern settees, all cushions were re-upholstered throughout the vessel. Modern flat screen televisions were added, not only in the Salon, but in each stateroom as well. LPG Force 10 4-burner with oven gas range was added to replace the original electric stove RFU 9000 A/C D/C refrigerator was installed replacing the 12V refrigerator. A MAXWELL LIBERTY 2500 (rope and chain) Windlass equipped with Gypsy/Capstain, 2-foot switches on the deck and remote up down switch in the pilothouse. A Bruce 30 KG stainless steel anchor through a newly engineered stainless steel bowsprit was engineered and installed. Also installed is a fully functional electronic security system with all openings covered by wireless and connected senders. In the main salon there is a motion detector. If contact is broken, the horn blows for 5 minutes, then resets. Cordless blinds were installed covering the majority of windows. These upgrades transformed ESPRIT with her "battleship" integrity into a more functional, and aesthetically pleasing, cruising displacement yacht. While underway, the powerful 200 Amp alternator and inverter generates enough power to keep all systems running (except air conditioning and hot water) thus saving generator time and fuel. Because of her well engineered ventilation system there is really no need for air condition. At anchor ESPRIT is able to sustain herself comfortably for in excess of 24 hours on battery and inverter needing generator for a maximum of 4 to 6 hours per day, making hot water, washing and drying easily obtainable. The owner of this boat just brought the boat from Jamaica to Florida and here is his report on fuel consumption. Over a 160 mile journey around Jamaica, going at 1450 RPM with varying currents, we averaged 6 knots and consumed 2 gallons per hour (3 miles to the gallon). On my trip to Florida from Jamaica, I checked the first leg which was 438 miles. We ran at 1660 RPM averaging 7.5 knots and we took 180 gallons of fuel which worked out to about 2.43 miles to the gallon. This works out to be approximately 3 gallons per hour. We also have to bear in mind that no generator was run during this trip as the 200 Amp Alternator charged the 5 house batteries running refrigeration and on our overnight stops the Inverter did its job.

Exclusions

Guy Harvey Prints, Tender, Tools

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

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ФОТОГРАФИИ

Aft Deck Seating



Walkaround



Tender



Portuguese Bow



Salon



Entertainment



Salon Seating



Dining



Dining 2



Builders Plate



Master Stateroom



Master Stateroom 2



Master Head



VIP Stateroom



Guest Head



Galley



Washer & Dryer



Helm



Controls



Helm Guest Seating



Electronics



Electrical Panels



Engine



Generator



КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрето**

Адрес



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