

SEA LION — DELTA



Судостроитель: DELTA

Год постройки: 1988

Модель: Траулер

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 70' 0" (21.34m)

Ширина: 20' 0" (6.10m)

Макс. осадка: 10' 6" (3.20m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 11 Kts. (13 MPH)

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

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	4
Размещение	4
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
Full Specifications	6
Исключения	20
Отказ от ответственности	20
ФОТОГРАФИИ	21
Main salon looking aft	21
Main salon	21
Main salon looking to dinning area	21
Seating at bar	21
Coffe bar portside or galley	21
Galley	21
Desk in master	22
Master stateroom	22
Master head	22
Master head	22
Guest stateroom	22
Master shower	22
Strb guest stateroom	23
Port guest stateroom	23
Guest stateroom twin	23

Guest head	23
Pilothouse	23
Stairs from pilothouse	23
Pilothouse seating	24
Flybridge seating	24
Flybridge helm	24
Flybridge electronics	24
Boat deck with custom kayak rack	24
Boat deck from flybridge	24
Aft deck entrance	25
Portside looking fwd	25
Engine room	25
Engine room	25
Hallway to accomodations	25
Laundry to port	25
Port bow stateroom	26
Crew or guest berth	26
Bow	26
Single streb stateroom	26
Layout	26
КОНТАКТЫ	27
Контактная информация	27
Телефоны	27
Время работы	27
Адрес	27

ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Траулер

Подкатегория: Водоизмещение

Модельный год: 1988

Год постройки: 1988

Год обновления: 2011

Вид обновления: Interior, Exterior, System upgrades, New Generators, Teak top deck

Страна: United States

Размеры

Длина общая: 70' 0" (21.34m)

Ширина: 20' 0" (6.10m)

Макс. осадка: 10' 6" (3.20m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)

Дальность на крейсерской скорости: 4600

Макс. скорость: 11 Kts. (13 MPH)

Чистый вес: 91 Pounds

Вместимость воды: 900 Gallons

Объем топливного бака: 4600 Gallons

Размещение

Всего кают: 3

Всего коек: 4

Спальные места: 6

Всего ком. состава: 3

Каюты экипажа: 2

Койки экипажа: 3

Спальных мест экипажа: 3

Комм. состав экипажа: 1

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Teak and Fiberglass

Комплектация корпуса: Full Displacement

Дизайнер интерьера: Sylvia Bolton

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: 3408B

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Full Specifications

Sea Lion is accessed from an aft deck door into the salon; a portside door (aligned with the portside boarding gate) into the salon; or doors from the boat deck on either side of the pilot house into the pilot house.

SALON

The salon is carpeted wall-to-wall. To starboard there is a custom-built shaped 6'10" built couch with hidden, built-in storage compartments under the cushions. The couch is fronted by two ottoman/coffee tables. To port is a wall of custom cabinetry to window height that contains the audio/visual control equipment, a built-in electrically lowerable wide-screen TV, book cases, and a built-in fold down custom chess/checker table. Two large over-stuffed custom chairs flank the TV.

The audio/visual equipment is as follows:

- Samsung 6050 40" LED Flat-Screen TV
- Dolby HD Direct TV Receiver
- Samsung Blu-Ray disc Player
- Geffen 4x1 HD Switch with Audio De-Coding
- Parasound Zone Amplifier
- Sonos Player 120

DINING AREA

Forward of the salon is the dining area with a teak floor and a beautiful, custom, wenge, leafed

dining table expandable to accommodate 8 diners. There are 8 matching chairs, 3 of which can be positioned at the galley counter for informal meals.

GALLEY/SERVICE AREA

The galley is forward of the dining area, separated from it by a wide granite counter top. The galley is u-shaped with an over-sized sink with garbage disposal on the starboard wall, and with the stove/oven and full-height refrigerator and matching freezer on the forward bulkhead. The dishwasher, trash compactor, and extensive drawer storage open into the galley from under the counter between the galley and the dining area. Across from the galley on the portside wall is a large service counter with the same over-sized sink with garbage disposal for cleaning crabs and filleting fish. On the service counter aft of the sink is a coffee bar with both an espresso machine and a Nespresso machine. Forward of the sink is a 52-bottle wine cooler. Under the service counter is a high-capacity ice maker, a beverage refrigerator and cabinet, and drawer storage.

Appliance List (All new in 2011):

- GE Monogram 30" Stainless Steel Gas (Propane) Stove Top
- Electric Propane Shut-off Switch in Galley with Properly Vented Storage for Two 5-gallon Tanks
- GE Monogram Convection Oven
- KitchenAid Microwave
- Liebherr Full-Height Up-Right Refrigerator
- Liebherr Full-Height Up-Right Freezer
- GE Monogram Dishwasher
- GE Monogram Trash Compactor
- GE Monogram 52-Bottle Wine Reserve (in Service Area)
- U-Line Ice Maker (in Service Area)
- U-Line Ice Beverage Refrigerator (in Service Area)
- Cuisinart Espresso Maker and Nespresso Espresso Maker

- Krupps Drip Coffee Maker
- Bruell 4-Slice Toaster
- Breull Toaster Oven
- Cuisinart 14-Cup Food Processor
- All-Clad 7-Quart Slow Cooker
- KitchenAid Blender

LAUNDRY ROOM (ON LOWER DECK)

The laundry room is at the bottom of the stairway leading from the galley/service Area down to the lower deck. The laundry room contains an LG washer and an LG Dryer. It also contains two 40-gallon hot water heaters, the hot water circulation pump, suction pump for the Newton built-in vacuum system (with plug-ins throughout the boat) and control panel for the intramural phone system.

MASTER STATEROOM

The Master stateroom is entered from the aisle between the service counter and the galley on the port side. The Master has a queen berth, three full height custom hanging lockers and ample drawer storage, all cedar-lined. It also has ample under-the-bed drawer storage (limited to non-metallic objects due to presence of flux-gate compass under the bed). It has a built-in desk on the starboard bulkhead with an Aeron chair. Forward of the bed is the doorway into the ensuite bath with granite counter tops, granite lined custom shower and Head Hunter head.

The master stateroom has its own entertainment center including:

- Samsung 6000 30" LEF Flat-Screen TV
- Dolby HD Direct TV Receiver

- Samsung Blu-Ray Disc Player
- Sonos Player 120
- Networked Brother printer

PILOTHOUSE

The pilothouse is full-width with teak flooring and a wall-to-wall control station. Two pedestal-mounted Stidd leather helm chairs sit behind the control panel. Behind the helm chairs is a large, built-in, leather-upholstered settee with surround bench seating for six people. The table is polished burl and has two suspendable leaves that, in the down position, create two separate tables with a walk-way in between to allow easy access to the center of the bench seating behind the table. There is a 6'8" pilot berth up behind the settee.

Radios:

- One panel-mounted Furuno GMDSS FM-8500 Radiotelephone
- Two overhead-mounted ICOM 602/604 VHF radios
- Three handheld ICOM M-36 submersible VHF radios
- Three Eartec voice-activated headphones with mic
- EPIRB ACR 406 Cat 1 (attached to aft control station outside on boat deck)

Internet Access:

- KVH V7 Satellite Communications System
- Wireless router with Verizon wireless card

GPS Receivers, Compasses, Plotters and Autopilot:

- Saab R4 GPS receiver

- Saab R4 AIS Class A Shipboard Transponder
- Ritchie Magnetic Compass in binnacle
- Furuno GP 37 GPS Receiver with Furuno SC-50 Satellite Compass
- Furuno GP 37 GPS Receiver (Back-up)
- Dual networked Dell computers, each with Nobeltec Odyssey plotting software
- Simrad AP50 Autopilot with steering lever, rudder angle indicator and 24-volt Acusteer steering pump

Radar/Sonar/Depth Sounder:

- Wesmar Sonar
- Furuno 2117 Radar w/AIS
- Furuno Navnet with 1933CBB Radar and ETR-6/10N Depth Sounder

Information Systems:

- Analog engine instruments
- Maretron information and alarm system with high water alarms on all five bilges, and smoke/gas alarms throughout boat; also anemometer and depth read-outs, tank levels (black/gray water, fresh water, fuel, waste oil), engine and electrical system performance read-outs
- Floscan fuel consumption meter
- Elbex camera system with 4 cameras: mast pointing forward; mast pointing aft, aft deck pointing to portside trap hauler/down rigger stations; engine room

Lights and Horn:

- mast-mounted strobe light
- mast wing-mounted LED lights (both port and starboard) for docking, boarding
- Six mast-mounted 1,000 watt Aqua Signal halogen flood lights, two facing forward, four facing aft

- two deck-mounted (on aft corners of Boat Deck) 500 watt Aqua Signal halogen flood lights
- commercial grade running lights (long range visibility)
- remote controlled 120-volt search light (mounted on hard-top)
- Kallenberg commercial air horn with various automatic signal settings

Other:

- clock and barometer
- trolling valve
- transmission disconnect valve to allow increasing RPMs (for more hydraulic power) without turning the propeller
- multi-speed, multi-mode wiper controls
- 4-Panasonic phones\thru ship intercom
- networked Brother printer on bridge

All of the critical nav/comm equipment normally operated on 120 volts can be powered by a MasterVolt sine wave inverter located under the pilot house command station. The pilot house has its own 12-volt and 24-volt gel cell batteries each with a dedicated charger. In the event of flooding in the engine room, these power sources will enable continued operation of the boat's radios and emergency lights. If necessary, the batteries may be paralleled with the engine start and/or house batteries. Any of the batteries on board may be charged by three different sources. This configuration exceeds the Coast Guard requirements for inspected vessels.

FLYING BRIDGE

The flying bridge is both a command center and a social center. It has three control stations: a centerline helm and two wing stations, port and starboard. Two white leather Stidd command chairs are mounted behind the centerline station. The centerline command station has a plotter screen and the necessary thruster and engine controls to steer the boat.

The Stidd chairs can be turned to face aft, becoming part of a seating area that is completed by a wrap-around, built-in, well-upholstered bench and integrated high-gloss teak cocktail table. The bench provides built-in storage which contains 6 survival suits.

The flying bridge sits under a permanent fiberglass Bimini hardtop custom built by C-Fab in Newport Beach, CA. It supports isinglass curtains all around with zippered closures and roll-up tabs.

LOWER DECK STATEROOMS

The Lower Deck is accessed via a stairway on the port-side of the galley. The Lower Deck has a single bunk crew quarters in the bow with a separate entry door and also a door into an adjoining bath. This bath also has another door into the captain's cabin just aft and on the starboard side. The captain's cabin has a separate entry into the hallway that runs the length of the lower deck. Across this hallway from separate entry into the captain's cabin is the doorway into the Laundry Room. *If the Owner is captaining the boat, the crew quarters and the captain's cabin on the lower deck will serve as very comfortable additional guest staterooms.*

Just aft of the laundry room door is the stairway up to the galley and the main deck.

Further aft off the lower deck hallway are two guest staterooms, one to the port and one to the starboard. Both are ensuite with full baths including showers and Head Hunter heads. The port-side stateroom has two single beds. The starboard-side stateroom has one double bed. Each stateroom has a hanging locker and generous under-bed drawer storage as well as built in night stands and shelf storage.

ENGINE ROOM

Aft of the two guest stateroom doorways is a water-tight door into the engine room. It is possible to enter and exit the lower deck through the engine Room and via a ladderway on the aft bulkhead of the engine room leading up to the aft deck.

The engine room contains:

- main engine, a turbo-aspirated Cat 3408 with only 3,400 hours since major overhaul in 2002
- power take-off on main engine to drive bow thruster
- engine-driven air compressor
- alternator to charge main engine starting batteries
- control panel for 5 float-activated bilge pumps, one in each bilge
- battery isolation switches for main engine starting batteries and “house” batteries
- fuel tank distribution panel
- main two-buss electrical panel with power source selector switches for each buss
- two AutoShore power boosters feeding the shore power into the electrical panel
- stainless steel work bench with built-in sink and top mounted stainless steel vise
- two MagnaSine 4,000 watt inverter chargers
- air drying system for Kobelt pneumatic shifter
- two Technicold 3-ton chillers
- pneumatic lube oil hose on reel connected to reserve lube oil tank in lazarette
- bilge pump manifold with suction from all five bilges plus the bulbous bow via either main engine-driven mechanical bilge pump or 2½ HP 24-volt electric bilge pump with priming from the sea chest
- sea chest with dual inlets (either side of keel aft) and a distribution manifold to generators, water makers, ballast pump (bulbous bow), HVAC pump, bilge pump manifold prime, and the main engine
- pump table with engine room bilge pump, two fresh water pumps, ballast pump, HVAC pump and fresh water filtration system
- Reverso oil change pump for all three engines and transmission connected to waste oil

tank

- fuel filtration panel with Racor filters for main engine and both generators
- two 30KW Northern Lights generators in sound shield housings each with less than 1,400 hours
- generator starting battery isolation switches
- power take-off on forward generator to drive hydraulics pump for anchor winch and stern thruster
- oil cooler for Naid stabilizers
- oil tank for hydraulic system
- fuel manifold
- fuel level sight glasses for main (engine room saddle) tanks
- sea strainers for main engine, generators, HVAC pump, watermakers

RUNNING GEAR

- Twin Disc 516 gear 5:05:1 ratio
- dripless 3.75" stainless steel propeller shaft
- 46" Propeller
- 8 blade 18", 50HP bow thruster
- 14 blade 18". 35 HP stern thruster
- 18" Bow and stern thrusters by American Thrusters
- Naid stabilizers 16 square feet
- fore and aft bilge keels, port and starboard
- Fillable bow bulb for head sea ballast with dedicated electric pump

HYDRAULICS

Hydraulic power for the anchor, thrusters and stabilizers is provided from two independent hydraulic pumps, one driven by a power take-off on the main engine and the other driven by a power take-off on the forward generator. A hydraulic oil reservoir with tank-mounted filtration is located on the starboard side of the forward bulkhead in the engine room. Controls are located on the overhead switch panel in the pilot house. There is enough hydraulic power to operate the bow and stern thrusters simultaneously.

HVAC System

The boat has two Technicold 36,000 BTU (3-ton) chillers with programmable SMVector Lenze variable frequency drivers. These units can be run together (in tropical or sub-tropical environments) or one-at-a-time. They cool a loop that passes through Acqua Air air handlers in each stateroom, the galley, the dining area, the salon and the pilothouse.

The air handlers can be easily (and individually) re-programmed to control electric heat coils in each air handler so that individual living spaces can be electrically heated while the rest of the boat is cooled by the air conditioning.

The boat also has a Kabola diesel furnace (in the lazarette) that heats the air conditioning loop (if the chillers are not in use.) This provides non-electric, highly efficient heat to all the living spaces as well as non-electric heat to the hot water heaters.

ELECTRICAL SYSTEM

The boat's electrical system is designed for self-sufficiency and overnight anchorage without running a generator.

The boat has a 24 six-volt AGM deep cycle batteries connected in parallel which gives the “house” battery bank 2,490 Amp-Hours of current at 24 volts. In addition, it has two 4,000 watt MagnaSine inverterchargers that enable the conversion of battery bank’s 24 volts to 120-volts for appliance use. With a generator on, or connected to shore power, the MagnaSines switch automatically to charging mode and replenish the “house” battery bank.

The boat has two 30 KW Northern Light generators either one of which running alone is sufficient to power all the boat’s electrical demands, even with clothes dryer, the convection oven, the refrigerator, the freezers and the air conditioner running simultaneously.

The boat has two 50-Amp shore power leads, on the bow and one on the stern, each with a 100-foot cable. Each cable is extended and retracted automatically by means of its own Glendenning Cable Master. Each cable connects to its down isolation transformer which then feeds into its own Comar Electric AutoShore 50 Amp/ 120V-240V power booster.

The boat also has two Phase 3 battery chargers, one for the main engine starting batteries and one for the generator starting batteries.

- 2 Northern Lights Lugger 30KW generators: #1 w/1392 hours; #2 with 1394 hours (7/14/14)
- 12-volt and 24-volt DC systems
- 120/240-volt AC systems at 60 hertz
- DC & AC distribution panels
- Gel cell house batteries totaling 2400 amp hours (new in 2011)
- two 4,000 watt MagnaSine inverterchargers (new in 2011)
- two shore power isolation transformers and two AutoShore power boosters
- Glendenning cablemasters fore and aft each with 100-foot 50-amp cable
- two Phase Three battery chargers, one of main engine starting batteries and one for generator starting batteries
- main engine-driven 300 amp 24-volt alternator controlled by Ample Power regulator to charge main engine starting batteries

LAZARETTE AND FREEZER HOLD

Sea Lion's lazarette and freezer hold occupy space which, on the fish boats that were once built in this hull form, contained large fish storage tanks and freezers. On Sea Lion, these spaces provide commodious storage.

The freezer hold hatch and the two outboard lazarette hatches each have a hydraulic ram which permits their opening and closing hydraulically at the flip of a toggle switch. The center lazarette hatch must be opened and closed by rotating the permanently mounted aft deck dining table.

In addition to all the storage, these spaces also house the following equipment and appliances:

- hydraulic steering pump
- hydraulic power pack for deck crane
- 24 volt electric air compressor (back up for main engine air compressor)
- two 450-gallon fresh water tanks
- two FCI Max Q 1,800 GPD reverse osmosis watermakers with filtration system
- Frigidaire chest freezer
- reserve lube oil tank
- Halon fire suppressant tank Kobala diesel furnace

WEATHER DECKS

Aft Deck:

- moveable isinglass curtains that enclose entire aft deck
- de-mountable electric trap hauler
- de-mountable down-riggers port and starboard
- Halon 1301 auto release with engine room fuel and ventilation shutdown
- fresh water faucet with integrated retractable hose-on-reel in aft deck cabinet
- custom Corian-topped, permanently mounted dining table with seating for 8
- Corian countertops on aft deck cabinet tops
- sink with hot and cold fresh water
- hose bib with hot and cold fresh water
- heated hanging locker (for drying rain gear)
- warping winches port and starboard
- articulated hydraulic swim step that can be lowered to water level to facilitate tender boarding and man-overboard recovery.

Boat Deck:

- MarQuip 2500-pound single cable davit
- 3 large on-deck mounted storage boxes (on boat deck)
- Aft control station on boat deck
- Custom Kayak SS rack w/3 sea kayaks (new in 2011)
- 17' Boston Whaler Montauk w/90 hp Mercury (new in 2011)
- 13' AB RIB w/40 Honda OB
- life jackets and safety equipment, man overboard sling, flares
- vented propane tank cabinet with two five-gallon tanks
- portable gas-powered bilge pump/fire suppressor w/50' hose
- ship's bell
- hinged mast: 24' down; 39' up

Fore Deck:

- Portuguese bridge
- Hydraulic on-deck anchor winch built by Delta with 350-pound Tacow SS anchor backed by one shot of 3/4" chain and 600' 6X19 SS cable
- Bow warping winch
- Fresh and salt-water hose bibs
- 8 person life raft

The boat also carries a full set of nylon snap-in-place window covers for all weather deck windows. The boat carries aluminum storm covers for the portlights.

REMARKS

The Delta 70 is the iconic trawler yacht. Its hull form is that used by Delta Marine to build 70-foot Alaskan crabbers. *ZOEPILOTE* (today, *TATU*). Built in the early 1980's for renowned yachtsman Bruce Kessler, was the first Delta 70. It was Delta's first yacht. Prior to *ZOEPILOTE*, Delta exclusively built fishing boats for the Alaskan fishery. After *ZOEPILOTE*, only four more Delta 70s were built, including *THUNDER*(now, *SEA LION*). The last was *OASIS*, built for Cliff Rome. After *OASIS*, Delta built larger and larger yachts and today is acknowledged by many to be the finest yacht builder in America.

With her Alaskan crabber, full-keel, hull (6" thick at the turn of the bilge), with a 12' skeg designed to support the weight of the boat sitting on the bottom, Sea Lion has proven sea keeping ability, and with her large fuel capacity, power generating capacity and water making capacity, she has inter-continental range and expedition self-sustainability.

Sea Lion's interior has been transformed into a beautiful and fully functional living space. The finest materials and the best craftsmen were used to give her a feeling of comfort, warmth and durability throughout. The refit covered mechanical, personal features and systems but also

made her more liveable. The enclosed aft deck is a gathering space, a space where you can interact with guests and watch the cruise as you travel. The flybridge is also another area that is fully designed for viewing your travels. Sea Lion is a small ship that can go anywhere and take her owner and guests there in safety and comfort.

At 70 feet, with a 10½ foot draft, Sea Lion is roomier than many boats half her length. Yet she is just small enough so that she can be owner-operated, and just large enough to justify a one- or two-person crew.

AS she lies today, she is fully found, and ready to sail to any destination in the world, or to cruise leisurely up the Inside Passage. She is a truly unique trawler yacht.

For more in depth information refer to www.mvsealion.com.

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 состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

Main salon



Main salon looking aft



Main salon looking to dinning area



Seating at bar



Galley



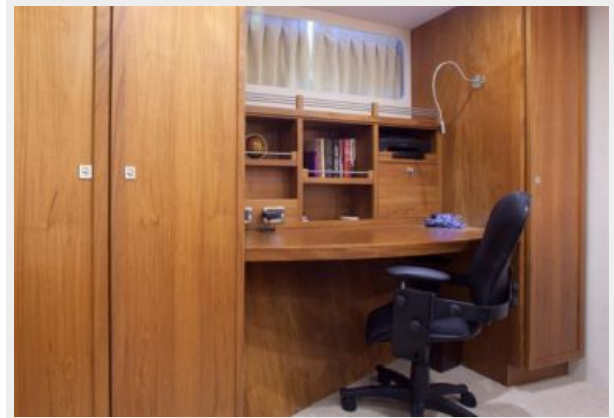
Coffe bar portside or galley



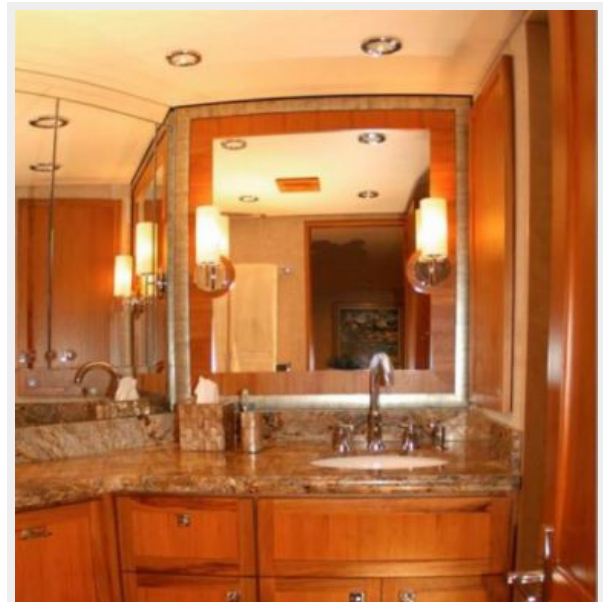
Master stateroom



Desk in master



Master head



Master head



Master shower



Guest stateroom



Strb guest stateroom



Port guest stateroom



Guest stateroom twin



Guest head



Stairs from pilothouse



Pilothouse



Pilothouse seating



Flybridge seating



Flybridge helm



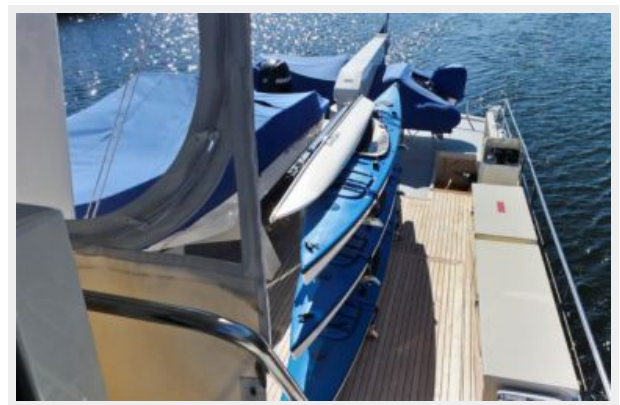
Flybridge electronics



Boat deck with custom kayak rack



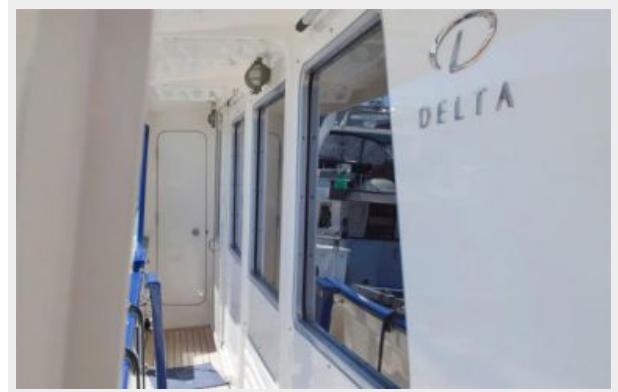
Boat deck from flybridge



Aft deck entrance



Portside looking fwd



Engine room



Engine room



Hallway to accomodations



Laundry to port



Crew or guest berth



Port bow stateroom



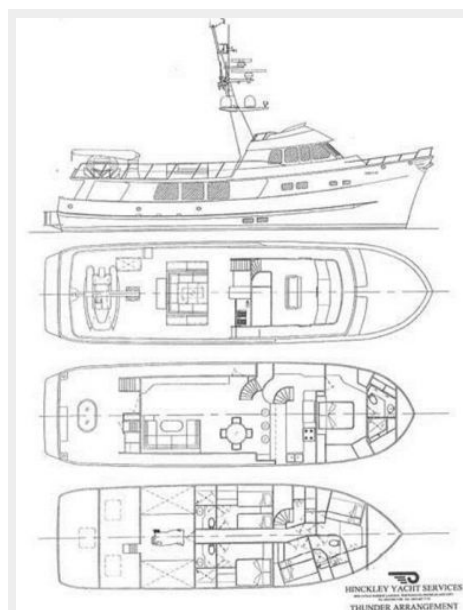
Single strib stateroom



Bow



Layout



КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрито**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004