

KAHUNA — LITTLE HARBOR



Builder: LITTLE HARBOR

Year Built: 1982

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 75' 0" (22.86m)

Beam: 18' 5" (5.61m)

Min Draft: 6' 6" (1.98m)

Max Draft: 13' 9" (4.19m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 11 Kts. (13 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **KAHUNA — LITTLE HARBOR** 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 **KAHUNA — 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

KAHUNA is an outstanding example of the Ted Hood-designed Little Harbor 75. Her many appealing features include twin steering stations, pilothouse, large cockpit for entertaining, side walk-throughs for easy access to main deck, private owner's cockpit aft, three large owner/guest cabins, spacious crew cabin forward and immaculate walk-in engine room. Her twin engines, bow thruster, hydraulic furling main/genoa and multiple electric winches make her a dream to operate at sea or docking, and her shoal draft of only 6'-6" opens up many more cruising areas than the typical modern 75' sailing yacht.

As described herein, KAHUNA has benefited from a long refit history, with recent upgrades including new hull/deck paint, all new décor and significant improvements to the galley and owner's cabin. She is ready to provide her new owner with an excellent platform for extended cruising in comfort and safety.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1982

Year Built: 1982

Refit Year: 1998

Refit Type: Full Comprehensive

Country: United States

Coast Guard #: 663842

Vessel Top: Enclosed Pilothouse

Cockpit: Yes

Dimensions

LOA: 75' 0" (22.86m)

LWL: 64' 0" (19.51m)

Beam: 18' 5" (5.61m)

Min Draft: 6' 6" (1.98m)

Max Draft: 13' 9" (4.19m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 11 Kts. (13 MPH)

Displacement: 160000 Pounds

Water Capacity: 700 Gallons

Holding Tank: 270 Gallons

Fuel Capacity: 750 Gallons

Accommodations

Total Cabins: 4

Total Berths: 6

Sleeps: 9

Total Heads: 3

Crew Cabin: 1

Crew Berths: 2

Crew Sleeps: 3

Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak over Fiberglass

Hull Configuration: Centerboard

Hull Color: White

Hull Finish: Fiberglass

Hull Designer: Ted Hood

Engine Information

Engines: 2

Manufacturer: Cummins

Model: 5.9 BTA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

INTRODUCTION

KAHUNA is an outstanding example of the Ted Hood-designed Little Harbor 75. Her many appealing features include twin steering stations, pilothouse, large cockpit for entertaining, side walk-throughs for easy access to main deck, private owner's cockpit aft, three large owner/guest cabins, spacious crew cabin forward and immaculate walk-in engine room. Her twin engines, bow thruster, hydraulic furling main/genoa and multiple electric winches make her a dream to operate at sea or docking, and her shoal draft of only 6'-6" opens up many more cruising areas than the typical modern 75' sailing yacht.

As described herein, KAHUNA has benefited from a long refit history, with recent upgrades including new hull/deck paint, all new décor and significant improvements to the galley and owner's cabin. She is ready to provide her new owner with an excellent platform for extended cruising in comfort and safety.

ACCOMMODATIONS and LAYOUT

The interior accommodations are beautifully executed in high gloss varnished teak with teak and holly soles. Cabin doors are solid panel teak with teak door frames. Lockable sole sections are easily removed for access to bilges, tanks and plumbing. Main hanging lockers are cedar lined and lighted. Interior spaces are air conditioned and heated, with reverse cycle or diesel heating, and Hella fans for additional ventilation. All interior lighting was recently upgraded to low-voltage Imtra LED light fixtures. The cabins and heads are furnished with cream colored vertical curtains. Shower controls are auto-temperature controlled. The interior space is well ventilated with 24 opening ports (glass replaced late 2014) with screens, nine deck hatches with screens and seven dorades. New Sisal carpets added throughout in 2015, along with all new fabrics, bedding and headboard décor.

Owners' Suite (Aft)

The owners' full-width stateroom can be entered by walking aft from the main salon or from the aft cockpit companionway. To starboard is a queen-sized berth with Tempurpedic mattress. To port is a teak desk and settee with generous storage outboard. The cabin is well ventilated with ten opening ports and a screened cockpit companionway. Air conditioning and heating (reverse cycle air or diesel) is individually controlled for this cabin. The owners' ensuite bathroom is split with toilet and sink to starboard and shower and sink to port.

The stateroom is equipped with satellite television, VCR and CD player and speakers for cabin and aft cockpit. The vessel's navigation parameters can be monitored from a B & G display in the owners' cabin. There is ample storage with many built-in drawers, cabinets, hanging lockers and bookshelves.

Starboard Guest Stateroom

Both guest staterooms are located directly aft of the main salon, on each side of the passageway. The starboard guest stateroom is furnished with a forward-facing queen berth with Tempurpedic mattress. The cabin contains an ensuite bathroom with shower and vanity, a built-in nightstand, hanging locker and ample storage under the berth. This cabin also has individual air conditioning and heating controls.

Port Guest Stateroom

The port guest stateroom has twin berths, with an additional single berth over the outboard berth. This cabin also has an ensuite bathroom with shower and vanity, built-in teak nightstand between the berths, hanging locker and significant storage under berths. Air conditioning and heating is shared and controlled through the owners' cabin controls.

Forward Stateroom/Crew Quarters

This forward stateroom can be used as crew accommodations or as a guest stateroom. An elevated queen-sized double berth to port is reached via a teak ladder. Under the berth is a large storage area for the vessel's canvas, emergency equipment and first aid kits. To starboard is a built-in leather-covered settee, perfect for reading or relaxing while off watch. Above and outboard of the settee is a single berth that can also be partitioned for storage.

The vessel's navigation status can be monitored from the forward stateroom via a B & G Hydra display. A CD player is also available for dedicated use in this cabin. A Bosch stacked washer and dryer are located behind the door to the forward cabin.

The ensuite bathroom is between the forepeak and cabin and contains a toilet and shower to port and vanity and sink to starboard. Adjacent to the vanity is a large hanging locker.

Main Salon

The stairs from the pilothouse lead below to the main salon, a well-lit and functional area for dining and entertainment. The dining area is to port with an L-shaped settee and a teak drop-leaf table that can be electrically lowered to serve as a coffee or cocktail table. To starboard are two upholstered armchairs with a wet bar including bottle storage and glass storage forward.

The recently completed interior refurbishing included light-colored faux leather, two new arm chairs that can move to dining table, Sisal carpeting and new Roman shades that enhance privacy and sun block.

Aft to starboard is the navigation station that features complete electronics, chart table and a swing-out seat. Aft to port is the electrical control panel and entertainment system that includes satellite TV, Fusion stereo unit with XM/Sirius and AM/FM radio, integrated i-Pod, and a Sony DVD/VCR. The Fusion radio also supports cockpit speakers. Generator and inverter/charger remote controls are conveniently located above electrical panel (AC and DC) for managing start/stop and performance while in operation. Six Lexan UV-protected windows provide

tremendous light and almost 360-degree visibility.

Galley

The galley is located forward, just one step below the main salon, and can be either closed off or opened up to the salon as desired. The well-equipped, functional and spacious galley enables safe meal preparation while underway, at dock or at anchor. This efficient galley, just renovated late 2015, has the following features:

- Summit four-burner digital induction cooktop (2015)
- Bosch four-function digital electric oven (2015)
- General Electric microwave
- Separate Grunert top-loading freezer and top/front loading refrigerator. The refrigeration systems are supported with dual compressor refrigeration units (new 2010) to provide additional cooling capacity as well as redundancy
- Composite (Neolith) travertine countertops (2015)
- Deep, double stainless steel sinks with hot and cold pressurized water and sink macerator
- Significant storage capacity for provisions, utensils and equipment

Located on the starboard side of the galley is a teak breakfast banquette with upholstered benches for casual use by owner or private use by crew.

Engine Room/Mechanical Space

KAHUNA features a walk-in engine room that is easily accessible after descending three steps from the main salon. The mechanical spaces are well lit and organized to provide easy access to engines, generators, refrigeration, water-maker and fuel and water management systems. A built-in workbench and tool chest with seating, and accessible storage for all spare parts make maintenance efficient and safe. A pump room is located forward of the engine room and can be accessed from the galley. The engine rooms are protected with a fire suppression system and emergency engine-driven bilge and fire hose pump. The vessel was MCA certified in 2009 for safety, construction and equipment.

Main Cockpit/Pilot House

The pilothouse forward includes a steering station with full engine controls and multiple electronic displays. There is a pedestal chair, twin aft-facing bench seats and a beverage storage area to starboard. The pilothouse has a separate Eisenglas enclosure to insulate the pilothouse in cool weather.

The main cockpit features a full steering station and comfortable seating with a long fixed drop-leaf teak table for outside dining and entertainment. A very attractive design feature are the deck-level walk-throughs to the side decks forward of the cockpit for easy access directly below without interfering with guests seated in the cockpit – a detail rarely found on any yacht under 100'. Another great feature is the ease of all sail handling directly from the cockpit. The entire area is protected by a built-in stainless steel framed bimini with removable screening and

Eisenglas enclosures. The area is equipped with low voltage LED courtesy lights overhead and in walkways.

ELECTRONICS and NAVIGATION EQUIPMENT

Essential navigation information is available at both the pilothouse and main salon navigation desk. Chart plotting programs are supplied by three independent systems: a Furuno NavNet 3D system (2014), dedicated PC-based Nobeltec Odessey and a Northstar 6100i chart plotter. Nobeltec, installed in 2011, is available at the navigation desk and pilothouse. The NavNet 3D and Northstar 6100i are available in the pilothouse.

A JRC commercial class A AIS provides data to both the NavNet 3D and Nobeltec system as well on a JRC display. A Furuno FR8222 radar is located at the nav desk with a Furuno 1832 repeater in the pilothouse. A Furuno HD radar added in 2014 provides data to the NavNet 3D chartplotter and radar display.

A Standard Horizon Matrix VHF radio, which also provides GPS location and AIS data (installed 2012), is located in the pilothouse. A second VHF radio is present in the pilothouse and nav desk.

Additional Electronics:

- Intellian satellite TV (salon and owners' cabin)
- KVH sat phone and internet (nav station)
- Robertson AP300X autopilot (joystick) (pilothouse and nav station)
- Icom IC M802 SSB (nav station)
- Northstar 925X GPS plotter (nav station)
- Dedicated desktop computer (nav station and pilothouse)
- Sirius/XM weather (nav station and pilothouse)
- Weather Net (nav station and pilothouse)
- B & G Hydra 2 –DSW other (nav station, pilothouse, owners' and crew cabin)
- Iridium sat phone (nav station)
- Visio LCD TV (salon and owners' cabin)

ELECTRICAL SYSTEM

KAHUNA's electrical system and wiring was completely replaced and brought to AYBC standards at Little Harbor, Portsmouth RI, in 1998.

Two 50-amp shore power cords supply the 110/220-volt AC system; shore power connections are provided on both port and starboard sides of the vessel. AC power is supplied while underway by one or both Northern Lights generators that provide 12kw (7867 hours) and 20kw (3325 hours). AC power can also be provided by two Trace 4,000-watt inverters.

A bank of twelve 8D batteries provides the vessel's 24-volt DC power. Replaced in 2013, the batteries have a capacity of 1440 amp-hours at 24 volts. Each main engine and generator has a dedicated 12-volt starting battery with dedicated charger.

The house batteries are charged either by the Trace 60-amp charger/inverters powered by shore power, the generators, or the main engines. Each engine has a 90-amp alternator. A separate 12-volt alternator on the main engines charges the starting batteries. Two C-Power Isolation Transformers protect the electrical system. The engine charging system is regulated through two voltage regulators and a voltage centerfielder that monitors the charging state of each engine alternator (2013). The starting batteries for the main engines and generators are charged through a separate battery charger. There is a Xantrex battery monitor at the nav station.

The well-secured wiring throughout is color-coded and numbered tinned-copper wire in a PVC conduit system with load center junctions and access for service.

ENGINES and MECHANICAL EQUIPMENT

KAHUNA's walk-in engine room and machinery spaces are located underneath the salon and galley. The engine room and pump room were detailed in 2013. A major refit in 1998 replaced the main engines, generators and all other mechanical and electrical equipment. Since 2010, major equipment items were added, including refrigeration and freezer systems, water-maker, fuel filtration, furling hydraulic motor and pump, fresh water pumps, hot water heaters, a battery charging regulation system, house and starting batteries. Additional items have been replaced and/or upgraded.

The engine room systems, tools and spare parts are well organized to facilitate maintenance and evaluation of systems while underway. The engine room is protected with an emergency fire extinguishing system (CO2) and fire pump, driven off the main port engine, that can also serve as a high-capacity bilge pump. The main engines can be synchronized via a Glendenning electronic unit.

The exhaust system was replaced in 2011, from the stainless engine injected elbows to the thru hull. Each main engine and generator is fitted with a water separation system that significantly reduces exhaust noise while at anchor. The port generator is enclosed in a sound shield; this generator is generally used for power while anchored for air conditioning etc. The starboard generator is fitted with a PTO for powering the hydraulics for the bow thruster and port anchor windlass.

Additional Features:

- Twin 1997 Cummins 5.9 BTA (de-tuned) 165 hp diesel (3,980 hours)
- Twin Disc 2:1 ratio gear
- Shaft couplings at transmission
- 1-3/4" stainless steel shafts (non-magnetic) with multiple pillow block bearings
- PYI dripless seals, water-cooled from main engines (2013)

- Cutlass bearings in shaft tubes and struts (2013)
- Stainless steel propeller guards and line cutters
- 3-Blade folding Max Props (prop speed added late 2014)
- Wagner hydraulic steering serviced and rebuilt (2011) with secondary back-up
- Wesmar 12" dual propeller 15 hp bow thruster with PTO off genset
- Four MarineAir reverse-cycle air conditioning zones with digital controls. Master/guest unit was replaced in 2012; forward cabin/galley unit replaced in 2014
- Espar diesel heating throughout vessel
- Sea Recovery water maker, 1,600 gallons/day (2011)
- (3) Fresh water tanks (700 gallons total, fiberglass integral to hull)
- (3) Fuel tanks, plus (1) day tank (750 gallons total, fiberglass integral to hull)
- (2) Holding tanks (fiberglass, 270 gallons)
- (3) Grey water tanks
- Bronze thru-hull fittings incorporated into the yacht's bonding system
- All freshwater plumbing was replaced with Aquaplex hosing in 1998
- (3) Stainless steel Isotemp hot water tanks heated by 120v AC. The forward and midship tanks are also fitted with heat exchangers from the main engines
- (4) Raritan heads serviced by two holding tanks; one underneath the aft cabin floor with 200-gallon capacity, and one in the pump room forward of the engine room with a 70-gallon capacity
- Max Air 120-volt dive compressor located in engine room with remote filling hose and tanks in aft cockpit lazarette
- Buell DC compressor air horn
- Headhunter fuel tank gauges (nav station)
- Headhunter fresh/grey/black water tank gauges (engine room)

HULL and DECK

The hull is molded in fiberglass with a 3/4" Airex foam core, producing additional strength, sound, and thermal insulation. Solid fiberglass was laid up in areas of sheer line, centerline, rudderpost, ports and thru hulls. The ballast is lead, cast in place and fully encapsulated in fiberglass. The bronze seacocks are all flush-mounted. During the 1998 refit, a sea chest was added in the pump room to reduce the number of thru hulls. Rub rail is molded fiberglass, integral to hull, with stainless striker.

There are two centerboards - a main and trail board. The main board is lifted via a 3/8" stainless steel woven cable fed through a set of sheaves to an electric Ideal winch operated from the pilothouse. The main centerboard is constructed of molded fiberglass with a bronze protective shoe on its leading edge and solid fiberglass surrounding the pin. The aft trail board is solid bronze and is lifted via a stainless steel cable by an Ideal electric winch located in the aft cockpit.

The bulkheads are built of marine grade plywood, reinforced with fiberglass around chain plates. All structural bulkheads are bonded to the hull and deck with fiberglass and Airex foam spacers.

Floor beams are extruded fiberglass, interlocked and bonded to the hull for rigid and durable support of the cabin sole. Fiberglass fuel and water tanks are fundamentally molded into the hull. The bilges are faired and epoxy coated.

The deck is hand-laid fiberglass with balsa core construction. The teak deck overlay (new, 1998) is glued to the sub-deck, fastenings used only to secure margin boards. On the foredeck, a custom stainless steel stemhead was modified to accept a 140 lb. CQR anchor. The chain locker has a custom stainless steel fairlead tube for the chain anchor rode.

The custom solid fiberglass pilothouse was constructed at Dodson Boatyard in 1998. The center cockpit also features a stainless steel framed Eisenglas awning and enclosure. All center cockpit and aft cockpit canvas was replaced in 2013. Custom screens and the pilot house enclosure were installed in 2012.

The stainless steel davit system was installed in 2004. Built to withstand offshore conditions, the system is powered by Lewmar 44 electric winches. The davits accommodate a 14' 2004 Novurania center-console tender (painted and tubes replaced, 2015) with a four-stroke Yamaha direct-injection 60 hp outboard (2013).

A custom stainless steel extendable stern boarding ladder was installed in 2010 for easy access to the vessel while swimming and diving, or for emergency use. Also in 2010, a custom stainless steel arch was installed above and integrated into the aft davits for installation of Intellian satellite TV, KVH sat phone/internet and a JRC AIS commercial system. An articulating stainless steel dockside boarding step/gangway was added in 2011 and is stored on the aft deck. A stainless steel and teak passarelle is also stored on board.

Topsides are Awlgrippped Pearl Gray (late 2014) with a silver and blue boot stripe (2013) and red bottom paint (March, 2016). Deck cabintop is white with painted light tan non-skid (all new 2015). All exterior varnish was stripped and built up with multiple coats (2015).

KAHUNA's draft offers a minimum of 6'-6" with centerboard up and a maximum of 13'-9" with board down.

OTHER DECK EQUIPMENT

- 140 lb. CQR anchor with 400 ft. ½" galvanized chain (2007)
- 110 lb. Bruce anchor with 400 ft. ½" galvanized chain (2011)
- Storm anchors; 200 lb. Luke, FX-85 Fortress
- Ideal hydraulic anchor windlass (1998) operates off 20kw genset via PTO
- Ideal electric windlass (1998)
- Custom storage box on foredeck
- Custom fabricated (2003) stainless steel stanchions and gates with lifelines (lifelines new, 2015)
- Custom stainless steel mainsheet system
- Stainless steel genoa car tracks

- Harken turning blocks
- (2) 8-person Givens SOLAS life rafts
- MOB module
- 406 EPIRB
- Life jackets
- Boathook
- Fenders
- Saltwater anchor wash down
- Freshwater wash down

SAILS and RIGGING

Rigging:

- Hood double spreader Stoway mast with hydraulic in-mast furling
- Rondal Hydrofurl 200 hydraulic headstay (2001)
- Lewmar Commader 200 (new, 2014)
- Harken staysail furler (2010)
- Navtec stainless steel rod standing rigging, all inspected in 2013 and dye-tested in 2000 (Backstay replaced 2000)
- Navtec backstay adjuster (2011)
- Navtec hydraulic boom vang
- Carbon fiber mast-mounted whisker pole
- Mast and boom painted 2007
- New running rigging since 2011

Sails: (all removed and serviced early 2014)

- Bierig furling mainsail (2008)
- Bierig 130% genoa (2008)
- North furling staysail

Winches:

- Two electric Lewmar #66 self-tailing primary winches
- Two electric Lewmar #64 mainsheet/outhaul/staysail winches
- Two electric Lewmar #58 self-tailing secondary winches
- One electric Lewmar #54 self-tailing winch on coach roof
- Two electric Ideal electric centerboard winches
- On the mast: (2) Bariant #28 and (2) Bariant #24 manual winches

REFIT HISTORY

1997-98 (Extensive refit at Little Harbor, Portsmouth, RI):

- Main engines: Cummins diesels, prop shafts
- Northern Lights generators, 12 kw and 20 kw
- Engine room and pump room completely rebuilt and re-equipped
- Electrical systems fully revamped and renewed to ABYC standards
- Trace inverters
- Refitted helm stations
- Wesmar bow thruster
- Max props
- Lewmar electric winches
- On-deck storage box
- Chain plates replaced
- Custom main junction box in engine room
- Sea chest installed in pump room
- Rebuilt freezer and refrigeration boxes
- Teak deck replaced
- Genoa track replaced
- Aft and forward cabins remodeled
- Fresh water plumbing replaced with Pex water lines and connections
- Ideal hydraulic and electric windlasses
- Center and trailing board cables and winches
- Center cockpit renovated

2000 (Dodson Boatyard):

- Custom fiberglass pilothouse and Stidd helmseat
- Custom stainless mainsheet system
- Custom stainless cockpit awning

2001:

- Hull Awlgrippd (Harbortown Marina, Ft. Lauderdale)
- Custom stainless steel rub rail
- Rondal furling system
- Dedicated battery charger for main and generator batteries

2002:

- Autopilot overhauled
- Replaced fixed ports in main salon

2003:

- Custom stainless steel bow pulpit
- Stainless steel stanchions and life lines

2004:

- Custom stainless steel transom davit system with power winches
- Crew cabin reformatted
- Bosch washer and dryer in forward cabin

2007:

- All rigging was disassembled, inspected, rod rigging dye-tested (Rig Pro)
- Mast and boom Awlgrippped
- Rondal furling system serviced
- 400 ft. ½" chain on primary anchor
- Ideal windlasses overhauled

2008:

- New genoa and main

2010:

- Harken staysail furler
- North staysail
- Digital controls - air conditioning
- Espar diesel heating system
- Heads renovated
- Custom stainless aft boarding ladder with extensions
- Custom stainless aft arch over davits
- Intellian sat TV
- JRC Class A commercial AIS
- KVH sat phone and internet
- Flat screen TVs in salon and aft master cabin
- Matrix VHF/AIS
- Galley renovated

2011:

- Replaced complete exhaust systems for mains and generators in Ft. Lauderdale
- Secondary autopilot pump (Florida Rigging & Hydraulics)
- Inspected and serviced hydraulic systems
- Rebuilt T-ram for autopilot
- Navtec hydraulic backstay adjuster
- Serviced main and genoa hydraulic furling systems
- Rigging inspected and serviced
- Forward cabin renovated
- All upholstery on furniture replaced with synthetic leather
- Teak covers for dorades and handrails
- Replacement screens and glass enclosures for center cockpit
- Custom screens for all opening ports

- New EPRIB 406
- Custom, articulating side boarding stairs fabricated
- 400 ft. ½” chain added for secondary anchor

2012:

- Icom 802 single sideband radio
- Dedicated computer for Nobeltec, XM/Sirius Weather Works and Weather Net
- Daylight, water resistant monitor for pilothouse
- Monitor for navigation desk
- All canvas replaced, including aft cockpit dodger and center cockpit awning
- All new aft cockpit and center cockpit cushions
- LED cockpit lights (blue)
- Underwater LED aft lights (blue)
- Propane sensing system upgraded

2013-14:

- Furuno Navnet 3D plotting system
- Furuno HD radar
- (6) Salon windows replaced with tinted (UV) treated glass
- Companionway hatch glass replaced
- All interior lights and exterior courtesy lights replaced with Imtra LED fixtures
- Yamaha 60 direct-injected outboard for tender
- Cockpit windows replaced
- Tender interior Awlgrippped
- Fuel filtration systems replaced
- New Lewmar Commander 200 furling motor and pump
- (2) New Groco “Paragon Senior” high pressure fresh water pumps
- Fresh water expansion tank
- Boot and accent stripe
- Salon window privacy screens
- Replacement turbo chargers for main engines
- Replacement for PTO electric clutch
- All house batteries replaced
- New regulators and centerfield regulator for engine charging systems
- Heat exchangers for main engines and generators replaced
- Cooling system components for main engines and generators serviced
- Main engine mufflers replaced in engine room
- Isolation transformer replaced
- Engine and pump room detailed
- All cutlass bearings replaced
- PYI dripless seals replaced
- Aft cabin and forward cabin/galley air conditioners replaced
- Topsides and bottom repainted (late 2014)

- Glass for all opening ports replaced (late 2014)

2015:

- Deck, cabin sides and non-skid repainted
- All exterior teak stripped and re-finished
- Deck storage lockers repainted
- Tender repainted and new tubes added
- Aft cabin port side modifications
- All new fabrics, bedding, shades, carpets and salon chairs
- New galley countertops and appliances

EXCLUSIONS

The owner's personal effects are excluded from the sale.

Exclusions

Owner's personal belongings.

Disclaimer

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

PHOTOS

Anchor Gear



Foredeck



Deck, Looking Aft



Main Cockpit



Cockpit, Looking Forward



Aft Cockpit



Custom Davits



Pilothouse



Pilothouse Steering



Main Salon



Main Salon, Port



Main Salon, Starboard



Main Salon, Looking Aft



Salon Bar



Nav Station



Galley



Galley, Port Side



Galley Dinette



New Stove and Countertops



Passageway Aft



Owner's Stateroom, Starboard Side



Owner's Stateroom, Port Side



Owner's Stateroom, Aft



Owner's Head



Owner's Shower



Starboard Guest Stateroom



Starboard Guest Head



Starboard Guest Shower



Port Guest/Day Head



Port Guest Stateroom



Forward Stateroom, Looking Forward



Forward Stateroom, Looking Aft



Forward Head, Port



Forward Stateroom, Starboard Side



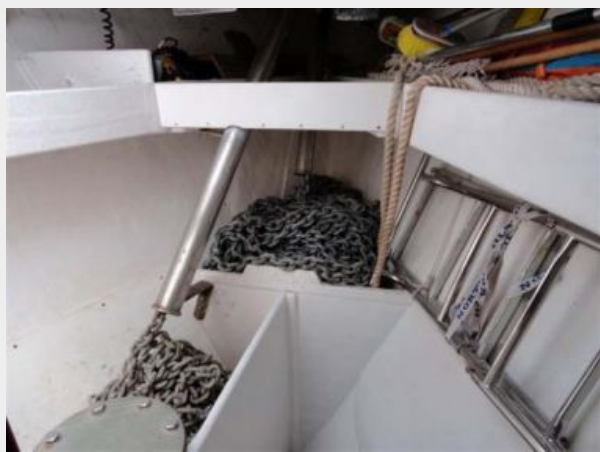
Forward Head, Starboard



Washer/Dryer



Forepeak



Engine Room, Forward



Engine Room, Looking Forward



Engine Room, Port



Pump Room



New Hull Paint



Bow View



Mid-Deck, Looking Aft



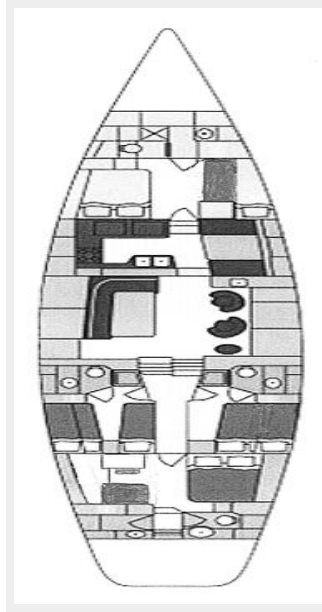
Mid-Deck, Looking Forward



Stern Quarter



Layout



CONTACTS

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