

COZMO — SAN JUAN



Судостроитель: SAN JUAN

Год постройки: 2009

Модель: Моторная яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 40' 0" (12.19m)

Ширина: 12' 2" (3.71m)

Макс. осадка: 2' 2" (0.66m)

Крейс. скорость: 30 Kts. (35 MPH)

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

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	3
Размеры	3
Скорость, вместимость и масса	3
Размещение	3
Корпус и палуба	3
Информация о двигателе	4
ПОДРОБНОЕ ОПИСАНИЕ	5
Specifications	5
Optional Equipment List	11
Исключения	16
Отказ от ответственности	16
ФОТОГРАФИИ	17
КОНТАКТЫ	18
Контактная информация	18
Телефоны	18
Время работы	18
Адрес	18

ХАРАКТЕРИСТИКИ

Обзор

A rare opportunity to purchase from the original owner of a beautiful 40' San Juan Fly Bridge power boat, with only 195 original hours, loaded with upgraded engines, bow and stern thrusters, etc. Replacement for this boat would be well over \$1,200,000. This boat is price aggressively for a quick sale at \$799,000. It is the only one available on the West Coast. Don't miss it.

Основная информация

Тип судна: Моторная яхта

Модельный год: 2009

Год постройки: 2009

Страна: United States

Размеры

Длина общая: 40' 0" (12.19m)

Ширина: 12' 2" (3.71m)

Макс. осадка: 2' 2" (0.66m)

Длина привального бруса: 40' 7"
(12.37m)

Скорость, вместимость и масса

Крейс. скорость: 30 Kts. (35 MPH)

Водоизмещение: 18000 Pounds

Вместимость воды: 80 Gallons

Объем топливного бака: 300 Gallons

Размещение

Всего кают: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: Yanmar

Модель: 6LY3-UTP

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Specifications

PROPULSION Twin Yanmar 6LY3-UTP 480 HP Turbocharged/Intercooled 6 Cylinder Diesel Engines 195 Hours

BUILDER: San Juan Composites, LLC

DESIGNERS: Gregory C. Marshall Naval Architect Ltd.& SANJUANYACHTS Design Team

BUILDERS COMMENTS

San Juan Composites LLC is pleased to introduce the new SJ40FB, our newest fly bridge model in our series of cruising lobster boat styled motor yachts.

We have heard from many SanJuanYacht owners and prospects over the years that have expressed a desire for us to build a high quality “lobster boat” styled fly bridge motor yacht in the 40-foot range. This demand has prompted us to design and build our SJ40FB, which shares the handsome good looks of our SJ48FB. Our SJ40FB combines lobster boat styling with state of the art design, engineering and composite construction to handle the rugged, no-nonsense environment of any ocean or waterway. Working with Gregory C. Marshall Naval Architects, our SanJuanYachts design team have designed a yacht on our proven hull form which provides comfort and sea keeping in difficult sea conditions yet allows for higher speed cruising in calm to moderate sea conditions.

At 40'-7" x 12'-2" Beam our SJ40FB offers a premium level of interior space in a highly functional interior/exterior layout complimented with the addition of our flying bridge.

Our industry recognized standard is used in building interiors, which offer unmatched care and craftsmanship. This standard includes fit and finish of joinery and systems, which is normally only available in the mega-yacht market.

The SJ40FB, like all of our SanJuanYachts models, comes complete with an extensive list of standard equipment, which includes most items normally offered as optional equipment by others.

Performance for the SJ40FB includes a cruise speed of 30 knots made possible by its lightweight resin-infused composite structure and standard Yanmar 6LY3-UTP (380 hp) turbocharged diesel engines. 480 HP Yanmar diesels are offered as an option.

The SJ40FB has been designed to be extremely maneuverable with engines located for balance and stability. It will easily spin and maneuver in its own length with intuitive ease using our standard electronic controls. Maneuvering is further simplified with joy stick controlled bow and stern thrusters as standard equipment.

The SJ40FB is built in the USA using the American Bureau of Shipping Rules as guidelines. Machinery and equipment are installed using the rules and regulations of the United States Coast Guard and the American Boat and Yacht Council as guidelines.

The result is yet another safe, high performance, personal motor yacht for the boat owner looking for unmatched fit, finish and attention to detail.

HULL

The SJ40FB hull has been designed and computer modeled to be both handsomely styled and capable in a broad range of sea conditions. The traditional flared bow with fine entry and tumble home aft is complemented by the hydro-dynamically efficient underbody. Tooling for the entire boat was modeled and cut by a computer controlled 5-axis router creating the most fair and precise parts available in the industry today. The SJ40FB hull is formed using a Kevlar® / E-glass and Corecell® foam core composite infused with vinylester resin. Dupont Kevlar® / E-glass hybrid is used to greatly increase the strength of the hull against damage caused by impact. The infusion process yields strong lightweight parts with high glass to resin ratios. The core is removed and replaced with solid glass and extra laminations in areas of major penetrations and high stress. Four composite watertight structural bulkheads separate the hull into damage control zones with dedicated bilge pumps. Structural bulkheads are built using Corecell® foam core with E-glass skins infused with vinylester resin. Longitudinal and transverse stringers are an E-glass Corecell® foam core composite. The entire structure of the boat is built using wood free composites

DECK

The deck is a one piece infused composite molding using E-glass and Corecell® with vinylester resin. The hull is joined to the deck using an engineered flanged box joint and is bonded using a high strength adhesive with mechanical fasteners. This provides a permanent, watertight hull/deck joint.

COCKPIT AND DECK

The large cockpit was designed to allow ample room for sitting, dining, fishing and sunbathing. An opening walk through transom door provides easy access on and off the boat via the swim step. The built-in transom seat provides both seating and underside bin storage. Storage bin is removable to provide additional storage space below in the lazarette. Bin may be used as a cooler or may be set up as bait locker as an option for fishing. Sitting and sunbathing space is also available on the port and starboard engine compartment boxes with hatches that lift with the aid of lifting cylinders for engine access. Engine compartment hatches are supplied with non-skid surfaces or teak decking as an option. The cockpit deck is molded with 1" waterways. Teak decking is standard for the cockpit, pilothouse and on the composite swim step. A flush hatch in the deck provides easy access to the engines and generator. Port and starboard cockpit bulwark lockers allow for storage of fenders and mooring lines and will accommodate up to a nine-foot roll-up inflatable tender and its outboard. A teak boarding ladder is supplied to assist movement on and off the boat via the side decks. A removable teak cockpit table may be provided as an

option.

COCKPIT AND DECK, CONT.

Teak toe-rails and stainless steel half-round guards are fastened through the hull and deck flange. Six polished stainless steel deck cleats are provided for bow, stern, and spring lines along with custom stainless steel bow chocks and chafe guards. A stainless steel deck fuel fill is located starboard side amidships. The water tank fill and holding tank dump are located on the starboard side forward. The foredeck anchor handling system consists of a stainless steel bow roller with a 22 lb. stainless steel "Bruce type" anchor and 20 feet of 5/16" galvanized chain spliced to 200 feet of 9/16" nylon rope. A Muir anchor windlass is standard. A Lewmar Low Profile 40 deck hatch is located over the forward stateroom. Four opening stainless steel portlights with screens provide ventilation to the cabin area. A stainless flagpole with stainless steel socket is supplied aft with a stainless steel flagpole supplied forward at the bow. Four stainless steel handrails provide handholds when moving forward on the side decks. A stainless steel bow rail is available as an option.

PILOTHOUSE

The pilothouse is built of an E-glass, Corecell®, resin infused composite providing a stiff, strong, lightweight structure with sound and vibration dampening qualities. The pilothouse is accessed from the cockpit via a tempered glass door with locking hand set for security. Out board of the door are removable windows providing ventilation and all round visibility. The starboard side helm seat provides access to the storage space below via a "gull wing" hatch. Aft of the helm seat is the bar area with counter, stainless steel bar sink and teak storage locker. An optional Uline icemaker may be installed in lieu of the teak locker. The portside settee with bright finished teak table provides seating for four with panoramic views. The power high / low table lowers to provide a double berth. A hatch below the table provides access to the storage space below. The pilothouse helm station provides for a complete array of electronics and instruments, and offers 360-degree visibility. Fresh air ventilation ducting with power vents allow for fresh air ventilation. The pilothouse is open to the galley below.

FLY BRIDGE

The fly bridge is built of an E-glass, Corecell®, resin infused composite providing a stiff, strong, lightweight structure. The fly bridge has been designed to be both light and low profile and is surrounded by stainless steel rails, which develop seating for three aft. The fly bridge is accessed via a stainless steel ladder with teak treads. A stainless steel arch is provided to accommodate a wide variety of electronics and stowage for the optional fly bridge bimini. There are two single Stidd chairs providing seating for two at the helm. The fly bridge helm provides excellent 360-degree visibility for running in all conditions and accommodates all equipment offered at the pilothouse helm. Teak decking is supplied as standard equipment.

INTERIOR

The interior is trimmed with teak and finished to a satin sheen. The hull sides forward are

sheathed with teak “ceiling” strips. The galley and forward cabin sole is teak with holly splines. Countertops are surfaced with solid surfacing material. Forward of the galley is a walk around queen size berth which lifts for access to storage below. Teak drawers are supplied at the foot of the bed. The forward stateroom boasts two hanging lockers port and starboard. Ventilation and daylight are provided via a screened Lewmar overhead hatch and four opening screened portlights. Berth cushions/mattresses are 5” foam composites with a wide variety of fabrics available for berth upholstery. Overheads are Majelite or equal with teak trim supports. Reverse cycle air conditioning is offered as optional equipment for cabin and pilothouse heating and cooling.

GALLEY

The below decks galley is open to the pilothouse with an abundance of daylight provided by the pilothouse windshield directly above. A two-burner electric stove and built-in micro-convection oven are standard. A stainless steel sink is supplied with hot and cold water through a Scandvik mixer with a pullout-extending faucet. An abundance of storage is provided in above counter cabinets, below counter cabinets and drawers. The refrigerator is a custom stainless steel refrigerator/freezer. An opening portlight with screen above the galley provides ventilation. Drawers and overhead cabinets provide ample storage for galley supplies.

HEAD

The head, with separate shower, is designed to be easily cleaned and maintained. A Sealand Traveler head is connected to a holding tank with shore side pump out fitting on deck. A discharge pump is provided for overboard use where allowed. The holding tank is sounded with a Tank Tender gauge. A stainless steel sink is supplied with hot and cold water. The separate shower with seat drains to a sump and is discharged via a drain pump. A mirror and lockers with shelves are provided. The head has an opening portlight with a screen.

ELECTRICAL SYSTEM

A bank of two 8D AGM batteries provides ship’s power. Two 8D AGM batteries provide starting power. Isolation is provided between the lighting and house circuits and the starting bank with the provision for emergency starting if necessary. Charging of the system is done through 85 amp alternators mounted on each engine as well as a Xantrax 2500 battery charger/inverter.

A shore power receptacle is provided amidships on the starboard side to provide 110 V power to outlets in each cabin as well as the galley, head and pilothouse. A Northern Lights 6.0 kw M673L2 marine generator is standard with switching located at the main distribution panel. Switching for both the 12V and 110V are provided at the main distribution panel located on the inboard side of the helm seat and is equipped with both a voltmeter and ammeter. All circuits are protected with circuit breakers and main disconnects. All hull penetrating marine hardware is bonded and connected to a sacrificial zinc plate located at the transom below the swim step.

Interior lighting is by Cantalupi. Overhead recessed lights are positioned in the pilothouse and cabin areas and are controlled by bulkhead-mounted dimmer switches. Two bulkhead mounted

reading lights are located forward over the queen berth. Courtesy lights illuminate the walkway from the cockpit to the cabin sole and above on the fly bridge. Six lights are located in the engine compartments, mechanical compartment and lazarette. Navigation lights meeting International Rules are provided. Two Roca pilothouse windshield wipers with washers are supplied. An ACR spotlight with remote control is offered as optional equipment.

Most Navigation electronics package may be installed at both helms as optional equipment including Autopilot, GPS, VHF, Chart Plotter, Sounder / Fishfinder and Radar systems. A stereo with CD Changer and six speakers is optional with speakers throughout.

MACHINERY

The standard main engines are Yanmar 6LY3-UTP and 6LY3A-ETP turbocharged / intercooled diesel engines rated at 380 and 480 H.P. The main engines are equipped with ZF 280A marine gears. Yanmar 6LY3A-ETP (480 HP) engines may be installed as an upgrade. All engines are painted white. 2" diameter Aquamet 22 stainless steel shafts are supported by custom designed bronze struts and watertight shaft seals. The propellers are Nibral bronze, four bladed wheels operating in hull tunnels for increased efficiency and shallow draft. The engine compartment is protected by an automatic fire extinguisher system. An oil transfer pump system is standard for main engine and transmission oil changes.

The single 300-gallon capacity aluminum fuel tank is fully baffled and has a starboard side deck fill. The tank is sounded with a Tank Tender gauge. In-line Racor fuel / water separators

MACHINERY, CONT

are provided for each engine. Ventilation is provided via side deck vents in the aft cockpit bulwarks. The engine compartment is well lit and is easily accessed via a flush cockpit hatch and the large twin-engine hatches opening with lift cylinders. The exhaust system is constructed of FRP piping with in-line full flow mufflers. Although the twin engines make the SJ40FB extremely maneuverable, Side-power bow and stern thrusters with joy stick control are provided as standard equipment.

SOUND INSULATION

The cored hull, deck and superstructure construction provides for excellent sound and vibration damping. The main engines and machinery are isolation mounted to reduce noise and vibration. The engine compartment is lined with sound insulation to reduce noise levels providing quiet operation. Engine compartment hatches are lined with sound insulation and are gasketed to reduce noise levels.

CONTROLS AND INSTRUMENTS

Transmission and throttle control at both helms for the main engines is achieved using electronic controls. The controls offer shift and throttle control with built-in safety factors for use during emergency maneuvers. Electronic engine synchronization is standard. The bow and stern thrusters are controlled by electronic joy sticks located at each helm. The main engines are fully

alarmed including both low oil pressure and high coolant temperature. The engine instrument panels located at both helm consoles displays RPM's, oil pressure, water temperature and gear temperature and LED display readouts can be customized. A 4 1/2" Ritchie Navigator compass is mounted forward of each helm console. A Kahlenberg air horn system with tank-mounted compressor is standard. The steering system is a Marol MRB-63 rotary actuator hydraulic system. The rudders are custom designed high speed cast bronze with 1-1/2" Aquamet 22 stainless steel shafts mounted in Tides Marine rudder bearings and drip less shaft seals. An 18" stainless steel destroyer type wheel with varnished mahogany trim is provided at both helms. A Simrad autopilot system may be installed as optional equipment.

PLUMBING

Eighty gallons of fresh water are stored in a baffled stainless steel tank with a Tank Tender sounding gauge. An Isotemp water pump system provides water pressure. Hot water is supplied by a stainless steel six-gallon hot water heater. The shower has a sump pump system for discharge overboard. Three Rule 2000 GPH electric bilge pumps with Rule Ultra automatic float switches are located forward in the cabin, aft in the engine compartment and in the lazarette. Bronze thru hull fittings throughout are U.L. listed, and fitted with seacocks. A Village Marine 350 GPD water-maker is available as an option.

PAINTING

All exterior teak trim is finished to a high gloss using multiple coats of UV inhibited West System epoxy and finally numerous coats of clear Sterling LP providing an extremely hard, low maintenance finish. The deck, pilothouse and fly bridge are painted with Sterling LP paint. The hull is painted in the owner's choice of our standard Sterling LP paint colors. Additional hull paint colors are available. Hull paint includes owner's choice of boot stripe paint color. Two coats of premium yacht bottom paint are applied according to owners color choice from standards offered. Name and hail in vinyl gold leaf on the transom is included in the commissioning.

CANVAS AND UPHOLSTERY

All interior and exterior upholstery items are provided as standard equipment with owners choice of Sunbrella fabrics. Pilothouse cushions may be upgraded to Spinneybeck leather.

A wide assortment of exterior covers, canvas and biminis and sunshades are provided for the cockpit and fly bridge as both standard and optional equipment.

COMMISSIONING

All SanJuanYachts are commissioned, launched and extensively sea trialed before delivery in the San Juan Islands. Standard commissioning items include:

Custom owners manual and equipment file

Four 8" fenders

Six dock lines (6 x 35')

Anchor with 20' of chain and 200' of line

Six adult and two child's life jackets

Oil discharge plaque/waste discharge plaque

Three 2.5 lb. ABC fire extinguishers

Flare kit

First-aid kit

One waterproof flashlight

Name and hailing port in vinyl "gold leaf" on the transom

(Lobster Boat, Hinckley, Picnic Boat)

Optional Equipment List

EXTERIOR

- Muir Atlantic 850 chrome, rope/chain windlass w/ remote control at both helms
- Custom stainless steel bow roller / stem fitting w/ burgee staff
- Custom stainless steel bow and mid-ship chocks
- Hot & cold cockpit / transom shower
- Wood package: Teak helm and dashboard
- (4) Opening stainless steel portlights with screens
- Transom door w/ courtesy light

- Storage lockers for inflatable shore boat and outboard motor
- Stainless steel swim ladder mounted under swim step
- Stainless steel hand rails on trunk cabin and fly bridge sides
- Teak decks in cockpit, engine boxes, pilot house, fly bridge and on swim step
- Stainless steel fly bridge ladder with teak

treads

- Stainless steel fly bridge rails with seating aft
- Two Stidd helm chairs on fly bridge
- Lewmar deck hatch on trunk cabin
- Stainless steel arch on fly bridge
- Teak decking on exterior weather decks (Side decks, foredeck and trunk top)
- (2) Stainless steel fishing rod holders
- Cockpit locker cooler/icebox
- Stainless steel bow rail
- Pop-up cleats on swimstep

INTERIOR

- 2-burner electric stove
- Built-in micro / convection oven
- Custom stainless steel fridge / freezer
- Solid surface countertops in galley and head (owner's choice of colors)
- Satin finished teak and holly cabin sole
- Built-in TV with DVD player in forward cabin
- Recessed overhead, reading and courtesy lighting on dimmer switches
- Teak pilothouse table (power up / down to become guest berth)
- Pilothouse bar w/ stainless steel bar sink
- Uline SP-18 icemaker at pilothouse bar in lieu of teak cabinet
- Alpine AM/FM/CD with infra-red remote and eight speakers (2 on FB)

- XM radio
- TV cable outlets in pilothouse and forward stateroom Recessed cup holder at pilothouse bar

PROPULSION / AUXILIARY SYSTEMS

- Yanmar 6LY3A-ETP (480 hp) twin, turbocharged/intercooled diesel engines upgrade
- Custom white paint on main engines
- 300 gallon fully baffled aluminum fuel tank
- Racor fuel / water separators
- Electronic engine and gear controls at both helms
- Electronic engine synchronization
- Custom engine compartment sound proofing package
- Marol Hydraulic steering
- Dripless shaft and rudder boxes
- Computer balanced 4 blade Nibral props
- Bronze thru-hull hardware w/ bronze ball valves

- Lenco electric trim tabs controlled at both helms
- Oil transfer pump and manifold for main engine and transmission oil changes
- 85 amp alternators on Yanmar main engines
- Mastervolt 2000 inverter/charger
- 2 – 8D AGM house bank batteries
- 2 – 8D AGM engine start batteries
- 50' shore power cord
- 110 volt outlets throughout the boat including engine compartment and

- lazerette
- Engine room and lazerette lighting
- Side-power bow and stern thrusters joy stick control at both helms
- 80 gallon stainless steel water tank
- Tank Tender tank level gauge for monitoring fuel, water and holding tanks

- Stainless steel hot water heater
- 2-speed windshield wipers w/ intermittent mode and pressure fresh water wash
- Twin Kahlenberg chrome air horns

- Automatic fire suppression system, FM2001 or equivalent
- Freshwater wash down system in cockpit
- Northern Lights M673L2, 6.0 kw genset

- 2 CruiseAir 18,000 BTU reverse cycle air conditioning units in cabin and pilothouse

- 12V Inflator for inflating shore boat

- Freshwater wash down on foredeck
- Underwater lights at transom

NAVIGATION

- Stainless steel arch

- Standard GX1255 VHF radio at both helms
- Simrad AP26 autopilot w/ rate sensing compass both helms
- Raymarine E120 color Radar/ Plotter/GPS/Sounder at both helms

- ACR spotlight mounted on arch w/electronic remote control at both helms

UPHOLSTERY / CANVAS

- Queen berth upholstery – Sunbrella

- fabric
- Pilothouse, cockpit and fly bridge cushions – Sunbrella fabric
- Leather upgrade for pilothouse cushions – Spinneybeck leather
- Mermet windshield screen cover
- Slant-back cockpit cover – Sunbrella fabric
- Fly bridge bimini w/ storage boot
- Weather covers for aft seat cushions and engine box cushions – Sunbrella fabric
- Weather covers for fly bridge helm and seating – Sunbrella fabric
- Fender Covers – set of 4
- Headrest cushions for sunpads

PAINT / FINISH

- Hull painted with LPU in owner's choice of color
- ACP Ultima bottom paint (Red, Green, Black, or Blue)
- Contrasting non-skid color
- Hull cove stripe – gold
- Name and hailing port on transom
- Double boot stripe

COMMISSIONING ITEMS

- Custom owners manual including full system documentation and equipment file
- Four 8" x 20" fenders w/ whips
- Six dock lines (6 x 35')
- Stainless steel anchor w/ 20' chain and 200' rode
- Six adult and two child's life jackets

- Oil discharge plaque / waste discharge plaque / USCG compliance plaque
- Three 2.5 lb. ABC fire extinguishers
- Flare kit
- First-aid kit
- Waterproof flashlight

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



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