

MACH BUSTER — LITTLE HARBOR



Судостроитель: LITTLE HARBOR

Год постройки: 1993

Модель: Center Cockpit

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 70' 0" (21.34m)

Ширина: 18' 7" (5.66m)

Мин. осадка: 6' 8" (2.03m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 10 Kts. (12 MPH)

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

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ХАРАКТЕРИСТИКИ

Обзор

This beautiful 70 foot Hood-designed Little Harbor Custom Yachts cutter is perhaps the finest all-around cruising yacht available on the world market today. With less than 7' draft, this 4-stateroom sailing yacht can access many prime cruising grounds that most sailboats of her size can only dream about. Her varnished American cherry interior and A.B.S.-certified FRP hull, construction, joinery and finish are without equal. Four private staterooms, a large open main salon and an easily-accessed center cockpit make her a delight to spend time aboard, while her performance under sail continues to impress.

MACH BUSTER has been continually upgraded and maintained by a full-time professional crew. All serviceable components have been kept on a rigorous documented maintenance schedule. MACH BUSTER is an exceptional sailboat in excellent condition.

Основная информация

Тип судна: Center Cockpit	Подкатегория: Cutter
Модельный год: 1993	Год постройки: 1993
Страна: United States	Номер регистрации в береговой охране: 1020074
Верх: Bimini Top	Кубрик: Да

Размеры

Длина общая: 70' 0" (21.34m)	Длина по ватерлинии: 55' 9" (16.99m)
Длина палубы: 68' 0" (20.73m)	Ширина: 18' 7" (5.66m)
Мин. осадка: 6' 8" (2.03m)	

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Чистый вес: 56 Pounds

Вместимость воды: 400 Gallons

Объем топливного бака: 900
Gallons

Размещение

Всего кают: 4

Всего коек: 6

Спальные места: 9

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Teak

Комплектация корпуса:
Centerboard

Цвет корпуса: Flag Blue

Отделка корпуса: Fiberglass

Дизайнер корпуса: Ted Hood

Информация о двигателе

Двигатели: 1

Производитель: Cummins

Модель: 6BT5.9M

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

DESCRIPTION

This beautiful 70 foot Hood-designed Little Harbor Custom Yachts cutter is perhaps the finest all-around cruising yacht available on the world market today. With less than 7' draft, this 4-stateroom sailing yacht can access many prime cruising grounds that most sailboats of her size can only dream about. Her varnished American cherry interior and A.B.S.-certified FRP hull, construction, joinery and finish are without equal. Four private staterooms, a large open main salon and an easily-accessed center cockpit make her a delight to spend time aboard, while her performance under sail continues to impress.

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ACCOMMODATIONS and LAYOUT

MACH BUSTER sleeps nine in four elegant guest cabins.

Below decks the layout is well-thought-out with good storage space. There is excellent natural ventilation throughout with fourteen opening portlights, eight overhead hatches and six dorade vents. LED lighting throughout with blue night lighting.

There is a locker for sail and line storage in the forepeak. The chain locker is slightly aft and fitted with a watertight Bomar hatch, which, in effect, is a watertight bulkhead. There are separate stainless steel hawse pipes on either side. There is a large opening hatch from the deck.

FORWARD STATEROOM:

Forward stateroom has generous port and starboard bunks. There is a hanging locker to starboard, balanced by counter and drawer storage to port. This cabin has a surprising amount of standing room, along with private access to the port forward head. The forward stateroom has hull ports, port and starboard, which further enhance the sense of spaciousness.

GUEST CABINS:

Moving aft there are port and starboard guest cabins, each with double berths. The cabin to port has a single upper as well as a double lower berth. The starboard cabin has a spacious double berth. Forward in each of these cabins are heads, each equipped

with an electric toilet, sink and shower. As with all aspects of MACH BUSTER, hanging locker and drawer storage is the product of brilliant use of space.

MAIN SALON:

The full-width main salon is uncommonly generous and bright, featuring port and starboard hull ports, a U-shaped cushioned seating area to port, and a folding drop-leaf table and inboard settee. To starboard is L-shaped seating with a small folding drop-leaf cherry table with lovely holly inlay. The main companionway is on centerline. The nav station is aft to port with walk-through galley leading to starboard. The passageway down the starboard side leads past the engine room and is the main access to the master stateroom. The port side passageway leads to the master shower and laundry and then to the master head.

GALLEY:

- Corian countertops
- Force 10 four-burner stove with oven and broiler
- LED overhead light
- Double sink with pressure and manual fresh water
- Grunert refrigerator and freezer, engine driven
- Compressor and 240 volt AC compressor
- Amana microwave
- U-line icemaker
- Aqua-Pure water filters
- Custom storage racks; Custom spice rack

AFT CABIN:

The aft cabin is full beam. Owner's queen berth is to port with a settee seating to starboard. Generous hanging lockers are outboard, port and starboard. Access door to the head is forward to port with stall shower. Owner's head can be accessed from the main salon as well as the owner's cabin.

FINISH DETAILS

The interior of MACH BUSTER is grain-filled satin-varnished cherry with gloss-varnish highlights. The cabin sole is gloss-varnished teak and holly within solid teak margins. All are fitted with chrome-plated bronze locking lift rings. There are separate removable floorboards for access to tank tops, seacocks and machinery.

All exposed hull surfaces are lined with solid cherry ceiling strips. The overhead is divided into removable sections covered with off-white leather. There are built-in cherry hatch screens and blinds that conveniently slide away when not in use.

Hanging lockers are lined with western red cedar. All other lockers above seat level are lined with cherry or Formica trimmed in cherry. All wiring and plumbing in these lockers is completely hidden from view by removable panels.

Galley and head countertops are granite Corian. Vertical surfaces in the heads are bright white Awlgrip with teak trim. Head floors are molded FRP fitted with solid teak varnished gratings. Berth and seat tops are Formica-lined, with access to storage below through multiple lift-up openings.

Cushions and seat covers are dark blue UltraSuede, curtains new (2010)

All water and fuel tanks are below floor level, leaving volume under settees and seating for extensive storage throughout the vessel.

ELECTRONICS and NAVIGATION EQUIPMENT

NAV STATION AND BELOW DECK:

- Garmin 5215 color displays with weather package sonar and radar in the nav station (2008)
- Autopilot (2017); new power pack "Accu steer" (2010)
- Furno AIS (2008)
- B&G (2) X FFD's plus (1) X AWA display in the nav station (2013)
- Icom VHF DSC M502 (2008)
- KVH phone and Internet (2008)
- Kahlenberg horn control (2008); (3) horns on the mast with single blast control by the helm
- Gen output display (2008)
- Boston clock and barometer

COCKPIT:

- Garmin 5215 color display (2008) with radar, weather and sonar
- Autohelm 7000
- B&G weather instruments, (4) X 20/20 AWA (2013)
- Ritchie 6" magnetic compass
- Autopilot (control board and electronics, new 2017)
- Hundestadt propeller pitch control
- Flo Scan fuel meter
- Upgraded engine control panel (2006)
- Horn control
- Clutch for the wheel
- Foot controls for the bow thruster

ENTERTAINMENT ELECTRONICS:

AFT CABIN:

- KVH Sat TV/Direct TV
- Fold-down Panasonic HD 32" screen with Surround Sound and Apple TV (2008)
- Sirius radio
- DVD player
- All controlled by single remote

MAIN SALON:

- Sirius radio (2008)
- 26" Samsung flat screen HD TV (2012)
- Bose speaker system (2012)
- Samsung DVD player (2010)
- Kenwood stereo

PORT CABIN:

- 22 " Toshiba TV

STARBOARD CABIN:

- 18" Coby TV
- Apple TV

ELECTRICAL SYSTEM

The yacht's DC system is 12/24 volts supplied by 10 heavy-duty 200-amp hour gel batteries

(2017). There are (2) separate 200-amp hour Wet Cell batteries, dedicated to engine starting and one Gelcell battery dedicated to generator starting.

The house and engine batteries are charged by (2) 135-amp (2009) 24-volt engine driven alternators controlled by Balmar smart regulators (2010). Dual Xantrex meters (2012) monitor battery banks. There is also a 100 amp Victron AC charger (rebuilt 2012) and a Master volt Combi inverter/charger (2012)

The yacht's AC electrical system is 120/240 volt, 60 cycle single phase. There is a new Onan 17 kW generator (2014) with solid sound enclosure, and (2) 50 amp shore power inlets as well as (2) 15 kW Charles isolation transformers.

- Copper screening fiberglassed into hull for radio antenna ground
- Separate grounding bar installed for electronics
- (2) 50' 50-amp shore cord

DECK and HULL

HULL CONSTRUCTION: Built to American Bureau of Shipping standards, the hull is molded in FRP from female molds with 3/4" Airex foam core for added strength and sound/thermal insulation. Vinylester resin is used on the exterior skins for the highest possible resistance to water osmosis, plus epoxy bottom coating with Interlux 2000 system. Hull/deck sheerline, centerline hull, ballast, rudder post, hull ports and thru-hulls have solid FRP lay-up. Fore and aft stringers are glassed to the inside hull for added stiffness and in keeping with ABS specification. There is a molded FRP rubrail with stainless steel striker for protection to the hull in docking situations. Hull is "Flag Blue" Awlgrip (winter 2009). Deck color is "Matterhorn White" Awlgrip. The engine room is watertight, and there is a watertight bulkhead forward per ABS requirement.

DECK CONSTRUCTION: The deck is one-piece molded FRP with Divinycell H-80 foam core for strength and stiffness. In areas where deck equipment is installed, core is replaced with Divinycell H-200 high-density foam. Outer skin is built to 1/4" thickness, inner skin to 3/16". Cockpit sides and coaming are solid fiberglass. Deck flange is solid glass, approximately 9/16" thickness. The deck is bonded and bolted down with epoxy putty to the inboard angled hull flange with 5/16" bolts on 8" centers. Additional fastenings provided with teak toerail thru-bolted on alternating 8" centers. All deck hatch landings are molded in FRP. There are (4) flush lazarette hatches with molded drain channels. The propane locker is molded separately and ventilated with direct drain overboard and ample space for storage of outboard motor fuel tank.

CENTERBOARD: The centerboard is two-part female molded FRP with a protective shoe on leading edge and solid FRP around pin area. The centerboard has a highly efficient foil shape for up-wind sailing performance. Centerboard hoist is via wire cable to winch on deck. The centerboard trunk is molded FRP. The board was removed (in 2009), and the pin checked for wear. New centerboard pennant (2011).

MACH BUSTER offers a minimum draft of 6'-8" with her board up and a maximum of 13'-9" with board down.

RUDDER: The balanced spade rudder is two-part female molded FRP with 5" S/S rudder stock. Rudder blade molded around S/S frame welded to rudder stock. Rudder stock supported by upper bearing (Harken) and lower Duromax bearing. A bronze stuffing box is provided with graphite impregnated packing. The emergency tiller can be deck stepped with ease in a matter of seconds. Custom emergency tiller designed for better ergonomics. The rudder was removed, packing replaced and new bearings installed (2011)

BALLAST: All ballast is lead cast in place and fully encapsulated by the fiberglass hull and keel. The lead is sealed from above with approximately 1/2" solid FRP.

OTHER: Bulkheads are built of marine grade plywood, reinforced with FRP in areas of

chainplates. All structural bulkheads bonded to the hull and deck with FRP and Airex foam spacers. Floor beams are extruded FRP, interlocked and bonded to hull for rigid and durable support of cabin sole. FRP fuel and water tanks integral to the hull, for additional stiffness to hull laminate, and to use the maximum amount of volume available. All tanks fully baffled with ample inspection ports. The water tanks are coated with clear Gelcoat. Chainplates are 316 stainless flat bar weldments thru-bolted to reinforced FRP attached to hull. FRP engine bed with steel reinforcement bonded directly to hull.

DECK/CUSTOM STAINLESS WORK: S/S bow pulpit with port and starboard running lights; S/S stern pulpit with boarding gate and stern light; custom stainless and teak seats aft; 30" S/S stanchions and double lifelines with side gates; stainless stem head fitting with twin anchor rollers (re-built 2008) and well-rounded, built-in mooring line fairleads and installed flush with toerail. S/S stern and spring line chocks flush with toe rail; S/S chain plates; S/S non-fouling guard rails over dorade boxes; leather covered S/S steering wheel; S/S genoa tracks inboard and outboard with reference numbers stamped on top; S/S foot block bases.

DECK JOINERWORK: Hand-laid teak decks (sanded and caulked 2008) and cockpit sole, 1/2" minimum thickness, bedded and fastened to deck; teak toerail flared and tapered to match hull and fitted to mooring line chocks. Toerail is Awlgrippped white inside and varnished outside, and in addition, it has a varnished teak caprail on top. Solid teak dorade boxes with Lexan tops and dovetail joints (2012); teak drip rail along cabin side and wrapped around front and back of cabin; teak handrails; solid teak cockpit backrests; solid teak framed Lexan companionway hatch slides and teak/Lexan doors also have Lexan/teak hatch boards and screens. The deckhouse non-skid was re-done (2012).

COCKPIT FEATURES: The main cockpit is huge for a 70' vessel and designed for easy exit each side without climbing over coaming. A custom-designed molded FRP steering pedestal houses all engine instrumentation, sail handling functions and sailing instruments for easy access by helmsman, as are all deck winches. A Ritchie 6" compass is installed on the steering pedestal; solid teak table with drop leaves, including an extra leaf for additional seating, installed ahead of the pedestal; includes built-in deck cooler with access via top-opening lid. Built-in coaming slots/ lockers for storage of rope tails (head sail sheets and other sail control lines) to keep out of and off cockpit floor. All sail handling functions and electronic functions are located within easy reach of the helmsman, enabling one person to operate the boat.

DECK HARDWARE: (14) S/S opening portholes with screens; (6) S/S deck hatches with screens; (7) S/S cowl vents; (2) flush deck prisms installed where extra natural light is needed below; Harken S/S padeyes and S/S roller-bearing deck and fairlead blocks; (8) S/S Schaeffer genoa and staysail cars; folding Wichard padeyes for harness attachment.

SAILS and RIGGING

SAILS:

- Doyle main (2016)
- Hood head sail (2008)
- Hood staysail (2012)
- Hood MPS with Saber F86D logo (2008)

RIGGING:

- Hall carbon fiber in-mast furling spar and new rod rigging (2012)
- Harken headsail roller furling (2008)
- Custom Navtec System 5 stainless steel hydraulic boom vang and backstay
- Fore staysail package with quick release and running backstays
- Integral boom preventer
- Harken mainsheet traveler
- Aramid runners (new 2016)

WINCHES: All Barient self-tailing polished stainless steel. All re-chromed (2012)

- (2) SST 36, 3-speed hydraulic primaries
- (1) SST 36, 2-speed hydraulic - mainsheet
- (1) SST 36, 2-speed hydraulic - outhaul
- (2) SST 28 - traveler winches
- (4) SST 28 - halyard winches

MECHANICAL EQUIPMENT and EQUIPMENT DETAILS

MAIN ENGINE: Cummins 6BT5.9M, 210 hp, diesel engine with zero hours SMOH (since major overhaul) in February, 2015.

At 1,500 rpm the engine burns 3.5 gallons fuel per hour at 8 knots. At 1,600 rpm, the engine burns 4.5 gallons of fuel per hour with boat speed of 9 knots. A Flo-Scan diesel fuel flow meter and exhaust gas pyrometer allow operation to maximize fuel efficiency. The marine gear is by Twin Disk with a 1.97:1 ratio. It has single-lever Kobelt controls and turns a 3-blade 20" Hundestat variable pitch propeller. There is an Aqua Drive constant velocity joint between the shaft coupling and transmission.

Stand-up engine room is entered through sound proof door. The engine room is fully insulated with foam/lead sandwich, providing a full 3" of thickness. This is brought down to the hull, making for very low noise and vibration.

Both the generator and the engine have dual Racor 1000 fuel filters and water separators, with by-pass for cleaning underway. The main engine filters are fitted with a

Flo-Scan fuel monitoring system. An electric prime pump manifold facilitates easy filter changes.

BILGE PUMPS:

A Jabsco impeller pump is on a Auto/Man float switch in the chain locker 2008. Three Jabsco impeller pumps with automatic float switches and high water alarms in port and starboard salon bilge and engine room bilge (2008). Edson 30-gallon-per-minute manual pump in aft cabin. Whale Gusher manual pump in cockpit.

REFRIGERATION:

Combination engine-driven/220 volt Grunert refrigerator and freezer system (new compressor 2017). There are two independent compressors - (1) 220V and (1) engine drive - and dual-refrigerant lines in the holdover plate system, providing full back-up refrigeration in the event that one system should fail. Simultaneous operation provides rapid cooling. Remote thermometers and adjustable thermostats are provided. The refrigerator is upright with (2) opening doors. Each compartment is molded FRP with a minimum of 4" insulation and double gaskets on all openings. All new electrical components (2017).

AIR CONDITIONING:

There are (4) MarineAir reverse-cycle air conditioning units. The salon unit is 16,000 BTU and the (3) stateroom units are 9,000 BTU each. All units refitted (2008/ 2014) plus UV light cleaners in the ducting.

ADDITIONAL MECHANICAL EQUIPMENT:

- Lewmar Commander 6-function hydraulic system (new upgraded electronic control panels (2004) with dual 5 HP hydraulic pumps (upgraded 2013). Tank removed and all the control valves replaced (2010)
- Arcturus/American Marine 35 HP hydraulic bow thruster (rebuilt 2010)
- Edson mechanical wheel steering (new clutch 2008)
- 40-gallon-per-hour Sea Recovery watermaker (2008), new control panel (2014)
- Jabsco oil change pump system
- Headhunter saltwater wash down pump (2009)
- Sea Fire engine room fire control system with shut down for the main engine, gen set and blowers
- (3) Tecma Silence toilets (2008)
- Engine room exhaust blowers (2010)
- Weed/line deflectors on shaft strut with Spurs line cutter (new 2014)
- 98-gallon waste holding tank forward with Y-valve and Mansfield macerator pump (new pump 2014)
- 46-gallon waste holding tank aft with Y-valve and Mansfield macerator pump
- U-line icemaker (2004)

- New 17 kW Onan gen set with PTO (2014)

OTHER FEATURES

- Hot water heater (elements and control boxes, new 2017)
- 175 lb. Bruce with 330' of 7/16" high-tensile chain
- 75 lb. CQR with 150' of 7/16" high-tensile chain and 300' of 3/4" nylon rode on built-in spool Lewmar 3000 hydraulic anchor windlass with up/down buttons on bow thruster hydraulic system; cross over installed, so either the gen or the Lewmar power pack can lift either anchor
- Lewmar 3000 hydraulic anchor windlass with up/down buttons on Commander system
- Dual bow anchor rollers (2009)
- Lewmar anchor chain stoppers
- Viking Man life raft (2013)
- Bosch washing machine and clothes dryer in master head (2010)
- Flare kit
- Air horn
- (8) PFDs
- ACR EPIRB (2008)
- Jacklines
- (8) Hand-held fire extinguishers
- (2) Halon bottles in the engine room on automatic system
- Custom stern radar post with hydraulic tilt (new Awlgrip, winter 2008)
- Amana microwave
- (14) 1/2" Marguard Lexan hull ports with sliding blinds for those ports in staterooms, (12) new 2009)
- Custom fold-down boarding ladder
- Teak bow pulpit seat
- Safe installed in aft stateroom
- Indirect cabin lighting with dimmers
- Cockpit weatherboards
- TV antenna mounted on mast
- Two in-boom cockpit lights
- Dodger with Lexan roll-up front and grab bar (2012/14)
- Fixed bimini cover for the cockpit with recoverable sides (2012)
- Cockpit cushions (new 2010)
- Cockpit table with cover
- Fitted mattress pads. Custom mattress in master; new mattresses guest staterooms (2008)
- Interior runners to cover sole

EXCLUSIONS

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

The boat's film library is the owner's and crew's and is not included in the sale

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

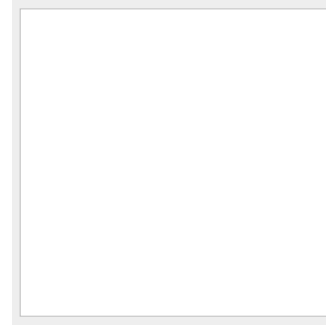
Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

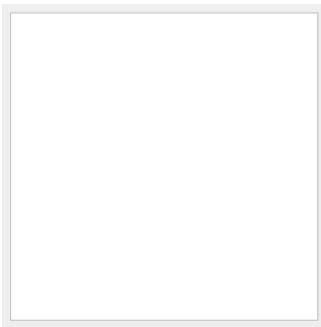
Main Salon, Port



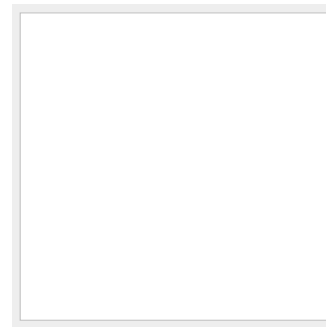
Main Salon, Starboard



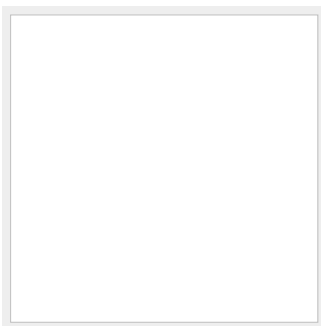
Passageway Looking Forward



Galley



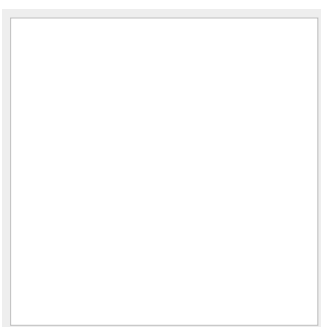
Owner's Stateroom Aft



Owner's Stateroom Aft



Owner's Head Aft from Shower Stall



Owner's Head Looking Forward



Starboard Guest Stateroom



Helm



Engine Room



Sailing



Sailing



Profile



Fall 2014 Haul Out



Layout, Profile Drawing



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: **Закрыто**

Адрес



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