

BRIGHT FINISH (R) — SAN JUAN



Судостроитель: SAN JUAN

Год постройки: 2006

Модель: Крейсер

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 48' 0" (14.63m)

Ширина: 15' 6" (4.72m)

Крейс. скорость: 30 Kts. (35 MPH)

Макс. скорость: 40 Kts. (46 MPH)

Купить **Bright Finish (R) — 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 **Bright Finish (R) — SAN JUAN** 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

Основная информация

Тип судна: Крейсер

Подкатегория: Downeast

Модельный год: 2006

Год постройки: 2006

Страна: United States

Верх: Hardtop

Кубрик: Да

Размеры

Длина общая: 48' 0" (14.63m)

Ширина: 15' 6" (4.72m)

Длина привального бруса: 51' 0"
(15.54m)

Скорость, вместимость и масса

Крейс. скорость: 30 Kts. (35 MPH)

Макс. скорость: 40 Kts. (46 MPH)

Водоизмещение: 40000 Pounds

Вместимость воды: 120 Gallons

Вместимость сточного бака: 60 Gallons

Объем топливного бака: 720 Gallons

Размещение

Всего кают: 2

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: Detroit Diesel/MTU

Модель: Series 60

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

PLEASE NOTE:

The name **BRIGHT FINISH** is reserved!

Accommodations

Boarding **BRIGHT FINISH** from the stern through a transom door will find a large cockpit that was designed to allow ample room for sitting, dining, water sports, and sun bathing. The cockpit features a built-in transom seat that hinges forward and opens mechanically to reveal a tender garage. This in-transom garage allows for safe and secure storage of a dinghy and makes launching and retrieving a breeze. A hot and cold water cockpit shower is also located at the transom. Forward of the transom bench seat in the cockpit are two large sun pads/lounges to both port and starboard. Removable hatches located beneath the seating or sun pad provide access to the engines for service and there is a hydraulic day hatch for entry as well. The teak cockpit sole is level from the transom all the way to the forward house bulkhead and the cockpit is separated from the salon and helm area by a clear panel bulkhead and clear door, tying these areas together even when closed up and allowing excellent rear visibility from the helm. When occasion and weather permits, the clear panels of the aft bulkhead can be removed allowing for easy pass through from the salon's large settee to port and the wet bar and cocktail prep area to starboard. The settee has a large semi-circular high gloss teak table for dining. A hydraulic sunroof retracts in the hardtop providing an even greater open-air feel. Fabrics throughout the boat were chosen by an independent interior designer hired by the owner. The exterior cushions are a black and white stripe and the salon's settee and helm seat are done in a handsome black ultra-leather. Moving below in the cabin a full featured galley is to port and a guest stateroom is to starboard. The guest stateroom opens to the lower companionway with a wide pocket door and this area can be used as an additional seating area with the bed converted to a settee. At night the settee can be converted to a queen berth with a pipe berth above for additional sleeping capacity. This stateroom has its own head with stall shower. Forward is the master stateroom which has fine teak joinery with a satin finish, solid framed doors, bookshelves, under-berth stowage, and beautiful trim work that ties in the decor. A centerline queen berth provides a restful night after a fun day of cruising and playing on the main deck! The master head is of good size and features a second stall shower. All interior areas have close to seven feet of head room, top appliances, craftsman like fit and finish, etc. There is also a washer and dryer conveniently located under hinged steps to the pilothouse.

44,000 BTU chilled water HVAC Hot-water circulating pump Full-size refrigerator Fisher & Paykel dishwasher 3-Burner electric stovetop Convection microwave Double stainless steel sink Solid surface countertops with teak rails Washer/dryer VacuFlush head system Cockpit entertainment area with wet bar,cabinets,U-Line fridge/icemaker,new in 2011 HDTV flat screen TV Alpine stereo with CD and remote control

Electronics

Upgraded in 2011: Simrad AP 26 autopilot - interfaced with plotters Furuno NavNet chartplotter/display Furuno radar Open Array radar VEI Marci 4 computer with Admiral 11 software SAT weather overlay KVH Sat Phone and Internet Mobile phone and web signal amplifier Raytheon display for Airmar weather unit Wireless remotes for Furuno and VEI units Wireless keyboard for VEI Chain rode counter at helm Compass Tankwatch system Electronic Single Lever engine controls DDEC Multi-Purpose engine displays Standard Horizon VHF Bow and stern thruster controls ACR spotlight with remote at helm Teak rimmed stainless steel steering wheel High gloss Burmese teak helm console

Electrical

Northern Lights 12 kW generator with approximately 1125 hours Shore power 50-amp with Cablemaster 220V/110V AC system and breaker panel 12V DC system and breaker panel House, generator, and starting batteries Battery charger Voltmeter and ammeter All marine hardware in hull is bonded

Engine and Mechanical

BRIGHT FINISH features a straight drive inboard configuration with prop tunnels which allow for low shaft angles and reasonably shallow draft. The props are spaced 7'5" apart which creates good cornering agility underway as well as good leverage for maneuvering around the dock. With excellent site lines and a bow and stern thruster, close quarter maneuvering is very easy. Steering is fingertip smooth thanks to the Marol rotar-actuated hydraulics that also blocks rudder chatter at the helm and removes wheel creep in turns as well as on straightaways. The rudder stocks are stabilized in gusty stainless steel fabrications bolted into stainless plates that are laminated into massive hull foundations during the infusion process. The engine compartment is lined with sound insulation to reduce noise levels. Engine compartment hatches are gasketed to reduce noise levels as well. Detroit Diesel/MTU Series 60 engines with approximately 1350 hours Electronic controls Racor fuel filters Aqualift custom designed exhaust system Automatic fire suppression system Oil Exchange system 720-Gallons fully baffled aluminum fuel tank with a double fill for faster refueling 120-Gallons baffled stainless steel fresh water tank (3) Bilge pumps with automatic float switches Bilge alarm system with audible and visual alarms at helm 600-Gallons per day water maker Built in the USA using American Bureau of Shipping Rules as guidelines. Machinery and equipment installed using the rules and regulations of the United States Coast Guard and the American Boat and Yacht Council.

Deck and Hull

A traditional flared bow with fine entry and tumble home aft is complemented by the hydro-dynamically efficient underbody. The hull and deck were formed using Kevlar, E-Glass, and

Corecell foam core composites that were vacuum infused with epoxy vinyl ester resin to yield a strong lightweight structure with high glass to resin ratio. The core is removed and replaced with solid glass and extra laminations in areas of major penetrations and high stress. Watertight structural bulkheads separate the hull into separate zones with dedicated bilge pumps. Structural bulkheads are built using Corecell foam core with E-Glass skins infused with epoxy vinyl ester resin. There is a composite swim platform with teak inlay and molded rub-rail with stainless striker. The hull is painted with Sterling Black and has a gold cove stripe. The house and deck is a Sterling off-white with a light tan non-skid. Cockpit and pilothouse sole are all laid teak decking. Windlass with controls at helm Teak toe-rails Polished stainless steel deck cleats Custom stainless steel mooring line chocks Stainless steel deck fuel fills Stainless steel bow roller with anchor with chain rode Low profile deck hatches Stainless steel port lights Teak flagpole with stainless steel socket Teak handrails located on pilothouse roof and cabin top All exterior teak is bright finished Pilothouse windshield and side window glass is light gray tinted, 1/4" bonded, tempered glass with ceramic frits Non-tinted 1/4" tempered glass is bonded into the "scallop" on the aft sides of the pilothouse Hinged composite electronics mast folds down for low bridge clearance Sun screen material windshield covers

Tender Garage

The transom hydraulically lifts to expose the tender garage that can store up to a 10' rigid bottom tender. The boat is launched and retrieved via an electric davit that is stored in the garage area.

Exclusions

EPIRB Portable VHF Binoculars Pocket knife Sleeping gear/pillows Personal tools in separate bag in engine room Few kitchen items left onboard Miscellaneous other small items

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

Salon



Salon



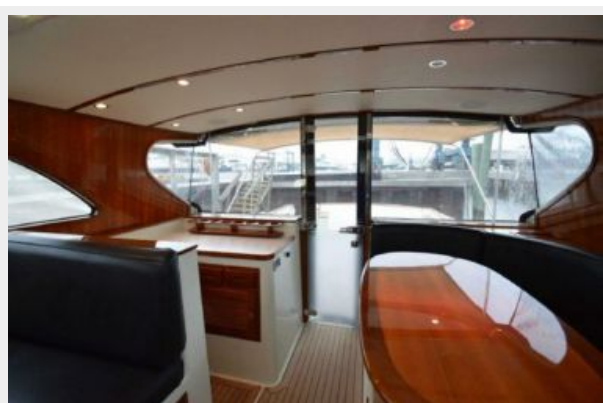
Salon



Salon



Salon



Galley and Companion Way



Galley and Companion Way



Galley



Galley



Stern Quarter



Transom with Tender Garage

Stern



Cockpit Seating



Bow



Toe Rail



Helm



Helm



Helm Electronics



On-Deck



On-Deck Bar Detail



Electrical Panel



Laundry Under Steps



Laundry



Master Stateroom



Master Stateroom



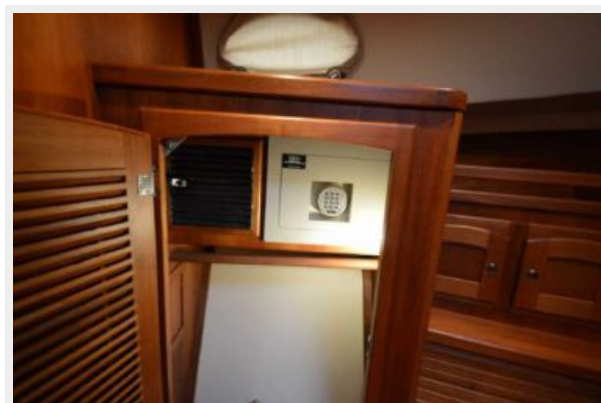
Master Stateroom Looking Aft



Master Stateroom Locker for Safe



Master Stateroom Safe



Master Stateroom Entertainment



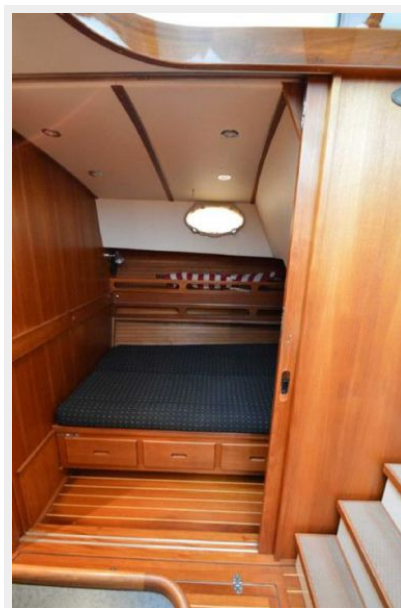
Master Head



Guest Stateroom



Guest Stateroom



Engine Room Access



Engine Room Detail



Engine Room



Engine Room and Generator



Engine Room and Generator



Engine Room



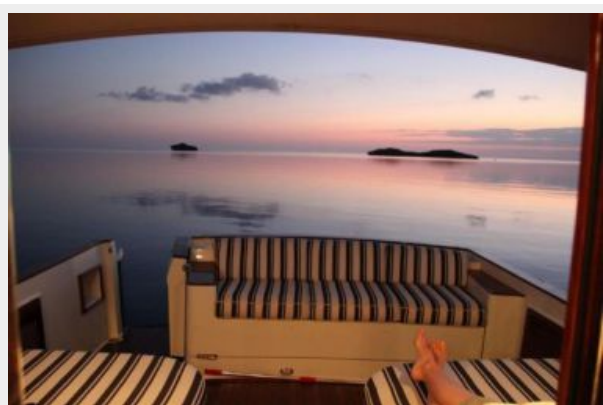
Engine Room



Bow



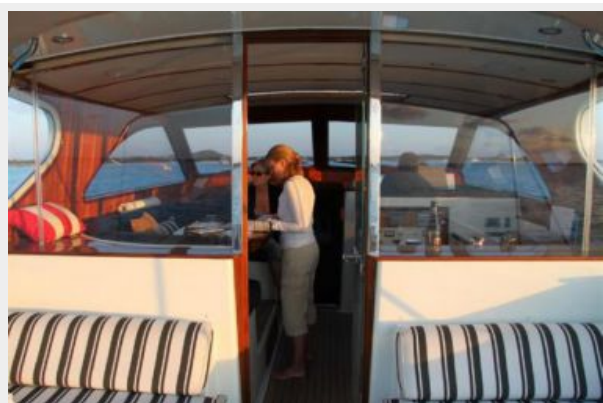
At Anchor



Looking Aft



At Anchor for Dinner



Fresh Wax September 2014



Fresh Wax September 2014



Fresh Varnish



Fresh Varnish



Swim Platform



Bright Finish at Dock



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.

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Время работы

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

Воскресенье: **Закрито**

Адрес



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STE 213, Dania, FL 33004