

ARCADIA II — PACIFIC ASIAN ENTERPRISES



Судостроитель:
PACIFIC ASIAN ENTERPRISES

Год постройки: 2003

Модель: Траулер

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Canada

Длина общая: 51' 0" (15.54m)

Ширина: 16' 1" (4.90m)

Мин. осадка: 5' 11" (1.80m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить Arcadia II — PACIFIC ASIAN ENTERPRISES 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.

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Обзор

\$25,000 Price Reduction - Motivated Seller!

All new upholstery in saloon and pilothouse - December, 2014

The **Nordhavn 47** design is handsome, roomy, practical and efficient. It is known in the offshore cruising community as an ideal family cruiser. Her quiet ride and exceptional passage making attributes are embodied in her safe and efficient offshore layout and generous engine room

Основная информация

Тип судна: Траулер	Подкатегория: Long Range Cruiser
Модельный год: 2003	Год постройки: 2003
Страна: Canada	Номер регистрации в береговой охране: 1141693Auke Bay, AK

Размеры

Длина общая: 51' 0" (15.54m)	Длина по ватерлинии: 43' 4" (13.21m)
Длина палубы: 46' 6" (14.17m)	Ширина: 16' 1" (4.90m)
Мин. осадка: 5' 11" (1.80m)	Длина привального бруса: 47' 0" (14.33m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)	Дальность на крейсерской скорости: 3000
Макс. скорость: 9 Kts. (10 MPH)	Водоизмещение: 85000 Pounds
Вместимость воды: 350 Gallons	Вместимость сточного бака: 110 Gallons
Объем топливного бака: 1200 Gallons	

Размещение

Всего кают: 3

Всего коек: 6

Спальные места: 7

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Fiberglass

Комплектация корпуса: Full
Displacement

Цвет корпуса: Gray

Отделка корпуса: Fiberglass

Дизайнер корпуса: Jeff Leishman

Информация о двигателе

Двигатели: 1

Производитель: Luger

Модель: LP668T

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Introduction

The *Nordhavn 47* design is handsome, roomy, practical and efficient. It is known in the offshore cruising community as an ideal family cruiser. Her quiet ride and exceptional passage making attributes are embodied in her safe and efficient offshore layout and generous engine room.

Arcadia II is a superb example of a beautifully maintained Nordhavn 47 that has been actively cruised by knowledgeable owners. She features the three stateroom layout with two separate staterooms forward, providing great accommodation flexibility for family and crew aboard.

A 2003 model year build, she was one of the few 47's built in the South Coast Taiwan yard, where the Nordhavn reputation for craftsmanship and reliability started. *Arcadia II* has provided her owners thousands of miles of comfortable and reliable cruising from Alaska to the Caribbean and back. She is fully equipped with all the equipment to cross any ocean and is ready to take the new owner anywhere imagination leads.

Arcadia II is available for inspection by appointment only and will be an ideal purchase for folks who prefer the low profile non-flybridge look of this rugged passage maker. *Arcadia II* truly boasts all of the comforts of home while underway at sea or shore side in an isolated cove.

ACCOMMODATIONS and LAYOUT:

MAIN SALOON AND GALLEY:

Entering the saloon through the heavily constructed Dutch door your first impression will be one of awe. The teak joinery is beautiful and is well complimented by the granite countertops and teak and spruce sole. This single level room merges a spacious saloon with an extremely functional galley making it easy to prepare, cook and serve meals and refreshments while enjoying the company of guests – there is plenty of room to stand or sit while conversing. At the large L-shaped starboard settee, a custom built, adjustable height, family cruising table opens to comfortably seat 6 diners. (The original fixed table, suitable for couples cruising, and is included in the sale.). To port is another settee with a slide out feature to convert to a large sleeping area. There is plentiful storage underneath both settees. The cushions on the settees are “pillow type” making these super comfortable seats and giving more of a living room look and feel to the saloon. There are adjustable gooseneck reading lights installed on the after bulkhead above both settees providing a quiet place to read while keeping abreast of activities about the boat. A television set, with Blu-Ray/DVD player, is mounted on a storage locker forward of the starboard settee. Any place you sit in the saloon provides a great view of your outside surroundings due to numerous large teak framed windows.

The saloon, as with each of the individual spaces aboard has its own heat pump for AC powered

air conditioning or heating when the generator is running or adequate shore power is available. In addition, it has its own thermostats and heat exchanger for heating with the diesel fuel Hurricane Heater, which requires only DC power to operate.

The saloon transitions into an elegant galley that includes many brand name appliances. One noticeable feature is the double basin corner sink, which maximizes space for the rest of the galley. The faucet is a pull out type for rinsing dishes, made by Grohe. The commercial grade propane Thermador range has four burners and electric oven. The granite counter tops merge into a nice tile finish up along the forward bulkhead to provide a regal touch to the cooking area. There is excellent ventilation in the galley provided by an opening port light outboard and an exhaust fan over the range. A large GE microwave/convection oven is directly above the range. On the aft galley counter a GE monogram trash compactor with teak trim has been installed. This yacht even features a GE dishwasher! Forward and towards centerline is a full sized Sub Zero refrigerator with a large teak door. Incorporated are two Sub Zero freezer drawers for cold storage and the bottom drawer includes an icemaker. There are plenty of overhead and under counter lockers for storing everything you need in a proper seagoing galley. Next to the refrigerator and forward of the stove top are two deep pantry lockers with adjustable shelves. Forward to starboard in the saloon is a full size louvered door, which conceals an Asko clothes washer with separate Asko clothes dryer. The galley sole is teak and spruce.

At the forward end of the saloon you ascend a flight of five steps to arrive in the wheelhouse where all of the ships navigation and operational activities are coordinated.

PILOTHOUSE:

The command center of the Nordhavn 47 is the elevated pilothouse where you are afforded a spectacular view of your surroundings. The windows are all commercial strength and quality built by Diamond Sea/Glaze. Forward visibility is excellent through four large 12mm thick tempered glass panes. The forward dash cabinetry is teak, with charcoal colored Formica instrument panels. The overhead console contains a smartly arranged collection of instruments. At the dash area an instrument console stretches across the forward counter of the wheelhouse and it has been logically organized with the ships Nav/Com electronics. On the flat horizontal dash the main and wing engine shift controls and the bow thruster joy stick are easy to reach.

The wheelhouse dash features an impressive arrangement of essential and redundant navigation and communications equipment. There is also a Lewmar opening hatch overhead and two dorade vents to provide additional air circulation.

Secured in the center of the control area is a beautiful Stidd helm chair. Captaining **Arcadia II** from this helm chair truly provides a feeling of piloting a very large yacht – you have a clear view of the outside world (while enjoying the comfort and protection of being inside the pilothouse) and equally as important you can easily do a visual check on all of the yachts electronics and machinery control panels. The pilothouse is air-conditioned and heated mechanically with its own heat pump. It also has its own thermostat and zone heater from the fired Hurricane Heater

system.

There is an innovative electronics island that extends aft from the starboard side of the dash area and houses the DC and AC breakers to distribute power throughout the boat. All of the electrical panels are clearly labeled and the current flow gauges are easy to read digital displays. All of the ships electrical distribution panels are hinged for access to wiring and each wire is labeled.

Behind the helm is a nice settee bench fronted by a permanent fixed teak table with custom hinged leaf (to make it wider) where captain and crew have many times enjoyed lunch or just relaxed while having a cup of coffee. The settee includes stowage underneath; there are two slide out chart drawers directly below the foot landing. Above and aft of the wheelhouse settee is a comfortable watch berth that provides the Captain a place to catch a catnap while a less experienced hand is at the wheel. The watch berth has a slide-out feature that converts it to a spacious double bed.

A wet hanging locker is aft outboard to starboard and this locker, which borders the galley stairs, also includes a flat top surface that has a bookshelf and plenty of room for stowing accessories. Atop this flat surface is a custom teak book rack aft and outboard.

The pilothouse includes two Dutch doors – port and starboard – which lead out onto the Portuguese bridge. Outside you can go up and aft to port to the boat deck and flybridge, or out the starboard door make a quick turn to the foredeck or aft to walk along the covered side deck on your way to the cockpit.

Forward stairway:

The wheelhouse has a nicely curved staircase forward that leads to the staterooms. This stairwell is beautifully varnished teak with a stainless steel handrail and grooved steps for good traction. The stairwell includes lockers outboard to starboard and also includes a separate Sub Zero freezer. The steps at the base of the stairway lift up for access to the gray water holding tank manual back up pump.

GUEST STATEROOMS:

All the way forward, is one of the most impressive locations aboard. This spacious area has been divided with a teak centerline bulkhead to create two separate cabins with individual doors into each room and also separate door access to the forward head and shower.

Forward is a raised section that includes a generous head with a large shower and plenty of storage lockers. The custom ceramic sink has a granite counter with “river rock” backing. The travertine tile sole incorporates a lift up hatch in the tile sole to give you access to the forward bilge area including a way to service the bow thruster. The white gelcoat surfaces are accented with teak locker doors and drawers.

Each cabin includes a large, lighted and camphor lined hanging locker as well as some large extra storage lockers mounted up high and outboard on each side. There is a cushioned berth outboard and a pipe berth (stainless pipe with canvas cot) for a total of two bunks in each cabin (4) total berths in all.

A separate system with a digital control pad in the port cabin controls mechanical heating and cooling, and there is a separate thermostat in each stateroom for the Hurricane hydronic heating system. There are two overhead outboard hatches in the cabins and in the top of the shower. There are two large oval port lights in each side of the hull and even the circular area aft that incorporates the back of the Portuguese bridge has been fitted with two round port lights for protected air flow while underway. There is plenty of light and available ventilation for each cabin.

MASTER STATEROOM:

The master is located amidships with 6'6" headroom with lavish teak joinery. The island master berth, with Sleep Number mattress, runs fore and aft for maximum comfort while underway. There is additional storage under the bed with a custom pneumatic lift to make access to this enormous space easier. There are two adjustable gooseneck reading lights above the bed and convenient side tables with drawers on either side of it. For keeping an eye on operations underway, there is a multi-instrument display and VHF radio microphone bedside. As you enter facing aft you will see a nice built in teak bookshelf above the bed. There are camphor lined and lighted hanging lockers clothing drawers along the full length of the port side of the cabin. Facing aft to starboard of the bed you will see the full height watertight and sound insulated door that provides access to the engine room. On the forward bulkhead there is a bureau with drawer storage. There are two deep drawers under the bed. There are port lights outboard to port and the master stateroom is air-conditioned. A special blower provides fresh air via an intake from the Portuguese bridge. This is a very quiet place on the boat (especially while underway!) and a nice reclusive area to read or sleep.

The master connects to a large head to starboard, which includes a granite counter and sink and a separate shower stall – large enough for two! The sink counter has a fun “river rock” backing and includes mirrored medicine cabinets and a built in soap dispenser. The white gelcoat surfaces are accented with teak locker doors and drawers. The shower includes Grohe shower fixtures. The shower basin is molded fiberglass. The sole is a nice, travertine tile. The entire enclosure is designed for simple maintenance and is ventilated by port lights and a shower exhaust blower.

ENGINE ROOM:

The engine room is located below the main saloon and is primarily accessed through the full height door in the aft end of the master stateroom. You can also enter via the aft door connecting the lazarette with the engine room and you can get into the engine room through the removable

section of the saloon. Any way you get there you will be impressed with the 6' plus headroom around the engine – created by Nordhavns signature “maintenance strakes”. The dry stack exhaust is cleanly routed up and away wrapped in a custom fit thermal jacket and the powerful Luger main engine is perfectly installed on centerline and skirted by a nice stainless steel cage to give you extra support while you are conducting inspections – you can get to every part of the main engine.

Spending time in this engine room is a joy! This is an inviting work area that is well lit by DC dome lights and sealed AC florescent bulbs throughout. And, the 47 engine room is exceptionally well laid out. One of Nordhavns truly innovative passage-making developments is the simplification of all ships systems; specifically the fuel system and its relationship with the main engine featuring a closed loop keel cooled dry stack exhaust. This is a reliable and dependable performance package designed for uninterrupted continuous duty for days on end. You can use every gallon of diesel aboard with the Nordhavn gravity fed fuel system and there is a built in fuel transfer and polishing system to keep your fuel oil fresh. The entire engine room is insulated with lead sound deadening foam and shrouded with perforated aluminum sheeting for crisp, clean professional look. All of the valves for fuel lines are clearly labeled and easily accessed. The through hulls are also clearly identified and easy to get to. The amount of elbowroom and open space in this area makes it a simple task to inspect the oil level of the generator and wing engine. If you smell or see something that doesn't seem right you have immediate access to track down what is going on without having to do any disassemble anything.

Arcadia II's engine room features a Yanmar wing engine to port, an independent propulsion package with a v-drive transmission, separate shaft and three blade Gori propeller, complete with its' own day tank of fuel, and there is a 12kW Northern Lights generator to starboard. The Naiad stabilizer fins are accessible outboard on each side and the hydraulic reservoir is located in the port forward locker. **Arcadia II** also has the optional Reverso oil change system connected to the main, wing and generator engines. This makes engine oil changes quick and clean, simple operations. The floorboards are all maintenance free fiberglass and there is minimal use of wood in the engine room. Inspecting the stuffing box is a cinch. The main engine is surrounded by stainless steel rails for safe access around it. There is a watertight door aft providing comfortable access to the steering gear and auxiliary equipment in the lazarette without exposing them to the hazards of opening the cockpit access hatch in foul weather.

LAZARETTE:

This roomy, dry, working space is located beneath the aft deck cockpit, the lazarette is accessed either from the cockpit though a massive fiberglass deck hatch and a stainless ladder, or from the engine room via a watertight door. The large space easily accommodates the important auxiliary equipment installed there and still has ample room to stow an impressive amount of spares and recreational equipment. The hydraulic steering gear is located aft and there is also an emergency tiller mounted conveniently overhead. To support extended time “off the grid” in Alaska, **Arcadia**

// has a Spectra Newport 1000 water maker with a plankton filter, along with a large 85,000 Btu diesel-fired Hurricane Heater installed in this space. The Trace 2500 watt inverter/battery charger is located here, along with the house bank of 8D Lifeline AGM batteries and main DC system fuses and disconnects. The original builds specified a third main diesel fuel tank which is mounted aft. This lazarette is a working space that is easy to get around in for routine maintenance and inspection, underway or moored.

DECK AREAS:

The two-tone deck with contrasting gel coat colors between the smooth and diamond pattern non-skid are very easy on your eyes, particularly on a bright sunny day. The Nordhavn 47 is very safe when on deck. The foredeck and boat deck feature stainless steel stanchions and lifelines. The protection offered by the Portuguese bridge forward of the wheelhouse is an incredibly secure area for scanning the horizon while underway. The cockpit is high walled to keep the seas out and the waterline deck area has built in freeing ports to quickly shed any boarding seas. The four Lewmar hatches are covered in canvas. The RIB tender is on the boat deck. Getting up aft to the boat deck is done on the port side securely hemmed in by protective stainless steel railing. The boat deck is a very large area and easy to get around – even when the dinghy is stowed on deck! The top of the pilothouse has been reserved for installation of various electronics antennas. The stern cap rail and steps to the flybridge are the only exterior wood areas.

COCKPIT:

This cockpit is a great place to barbeque or to just relax when at anchor. Inside the port aft locker is a sealed propane locker that is vented overboard and contains three braced aluminum tanks. There is a boarding door to starboard along the side deck and one aft to the swim platform. The swim platform includes a stainless steel swim ladder. The cockpit freshwater wash down makes it easy to maintain this area and there is a built in Scandvik hot and cold freshwater shower. Extra stainless steel handrails have been installed to make moving about easier.

FOREDECK:

You get to the foredeck by going forward via the Portuguese bridge through a hinged molded fiberglass door on the starboard side. There is a stainless hand rail on top to make walking forward of the pilothouse more secure. Immediately forward of the Portuguese bridge there is a large molded in dual deck box along centerline for stowing lines, hoses, shore power cords, fenders, etc. The stout stainless steel double anchor roller is backed by a rugged Maxwell electric windlass that can be operated by deck foot button and/or by a toggle in the pilothouse. The anchor is a 105 lb. Bruce attached to 400' chain and includes a chain stopper. A second deck plate is installed to port for secondary rode located on the built in shelf in the chain locker

beneath. There is a fresh water deck wash down spigot and the area immediately aft of the rollers is smartly designed with a recessed anchor well that drains overboard. The standard shore power connections are located forward to port and include a 30-Amp house, 50-Amp house and 50-Amp air conditioning connection.

BOAT DECK:

Leaving the pilothouse and heading aft along the port side you go up a few steps to the boat deck which provides a spacious platform for two generous deck lockers, and mounting for the 10.5 ft Achilles RIB dinghy with its 20 hp Tohatsu four-stroke outboard. The adjacent pilot house roof has two additional racks for the two kayaks aboard. All are included in this sale.

Arcadia II is equipped with both active hydraulic fins and passive paravanes for roll stabilization underway. The winches, mast, boom and outriggers for the paravanes contribute to the “salty” look of the non-flybridge design. This system, with winch controls on the boat deck and in the cockpit, also serves as the dingy crane and to deploy “flopper-stoppers” for restful stops in not-so-quiet anchorages. All the running rigging for this system has recently been replaced.

MACHINERY AND FUEL SYSTEM FEATURES:

1. **Lugger** LP668-T main engine, keel cooled, dry stack exhaust
2. **Morse** controls for main
3. **Yanmar** 40 HP wing engine with folding **Gori** 3 blade prop and 10 gallon day tank
4. Three primary fuel tanks – all fire retardant resin GRP tanks. Two outboard in the engine room and one mounted aft in the lazarette.
5. **Side Power Bow Thruster 12 V 9 HP**
6. **Marineair** air conditioning – five zones – saloon, pilothouse, master and guest stateroom. 60,000 BTU. System includes reverse cycle heating.
7. **Fireboy** - fire suppression system for engine room
8. **Fireboy** - fire suppression system for lazarette
9. **Spurs** line cutter on main engine propeller shaft
10. **Reverso** oil change system plumbed to main, wing and generator
11. **Naiad 252** active fin stabilizers with 7.5' fins

ELECTRICAL SYSTEM FEATURES:

1. **Trace** pure sine wave inverter with battery charger
2. **Marinco** TV/Phone inlet
3. **Northern Lights** 12 kW Generator with gen sep
4. **Leece-Neville** 270amp alternator with **Balmar** MC-612 external 3-Stage Regulator
5. **Mastervolt** 80 amp back up battery charger
6. 6 each 8D **Lifeline** AGM 1500 amp-hours
7. **Link 10** battery monitor
8. (2) 50' 50 amp shore power cord
9. (1) 50' 30 amp shore power cord
10. Miscellaneous shore power adapters and splitters
11. Lighting ground system with dissipater wand on mast head
12. SSB ground plane with 3" copper ribbon and **Guest** dynaplate

GALLEY, LAUNDRY, PLUMBING AND INTERIOR FEATURES:

1. Fresh water deck wash down at bow, cockpit and engine room
2. Saltwater wash down on bow
3. **Scandvik** hot and cold freshwater cockpit shower
4. Upgraded **Raritan** 20 gallon water heater in engine room aft to port
5. **Spectra** Newport 1000 water maker with a plankton filter
6. **GE** dishwasher
7. Microwave centered above stove
8. **Asko** clothes washer and separate **Asko** clothes dryer
9. **GE** microwave with convection oven
10. Pantry locker accessed by two sliding doors forward of stove
11. Additional teak handrails located in interior

12. Dimmers for saloon overhead lights

NAVIGATION & COMMUNICATIONS ELECTRONICS, WHEELHOUSE FEATURES:

1. **Simrad AP 24** Autopilot (New 2014, independently interfaces with **Nobeltec**)
2. **Accusteer** HRP 10-12 Hydraulic steering pump
3. **Raymarine ST6001+** Autopilot (independent backup)
4. **Furuno AIS** (type A, commercial)
5. **Raymarine** ST60 Depth Instrument
6. **Raymarine** ST60 Wind Instrument
7. **Raymarine** ST 60 Multi Display in master stateroom
8. **Raymarine** 10kW RL80 Pathfinder Radar w/10" LCD display with integrated chart plotter using **CMAP** NT+
9. **Raymarine** Ray 120 GPS with WAAS switch selectable from console
10. **Raymarine** 4kW Radar w/24" Dome & RL CRT 7" display
11. **Shakespeare** 2020 Omni WV/FM Antenna with preamp
12. **Shakespeare** 5237 cell phone antenna
13. **Shakespeare** 8' Galaxy antenna
14. **Shakespeare** 23' Galaxy antenna
15. **West Marine** large Tri-Lens Radar reflector
16. **Ritchie** SS-2000 4.5" Magnetic steering compass
17. **Sony** - CDX M630 AM/FM/CD Stereo with 12-CD Changer & **XM** Satellite, Receiver and Marine **XM** Satellite, Receiver and **Marine XM** Antenna
18. Audio speakers (2) in Pilothouse and (2) in Salon
19. **ACR** Globalfix EPRIB w/integrated GPS
20. **ICOM** VHF M-602 Radio with command mic in Owners Stateroom plus hailer/fog connection to horn speaker

21. **ICOM** M-802 SSB Radio with AT-140 Antenna tuner, Ham enabled with interface to Pactor modem for Weather EFAK and e-mail
22. Handheld VHF
23. Overhead **Cantalupi** lighting with dimmer
24. Custom flip-open leaf teak pilot house table
25. Custom pull out pilot “watch” berth aft of helm settee
26. Custom book shelves
27. Cabling above wet locker for computer printer
28. SSB Counterpoise ground - 4" Copper foil strap to **Newmar** Ground Shoe
29. (2) **ARC** Weatherproof color Cameras with infrared illumination - one in cockpit and one in engine room
30. **Pactor** Modem SCS PTC-II pro upgraded to **Pactor III**
31. **Iridium** Eurocom Satellite phone with RJ11 & Data port
32. 6' Open Array radar antenna on Custom Tripod
33. **Concept** DVD Player wired to Salon, master stateroom and pilot house
34. Cable routed to Salon and master stateroom switched to CATV on mast mounted antenna
35. Cabling for Laptop
36. **Seatalk** connection at Pilothouse table
37. **Nauticomp** 15" LCD Monitor with video input, video in display and touch dim to red backlighting
38. **Nauticomp** Computer running Windows XP - interfaces to **Raymarine** H2SB **Seatalk**, Pactor 2 modem, Iridium phone, USB Chart reader for **CMAP** NT, four extra USB ports, wireless keyboard & mouse
39. **Ritchie** compass
40. **Guest** Beamer search light with controls in pilothouse
41. **Stidd** Admiral slim line helm chair
42. Elk hide wrap on stainless steel destroyer wheel

43. Additional teak racks for books on shelf surfaces
44. **Ocean Air** roller screen/shades on **Lewmar** hatches

HULL, DECK, COCKPIT, FOREDECK ADDITIONAL EQUIPMENT:

1. **Hurricane** diesel heater with 65,000 BTU's and five zone controls installed in the lazarette (new 2013)
2. 105 lb. **Bruce** anchor
3. 400 feet chain
4. Chain stopper on foredeck
5. Secondary deck plate and shelf for rode on foredeck
6. Stern anchor – **Fortress FX-37** on custom stern mount
7. **Achilles** 10.5 ft. RIB rigid inflatable tender
8. 20 hp four-stroke **Tohatsu** Outboard
9. Stainless steel removable deck chocks for dinghy
10. **Sunbrella** canvas covers for hatches and windows.
11. Stainless steel handrail on Portuguese bridge
12. Stainless steel handrails on starboard side deck
13. Additional stainless steel handrails in cockpit
14. Two dock boxes on boat deck
15. **Lexan** storm plates for port saloon windows
16. Teak caprail on transom
17. Barrel bolt sliding latch to secure lazarette hatch when away
18. Fiberglass dock box mounted on boat deck
19. (4) dorade vents – two on foredeck for cabins, two on wheelhouse roof for pilothouse
20. (2) rod holders on transom

21. (2) **Scotty** electric trolling downriggers mounted in cockpit
22. Electric crab and shrimp pot puller (mounts in place of downrigger in cockpit)
23. (1) Crab and (1) Shrimp pot
24. Ensign on boat deck mount
25. Two kayaks mounted in racks on pilothouse roof
26. Canvas cockpit shade with stainless steel support poles
27. Fishing rod storage rack in cockpit overhead
28. **Nordhavn** operator's manual with descriptions of systems, diagrams and maintenance suggestions.

SAFETY EQUIPMENT:

1. 4 person offshore life raft in canister mounted on wheelhouse
2. EPIRB
3. PLB
4. Heavy weather drogue with 600' of rode.
5. Ditch bag
6. Extensive paper navigation charts for West Coast USA (So. CA to Alaska plus NW Passage).
7. (2) Lifeslings
8. (4) Adult and (3) Child universal cold water immersion suits

ADDITIONAL COMMENTS:

Arcadia II is a US Coast Guard documented vessel owned by a Delaware Corporation. Her tender has current Alaska state registration. Machinery and equipment has been carefully maintained. Her current owners have gone through the boat and made the following improvements (over \$60,000.00) in addition to normal maintenance and refurbishment.

- Sleep Number bed in master suite
- Added new center console Achilles dinghy

- Installed Life Raft
- Installed Type 3, (commercial), AIS
- Replaced Hurricane Heater
- Replaced battery banks with new Lifeline AGM
- Installed Nobeltec chart plotter system
- Rebuilt anchor windlass
- Replaced Main Engine rear seal and drive “spider” coupling to transmission
- Rebuilt main engine alternator
- Re-rigged paravane stabilizers
- Rebuilt Naiad stabilizers & replaced outboard seals.
- Added many tools & Spare Parts to inventory

This is an excellent opportunity and great value for anyone interested in purchasing an outstanding long-range passage maker at an exceptional price that the current owners have fully outfitted to enjoy cruising Alaska and the Inside Passage.

EXCLUSIONS:

Galley tools and appliances, owner’s personal effects. Potential purchasers should realize that items on the vessel at the time of viewing, but not specifically listed on this sheet, may not be included with the sale of the yacht. These specifications are believed to be true and correct, but cannot be guaranteed.

DISCLAIMER:

Specifications and details of this vessel are provided in good faith for informational purposes only. Details regarding the specifications, operating characteristics and condition of the vessel have been obtained from sources believed reliable, but the owner and brokers cannot guarantee or warrant the accuracy of this information or the condition of the vessel. Buyer assumes responsibility to verify all speeds, capacities, consumptions and other measurements contained herein and otherwise provided and agrees to instruct his/her agent or surveyor to confirm such details prior to purchase. Vessel is offered subject to prior sale, price and inventory changes and withdrawal from market without notice.

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

Arcadia II in port



Boat deck stairs to port



Engine room generator



Engine room looking aft



Engine room looking forward



Engine room - main engine



Engine room - starboard aft view



Engine room - wing engine



Engine room - forward



Foredeck chairs



Foredeck



Guest stateroom - port



Guest stateroom



Guest stateroom



Haul out - rudder and propellers



Haul out



Haul out



Lazarette



Lazarette



Mast and dry stack



Master head



Master head



Master stateroom



Master stateroom



Master stateroom



Master stateroom



Pilothouse from saloon



Pilothouse



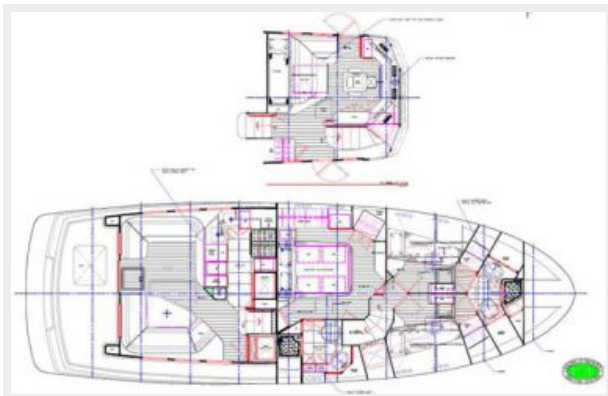
Looking aft at pilothouse



Tender



General arrangement layout



Saloon port side



Saloon port side



Saloon starboard side



Saloon



Saloon table



Pilothouse



Pilothouse



Pilothouse



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