

АККА — PALMER JOHNSON



Судостроитель: PALMER JOHNSON

Длина общая: 61' 0" (18.59m)

Год постройки: 1972

Ширина: 14' 0" (4.27m)

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

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ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Обзор	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	5
Размещение	5
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
Overview	6
Layout & Accommodations	6
Galley	7
Deck, Hull and Construction	7
Electrical	7
Mechanical	8
Navigation	8
Sails, Rig, Deck Gear	9
Misc. and Deck Equipment	9
Remarks	9
Исключения	10
Отказ от ответственности	10
ФОТОГРАФИИ	11
КОНТАКТЫ	17
Контактная информация	17
Телефоны	17
Время работы	17
Адрес	17

ХАРАКТЕРИСТИКИ

Обзор

AKKA has been a world class sailing yacht for many years. Originally, launched as KAHILI II, this comfortable cruising, performance oriented sailboat has safely carried its owners for many miles and has held some impressive records, in off shore sailing.

"They just don't make em like they used too", could never be truer. Therefore, for the asking price, it doesn't take much to understand the true value of a greyhound like this one.

Off the design desks of McCurdy & Rhodes, comes this venerable yacht. Custom sloop design of welded aluminum plate, which has been updated by a naval architect, to now have a more modern underbody with flatter, deep keel and a counter-levered rudder. Counter transom and spoon bow lend to her good looks.

Full accommodations with 3 staterooms; full galley; steering cockpit aft on deck and a passenger / crew cockpit amidships; newer Volvo diesel engine that consumes 2.2 gphr. at 8.2 kts.; full sail inventory; rigging checked and dye tested in 2014; rudder bearing rebuilt; plus much more. NO teak decks.

If you're looking for a real sea boat that could explore all oceans, then this boat is a candidate for your requirements and dreams. Replacement value easily between \$1 and \$2 million.

Dry stored in Rhode Island for the winter. Mast unstepped. Inspections can be arranged, with notice.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Sloop

Модельный год: 1972

Год постройки: 1972

Страна: United States

Размеры

Длина общая: 61' 0" (18.59m)

Длина по ватерлинии: 47' 0" (14.33m)

Ширина: 14' 0" (4.27m)

Скорость, вместимость и масса

Водоизмещение: 63200 Pounds	Вместимость воды: 100 Gallons
Вместимость сточного бака: 25 Gallons	Объем топливного бака: 70 Gallons

Размещение

Всего кают: 3

Корпус и палуба

Материал корпуса: Aluminum	Дизайнер корпуса: McCurdy Rhodes
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Информация о двигателе

Двигатели: 1	Производитель: Volvo
Модель: TAMD 31S 4-Cylinder	Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Overview

This legendary sailing yacht has just come on the market. Yacht has been de-commissioned and stored outdoors in Rhode Island for the winter. Mast has been unstepped and stored. Inspections may take place at any time with some notice.

Layout & Accommodations

This yacht has two companionways below, with a crew/guest center cockpit and an aft cockpit for the helmsman.

Starting forward there is a Foc'sle or sail locker with sail bins, hanging gear lockers and two pipe berths for occasional crew accommodations. This cabin has a teak and maple sole, as does much of the boat. Following is a crew cabin with port & starboard upper & lower berths. There are vinyl overhead panels, grab rails, 3 overhead lights, 2 overhead prisms, storage outboard and under the bunks, and under is where the Holding tank is mounted. On starboard there is a hanging locker and on port, private access to a head with basin and shower. Mast step is through this cabin.

Moving aft, one enters the main Salon. On port is the other entry into the forward head. Also, the Galley is outboard on port. On the centerline is a settee that faces starboard and then a gimballed table and settee on the outboard side, which makes up the interior dining area. There are several hanging lockers, a wet locker, and numerous other storage lockers located throughout the boat. Again, moving aft, there is a stair/ladder leading to the center cockpit, behind which, is the engine compartment. To starboard there is a small captain's cabin with berth outboard and another berth inboard, set up as twins. Excellent sea berth cabin, when underway in rougher seas. This cabin also has its own basin.

Moving aft from the Salon on the port side, there are the main Electrical distribution panels in the walkway, with a wet locker outboard, and the Navigational Station which faces aft. Anyone coming below from either cockpit can have access to the navigator.

Through a doorway moving aft, one enters the Master stateroom. Shelves and lockers are found on the port side, then a wide berth and a vanity facing aft. There is a curved companionway stair/ladder leading up to the aft cockpit. On the starboard side there is a larger berth running fore and aft and forward there is a head with WC and shower. Also, linen locker and storage lockers.

The cabin soles are made of teak & maple. The cabinetry is all varnished teak and there are 8 opening portholes, 6 windows, 3 hatches, and several deck prisms allowing light into the interior. AKKA has aged, but the quality of the joinerwork was completed by Palmer Johnson and of the day, it was considered furniture quality. Headroom is at least 6' 8" + in most areas.

Layout was designed to be comfortable in any sea. This boat was made to be pushed hard, perform well and handle the rougher conditions that the sea can provide. As a cruising boat, it will be a solid, safe and comfortable boat, especially if the owner has aspirations of traveling longer distances.

Galley

Galley is located on the port side, midships. There is a 3 burner, Force 10 gimballed stove with oven & broiler. Stainless steel sink. Built-in two compartment SeaFrost, holding plate refrigeration system. Xintex S-2 remote propane solenoid switch. Hot & cold running water. Lockers and dry storage areas are provided, above and below the counters.

Deck, Hull and Construction

AKKA was built by Palmer Johnson and designed by McCurdy Rhodes, as a diesel auxiliary, sailing sloop. The boat has brought both silver and enjoyment to its owners over the years. It will always be a fast, strong, all ocean capable sailing vessel that will turn eyes wherever she travels.

Original design had an elongated keel with a skeg hung rudder. At some point in the early 1980's a new keel was formed and created and installed at Newport Offshore. This change to the IOR design was to enable the boat to point higher and flatten the bottom out, to reduce the wet surface. The new keel was attached and the fairing took place; this is the current configuration of the boat. The rudder was completely re-designed and provides very quick steering reactions.

The decks are aluminum alloy. NO teak decks, except only in the cockpits. Vessel has been surveyed over the years and always found to be in good, non-deteriorating condition. Bottom, topsides and decks are flatstock aluminum. Frames are 2-1/2" x 4-1/2" x 1/2" L-frames on 37" centers with 2-1/2" x 1/4" longitudinals on 10-1/2" centers. Bulkheads, tankage and partitions are aluminum and welded. Deck beams are 4-1/2" x 1/4" on 37" centers with 4-1/2" x 2-1/2" x 1/2" longitudinal T- frames on 19-1/2" centers. Bulkheads (3) full and (2) partial.

Mast is aluminum and stepped on the keel. Aluminum boom. Standing rigging is stainless steel. Running rigging is newer and upgraded.

Electrical

AKKA is wired for 12V DC, Shore Power 110V AC and has a Heart 2.4 Kw inverter / charger.

Batteries consist of (8) 6 V, deep cycle batteries, which are secured in box enclosures. (1) new battery installed in Nov. 2014. All wiring where seen appears to be marine grade approved electrical wire. AC and DC panels are mounted in the walk-through across from the Nav station

and there are 3 main switches with circuit breakers for all the distribution. Heavy duty alternator is mounted on the main diesel.

Mechanical

In 2004 a new Volvo TAMD 31S 4 cyl. diesel, 60 Hp engine was installed into the vessel. Cooling is fresh water with heat exchanger. One bronze in-line sea strainer is installed. Exhaust system is hose with a Vernetone muffler exiting in the transom, overboard. Propeller is a 3 bladed Maxi prop. (Stored off the shaft for winter). Typical Racor fuel filtering system for main engine. Operation: 2200 rpm's = 8.2 kts. = 2.2 gphr.

Steering is cable operated off the s/s destroyer type wheel at the helm in the aft steering cockpit. Quadrant is mounted on the top of the rudder post. Rudder bearing was rebuilt recently. There is an emergency tiller available.

Bilge pumping is accomplished by (3) large, manual diaphragm pumps, forward, main & aft cabins. (1) electric bilge pump in keel sump, and can be automatic.

Heads are (2) manual Wilcox types. Holding tank is located forward and meets USCG approved installation. Type III with overboard discharge seacock secured when sailing in inland waters. (1) electric macerator pump for discharge.

Fresh water is stored in (2) tanks made of aluminum, under the salon sole. 200 gal capacity is noted. Electric pump for access. Hot water tank is installed which heats from a hot loop off the engine. Can also be heated via the inverter. An old water maker has been removed and is intact. It would seem that anyone would be better off purchasing a new, higher efficient water maker today and not put money into this old technology.

(1) SeaFire G150A Halon 1301 firefighting system mounted in engine compartment. Several fire extinguishers were observed and all should be checked for servicing.

Navigation

The Nav station is located on port, in the walk-through from galley to aft cabin and faces aft.

- ICOM IC-M710 HF SSB transceiver
- Standard VHF mounted radio
- New Carbon fibre mast head unit for wind speed and direction. \$2300 Aug. 2014
- B & G Hydra Pilot autopilot
- B & G sailing instruments; all transducers were replaced in June 2013
- Danforth compasses
- B & G Hercules Wind, Speed/ Depth
- New Furuno Radar Sept. 2014
- (1) hand held VHF radio
- Nandet Recording Barometer
- Magnavox MX 100 GPS (old) unit
- Two depth sounders (1) new 2014

New EPIRB installed Aug. 2014

Sails, Rig, Deck Gear

AKKA's aluminum mast steps on the keel. There are triple spreaders, running backstays, split lower shrouds, headstay and backstay that run to the masthead. Boom is aluminum. All Navtec rod, standing rigging which was dye-tested in Jacksonville, FL in May 2014. Running rigging is basically Dacron and replaced as needed. Turn-buckles are all stainless steel, with toggles. Chain plates are all welded aluminum plates and upon last inspection, all appeared to be fine. Harken headsail furlers (2) for headstay and inner forestay; and mainsheet traveler. Navtec hydraulic panel for adjusting rig tensions. (one gauge needs replacing). Inner forestay and outhaul cylinders were replaced in June 2013; backstay cylinder and panel was rebuilt by Navtec a few years ago.

Primary winches: (2) Barient 35 Titanium drum, 2 speed geared 'coffee grinders' with pedestal crank handles, inter-connectable. Secondary winches: (2) Barinet 28 Titanium drum, 2 speed; (1) Barient 28 Titanium drum, 2 speed, self-tailing winch. Halyard winches: (2) Barient 28 Titanium drum, 2 speed; (1) Barient 28 aluminum drum, 2 speed, self-tailing; (2) Barient 28 aluminum drum, 2 speed; (1) Barient 27 aluminum drum, 2 speed, self-tailing winch.

Sails: The (3) working sails have been removed and taken to UK Sails for inspection, and to have some maintenance completed on them; mainsail, yankee and staysail. In addition, there are many other Ulmer / Koliuss headsails, spinnakers and other working, racing and storm sails stored ashore. Miscellaneous other parts are also stored ashore and they can convey with the sale of the yacht. Need to be picked up.

Misc. and Deck Equipment

Bow and stern pulpits with lifelines around the vessel. Gates provide for boarding. Ground tackle consists of (1) 30 kg Bruce, (1) 60 lb. Danforth. Winches on deck can easily be used as a windlass for hauling anchor. (Barient coffee grinders make easy work.) There are a couple of chain sections / line rodes. Bow roller is fitted.

Life vests, canister horn, and misc. other safety gear. Viking 8 person Liferaft, certified in May 2014.

Remarks

AKKA is the ex: KAHILI II. This boat was also famous as ARCADIA, which was owned by the former Cm. of the NYYC. The boat became ALPHIDA and then was named AKKA. This is a classic sailing yacht with top pedigree and a long history in the American yachting world.

The boat is now stored on-the-hard in Rhode Island. The owner has decided to sell it with all gear. A lot of older sails, a set of storm sails and a sundry other misc. parts, including an old Avon dinghy and a 10 Hp outboard can also convey. This boat will need some work and

servicing but depending on what one wishes to do with a classic like this, it could be commissioned in the spring and go sailing.

It should be noted that a boat like this is not judged so much by its age as it should be observed at what it is. AKKA is a strong, well constructed, all ocean capable boat that has many good decades of sea service left in her. Upgrading and cosmetic work and maintenance are always on-going, but to find a boat built by Palmer Johnson in the USA and have it be available at these prices is a good value and prize, anywhere in the world. Replacement today would be, - from design concept to completion of build would be from \$1.4 to \$2M US \$.

Beautiful in the water, with long lines and a graceful appearance, this is a boat that will always turn heads. A similar sistership was found, refit and went on to win races around the world and sail its owner and his friends half way around the oceans of the world; this story is currently ongoing. That boat, a McCurdy Rhodes design is CARINA.

AKKA is a sailing boat. If this is something you have dreamed about, take the time to come and inspect this vessel which can be bought for a fraction of what it would cost to build.

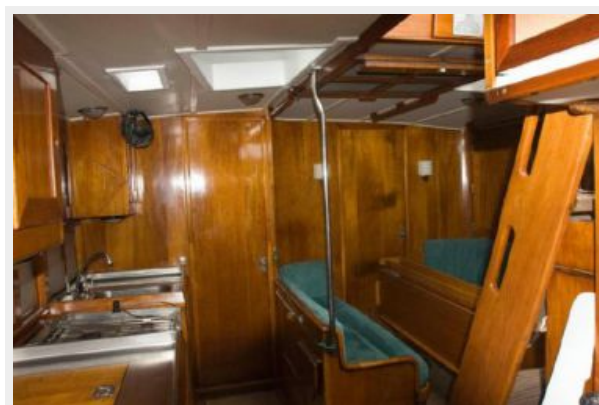
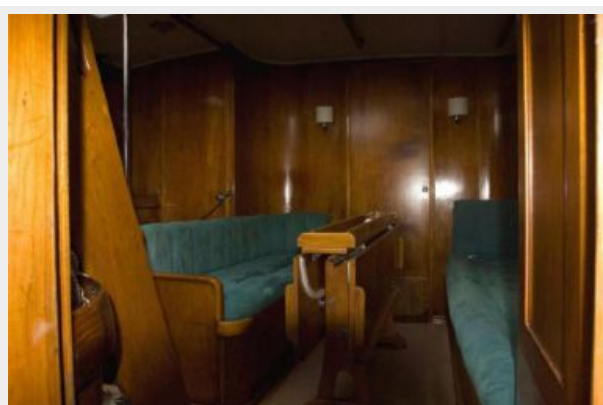
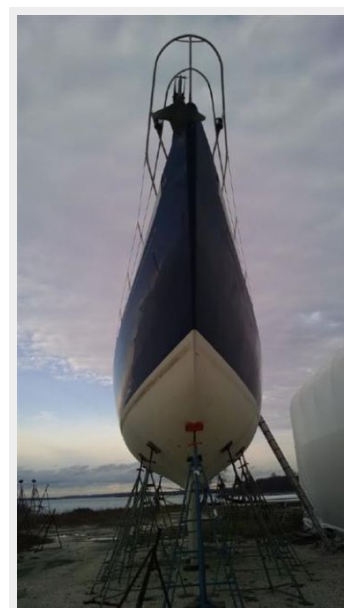
Исключения

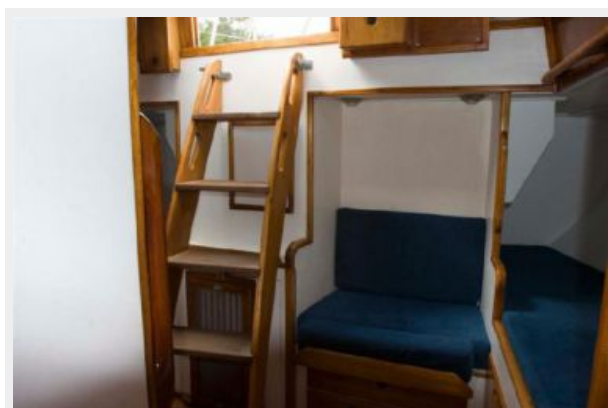
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ФОТОГРАФИИ













КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрыто**

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