

HEARTBEAT — MCCONAGHY



Builder: MCCONAGHY

Year Built: 1998

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: China

LOA: 51' 9" (15.77m)

Beam: 14' 11" (4.55m)

Max Draft: 6' 6" (1.98m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Heartbeat — MCCONAGHY** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **Heartbeat — MCCONAGHY** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	3
Basic Information	3
Dimensions	3
Speed, Capacities and Weight	3
Accommodations	3
Hull and Deck Information	3
Engine Information	4
DETAILED INFORMATION	5
Yacht Introduction & Build Description	5
Accommodations & Salon	5
Galley	5
Features & Equipment	5
Engine & Electrical Equipment	6
Helm, Nav System & Instruments	6
Deck Equipment	6
Rigging & Sails	6
Maintenance & Servicing Work Details	7
Exclusions	7
Disclaimer	7
PHOTOS	9
CONTACTS	16
Contact details	16
Telephones	16
Office hours	16
Address	16

SPECIFICATIONS

Basic Information

Category: Cruising Sailboat

Sub Category: Sloop

Model Year: 1998

Year Built: 1998

Country: China

Vessel Top: Raised Pilothouse

Cockpit: Yes

Dimensions

LOA: 51' 9" (15.77m)

LWL: 44' 9" (13.64m)

Beam: 14' 11" (4.55m)

Max Draft: 6' 6" (1.98m)

Speed, Capacities and Weight

Water Capacity: 150 Gallons

Holding Tank: 25 Gallons

Fuel Capacity: 140 Gallons

Accommodations

Total Cabins: 2

Total Berths: 4

Sleeps: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Epoxy Composite

Hull Color: White

Hull Designer: Chuck Paine

Engine Information

Engines: 1

Manufacturer: Perkins

Model: M90

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Yacht Introduction & Build Description

An opportunity offering a rare chance to own a one-of-a-kind custom blue water cruiser. 'Heartbeat' is a Bermuda 52 offshore sloop, built in 1998 by McConaghy yachts in Sydney (considered at her build time to be Sydney's highest quality sailing yacht builder and remains a renowned name today) The boat is a Chuck Paine design. The design bears similarity to the Apogee 50, built by Able Marine and also the Morris 51, by Morris Yachts. The first owner visited Able Custom Yachts three times for design inspiration. Rather than import from America though, he decided to build at home a slightly larger yacht of epoxy rather than vinylester and improve the quality and strength in build by opting to go custom. Heartbeat (previously known as 'Enterprise') is constructed of very high-tech epoxy composites. The hull is constructed using West Epoxy over E-glass with Kevlar at the strike points and has a balsa core sandwich hull and foam sandwich deck. The differences between this design and the Apogee 50, is that Heartbeat has a broader, more powerful stern quarters, a slightly deeper draft keel and consequently can support a taller sail plan. The cockpit pilothouse shelter is positioned further aft, enabling side by side upholstered seats to be fitted on each side beneath the protective roof. An aft bimini has been fitted to add further protection from the elements. The main design brief of the Bermuda 52 was to build a yacht that could go anywhere in comfort with one or two couples aboard and do so at good speed. Heartbeat is the epitome of this design brief. The lighter epoxy construction increases sail and speed performance and the boat has performed well in past COA Macau races. A viewing of such a high quality specialised build is highly recommended

Accommodations & Salon

Dedicated forward master double, ensuite with fitted desk and storage Aft double guest with fitted storage Dayhead with shower Salon offers spacious seating and a large dinette Salon seating can convert to two berths to sleep two guests/crew

Galley

Open galley aft of the dinette table: Force 10 Marine gas oven and 3 gas burners Galcier Bay electric fridge & freezer compartments Large double stainless steel sink

Features & Equipment

Fusion stereo system - internal and external use x6 fixed fans in all cabins 40 GPH watermaker (storage mode) Full set of manuals Complete set of designer blueprint bought directly from Chuck Paine, in print and also digitised All interior lighting has been converted to LED lighting All berths and settees have LED reading lights 20 inch flat screen TV plus DVD 12 gallon hot

water heater. Water heated electrically as well as by heat exchanger when engine is running. Fresh water system pressurized by 24VDC electric pump with a large accumulator The forward cabin is fitted with a 6,000 BTU DC air conditioner using the refrigerator compressor as well as the 220VAC 19,000 BTU Air Conditioner. Salon and aft cabin share a 24,000 BTU 220 VAC air conditioner. Both heads are Jabsco Quiet flush electric.

Engine & Electrical Equipment

Single Perkins, 90hp inboard engine Engine has a Balmar 24VDC 140 amp Alternator for battery charging while the engine is running Balmar Genset has an identical and interchangeable Balmar 24VDC 140 Amp Alternator for Battery charging. Genset has a PTO to drive a CAT pump for the water maker. House Batteries are 4 X Lifeline 8D's 24vdc 500 Amps Inverter/Charger is a Xantrex freedom 25 providing for the minimal AC equipment with 110 VAC power as well as 24 VDC power for charging when plugged in. New (as yet uninstalled) Charles 3.5 Kw isolation transformer with ability to input either 220 or 110 VAC. Small chargers fitted for both the 12VDC system and the 24VDC engine start batteries when plugged in to shore power.

Helm, Nav System & Instruments

B&G H3000 instruments at helm - autopilot / wind/ nav B&G repeaters below at the Nav station Furuno chart plotter Vx2 with a repeater under the hard dodger - 15inch screen 2 X 20/20s and wind direction indicator under the hard dodger, viewable from the helm Nav station is to port 2 ICOM 504 VHF's Sea 322 SSB Sailor SATCOM Mini C with distress alarm feature Full Engine instrumentation at the helm x2 Autopilots: B&G H3000 Robertson A20 (for downwind purposes) Other instruments: Tank tender fuel and water readers Heart interface DC control + AC control panel 2x GPS receivers

Deck Equipment

Dedicated sail locker forward with deck hatch access and access from the master berth through internal watertight bulkhead door Teak decks - re-done in 2008 in Thailand New bimini 2008 - connects to the forward hard dodger New Bimini and cover for the Teak cockpit table Dec 2014 Covers for all hatches LED floodlight for the cockpit area Tri colour mast head light and Nav running lights are all LED Winches - 2 X Lewmar Ocean 66 Electric winches and 2 X Lewmar Ocean 54 winches at the cockpit. 2 X Lewmar Ocean 48 winches at the mast Muir +3500 electric anchor windlass

Rigging & Sails

Leisure furl In boom furling Mainsail is a UK Halsey fully battened tape drive mainsail Schaefer 4100 Furler for the Genoa Schaefer 2100 furler (in storage) includes deck fittings Pro furl

removable furler for the Doyle stay sail (present setup) The sail set up includes: 2 x UK Sails genoa's: 1 x 100% genoa and 1 x 122% Genoa (in storage) UK Sails Code Zero on a Karver KSF 5 Topdown furler, can be used as a Spinnaker furler as well. Heavy Asymmetric spinnaker in an ATN sock Carbon fibre Spinnaker pole Aluminium removable Bowsprit for mounting code Zero and Asymmetric Spinnaker Hydraulic Vary backstay Navtec 50 Hydraulic system for controlling the adjustable hydraulic backstays and the hydraulic Boom vang 3 spreader rig with Navtec rod rigging (oversized from designer specs)

Maintenance & Servicing Work Details

A list of the major work the current owner has done since owning the yacht:

All of the instruments replaced in 2008 after a lightning strike including: B&G Hercules computer replaced and H3000 GPD and FFD at the nav station and a GPD and GFD at the helm. Furuno Vx2 at the Nav station with a 15" screen repeater under the Hard Dodger (controllable using a remote controller and viewable from the helm.

Installed 2 X 220 VAC Air conditioners at Raffles Marina in Singapore

Painted and teak deck replaced in Thailand 2008-2009

"P" bracket replaced in 2009. The original did not have a zinc for corrosion protection, replaced with custom designed one by Chuck Paine and built in the US. It has a zinc to protect it.

Satcom mini C installed in 2010

Rudder bearings changed to JEFA roller bearings. The original Glide bearings made the steering very stiff after being hard on the wind for a while. The steering is so light now that most helmsmen tighten up the wheel brake to prevent them from oversteering.

Installed a Karver KSF 5 continuous line top down furling system to furl the Code Zero and a Spinnaker

Sept 2013 removed the mast and had it repainted and all fittings and rod rigging inspected and dye tested.

Exclusions

Owner's personal belongings.

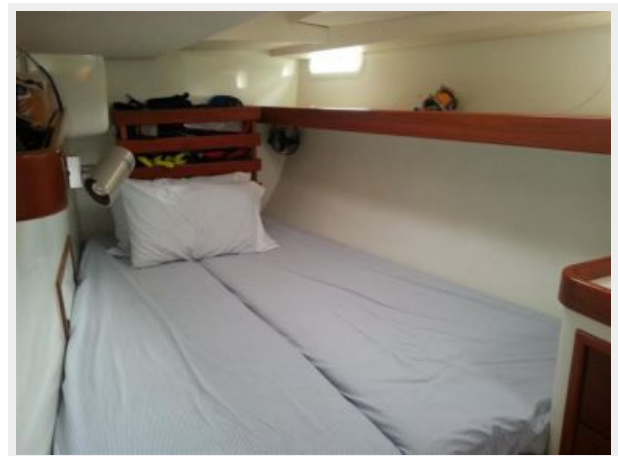
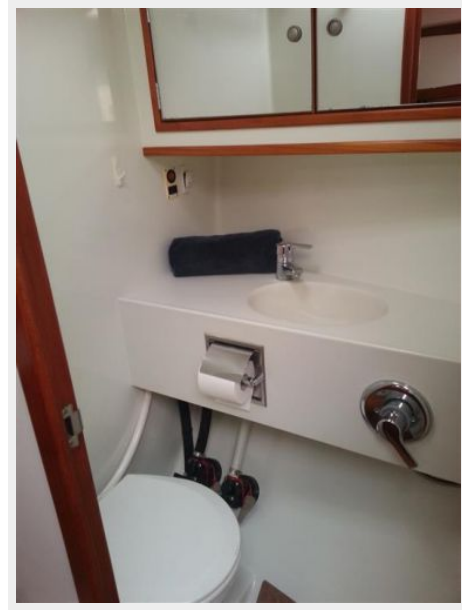
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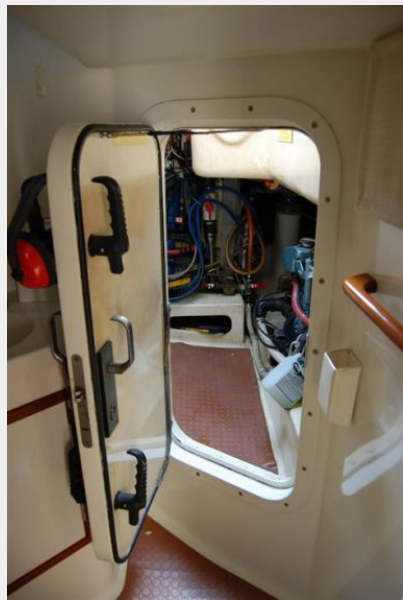
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PHOTOS

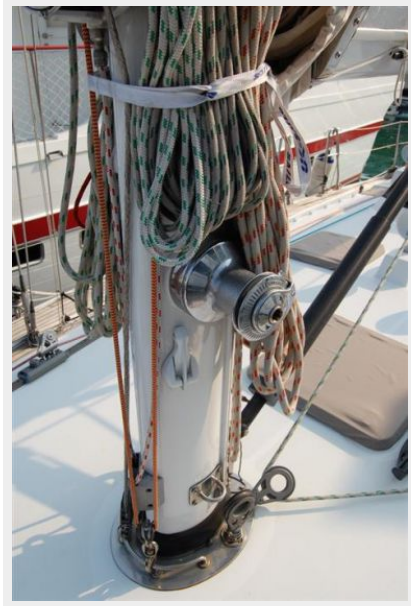














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