

PIED-A-MER — BURGER



Судостроитель: BURGER

Год постройки: 1969

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 75' 0" (22.86m)

Ширина: 16' 8" (5.08m)

Макс. осадка: 5' 6" (1.68m)

Крейс. скорость: 12 Kts. (14 MPH)

Макс. скорость: 16 Kts. (18 MPH)

Купить **PIED-A-MER — BURGER** 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 **PIED-A-MER — BURGER** 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

PIED-A-MER combines in rare fashion the quality of traditional Burger construction with modern mechanical, electrical, and plumbing systems, providing a level of performance, efficiency, and amenities beyond most vessels her size. What makes her truly unique for a vessel of this type is her capabilities are maintained while cruising extensively independent of shore facilities and operating her (extremely quiet) generators a few hours per day. **PIED-A-MER** is an inherently safe vessel with four water tight internal bulkheads, double bottom fuel tanks and a full keel. **PIED-A-MER** started her life as a 67' motoryacht. Her 8' cockpit was added by Roscioli Shipyard in 1992 with consulting Jack Hargrave.

Основная информация

Тип судна: Моторная яхта

Подкатегория: Кубрик

Модельный год: 1969

Год постройки: 1969

Страна: United States

Открытая палуба мостика: Да

Кубрик: Да

Размеры

Длина общая: 75' 0" (22.86m)

Ширина: 16' 8" (5.08m)

Макс. осадка: 5' 6" (1.68m)

Скорость, вместимость и масса

Крейс. скорость: 12 Kts. (14 MPH)

Крейсерская скорость поворота:
1250 Kts.

Макс. скорость: 16 Kts. (18 MPH)

Макс. скорость поворота: 1800 Kts.

Вместимость воды: 1030 Gallons

Вместимость сточного бака: 150
Gallons

Объем топливного бака: 2000
Gallons

Размещение

Всего кают: 3

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Aluminum

Информация о двигателе

Двигатели: 2

Производитель: Luggier

Модель: Alaska L6140A

Тип двигателя: Inboard

ПОДРОБНОЕ ОПИСАНИЕ

Highlights

Engines are Luggar 6040A with approximately 3,600 hours (04/15). These engines are the commercially rated versions, 470 hp @1,800 rpm, and are rated for continuous full throttle operation. 95% of actual operating time has been at 1250 - 1450 rpm (11 - 12.5 kt.). 10,000 hours to overhaul is a reasonable expectation. **PIED-A-MER** can make 15 kt with full fuel and water while towing a 19' Whaler. Conversely, she can achieve 1 mpg at 10.5 knots. Custom electrical panels by Ward's in 2002 allows load splitting. Ward's also converted boat from 32V to 24V. Inverter system consisting of two Trace 4,000-watt SW inverters and 24 Surrrette 550 Ahr 2V batteries. Generators are required only for battery charging if not underway, water heaters, stove and oven, hot tub, washer/dryer, and AC. Kobelt power hydraulic steering with manual back-up. As part of an insurance survey, bottom was stripped and audio-gauged in 2008. Hot tub on foredeck for four adults. 20 cu.ft. fridge capacity and 20 cu.ft. freezer capacity allow for extended cruising. There is a large cut-out in the forward salon bulkhead which provides excellent communication between salon and galley. Cockpit and flybridge access is by comfortable stairway, not ladder. Ground tackle includes two 105# CQR anchors with chain rodes and Galley Maid windlass on foredeck, and Ideal windlass in cockpit for warping or stern anchor. Electronics included two Furuno radars, Simrad AP 20 and AP 28 autopilots, two color chart plotters, three VHF's, and dual 4-inch multi-function displays for both pilothouse and flybridge. Dual SAT TV antennas, (2) TV's (one 24" and one 32"), excellent stereo equipment, with Thiel speakers. Wesmar stabilizers with over-size fins for full control at 12 knots, new 2006. All plumbing and controls in place for 60 gph Watermakers Inc., needs new membrane and pump overhaul. Last time in salt water was April 1997.

Accommodations and Layout

CREW'S QUARTERS: Aft of the chain locker and forward watertight bulkhead is a shower. Further aft is the captain's stateroom with hanging locker to port and head to starboard with Mansfield toilet. Further aft are a convertible settee with privacy partition and large hanging locker to port, and to starboard, a 4place dinette and stairway up to the pilothouse. An upper berth could be added to each of the above two crew berths for a total of four. Aft of another watertight bulkhead is the engine room.

ENGINE ROOM: Engine room has walk around access and standup headroom. There is a halon fire extinguishing system built in, a workbench and toolbox, and a full size washer and dryer in addition to the equipment listed in the mechanical inventory. Aft of a third watertight bulkhead are the owner's and guest staterooms.

OWNER'S AND GUEST STATEROOMS: Two guest staterooms, each with two lower

berths, share a head with shower and Microphor toilet. Aft of the central hallway with stairway up to the main salon is the full width owner's stateroom with twin and full berths, large bureau, bookcase, two hanging lockers, and private head with shower and Microphor toilet. The three staterooms and two heads share a total of ten large portlights with screens and blinds. Aft of another watertight bulkhead is the lazarette.

LAZARETTE: Contains the potable water tanks, steering gear, inverters, and house battery banks. Aft of a final watertight bulkhead is the cockpit.

COCKPIT: Contains four large lockers forward, stowage for large items in addition to the spare propellers below the sole, and a transom door providing access to the large swim platform with builtin tankage outside the hull for dinghy fuel. From the cockpit, a stairway (not a ladder) leads up to a wide door with upper and lower panels leading into the aft deck.

AFT DECK: Aft deck is enclosed with EZ2CY, new 1999. To starboard below a sliding glass side window are a builtin Lshaped settee and dropleaf dining table that can accommodate eight. To port, a custom teak cabinet houses a 10 cu. ft. chest freezer and additional storage. At the forward end of the aft deck a 5 cu. ft. SubZero fridge, new 2001, is flushmounted in the forward bulkhead and a second teak cabinet contains a wet bar with extensive glass and bottle storage. A door with glass and screened upper panels leads forward to the main salon. Wing doors in the forward outboard corners lead to the side decks. **MAIN SALON:** The salon has two custom made couches (new 2005) with storage below and two end tables. Fabric and carpet (new 2005) are medium blue with lovely bleached walnut paneling. One side window on each side is the typical Burger opening type with screen. Custom cabinets aft provide space for stereo/video equipment, including Sea-Tel (24 inch) and Intellian SAT-TV antenna systems, 37 in. LCD TV, and excellent stereo system with Thiel speakers. There is a bookshelf mounted on the forward bulkhead, which includes a large passthru to the galley resulting in an open, airy arrangement.

GALLEY:(All new 1992) 25 cu. ft. Amana refrigerator - freezer. (Additional refrigerator and freezer on aft deck). JennAir range with grill and convection oven. G.E. microwave convection oven. G.E. dishwasher. The galley is finished in white, with white formica and appliances, a stainless steel double sink, teak fiddles and drawer handles, and dark blue Nevermar flooring. Forward through the doorway is the pilothouse.

PILOTHOUSE: Is finished in varnished teak with parquet sole. A raised pedestal against the aft bulkhead contains four large drawers. On this base are mounted two swivel chairs with arm rests, with a folddown table between, enabling two pilothouse occupants to eat a light meal or play a game of gin. Under the table are two teak file drawers for manuals and papers. Sliding doors on each side access the side decks, and to port, a stairway (not ladder) accesses the flybridge, with a stair angle and rail laid out to provide convenience for less agile passengers. Additional chart drawers and locker space share the forward bulkhead/dash area with controls, instruments and

electronics, including an electrical sub-panel for electronics.

BRIDGE DECK: Bimini top. The flybridge area contains seating for eight with a cocktail table. The complete helm station includes the number two radar and large B&G instruments which display heading and depth or other selected information, readable anywhere around the flybridge. Aft of the flybridge are the radar mast and a bracket mounted 6 person Winslow offshore liferaft (repacked 2015.) Further aft are the electric davit and chocks for the Nautica 16 and 9 foot hard bottom inflatable tenders. All the way aft are the SAT TV antennas and, overlooking the cockpit, is a third control station with full throttle and shift controls and jog lever rudder control.

Electronics and Navigation Equipment

Robertson AP 20 autopilot Robertson AP 28 autopilot (new 2014) F/B station for AP 20 autopilot Furuno FR-8100D radar in pilothouse Furuno FR 7010D radar on flybridge Trimble NavTrac XL GPS External antenna and cradle in pilothouse for **Iridium sat-phone Emergency locator beacon on radar mast** Garmin 12 inch chart plotter/GPS Sea VHF on FB w/ 2nd mic in pilothouse ICOM M-45 VHF SEA Hailer Four 4 inch B & G multi-function displays (two in pilot house, two on flybridge) show wind speed/direction, boat speed, depth, or heading.

Electrical System

#1 generator 1200 RPM 20KW Kilopak w/sound shield (new 1992, 1456 hr. 6/15). #2 generator 1800 RPM 15KW Westerbeke w/sound shield, new 2001 (930 hr. 6/15). 50 AMP and 100 AMP shore power cables w/port and starboard deck fittings. Acme 100 Amp isolation transformer. Charles 50 Amp isolation transformer with voltage boost. 30 Amp 120 V shore power for charging house batteries at docks lacking 240 V. New AC/DC control panels and breakers in 2002 by Ward's, with separate AC busses allowing load splitting. 12V battery and charger in engine room for miscellaneous electronics. (4) 12V batteries in two 24V banks with engine room charger and oversize engine driven alternators for engine starting. (2) 24V banks, total capacity 1100 amp/hr @ 24V, made up of two volt Surrlette cells in lazarette. Switchable (in pilot house) connection from house batteries to engine alternators for charging underway. (2) Trace 4000 watt sine wave inverterchargers, new 2001, supply AC power to most 110V loads. While some lighting is 110V (i.e. table lamps), entire vessel interior also has 24V lighting.

Deck & Hull

Bottom bead blasted, audio-gauged & re-finished 2008. New bottom paint 2015. Teak decks. Forward of the pilothouse, on the foredeck, is perhaps the most popular item of

equipment on board - the hot tub/spa, designed for four adults and frequently used by considerably more kids. Galley Maid HW30 windlass, (2) 105 lb. CQR anchors on rollers at bow w/two x 250 ft. chain. 48 lb. Fortress anchor w/stowable davit and Ideal windlass in cockpit. Freshwater and saltwater wash down; fenders and lines; 12 jackets/life rings; navigation lights; single manual controlled search light; swim platform; swim ladder; windshield washer and wipers; hull is finished with Awlgrip; hull color is BLUE. The side decks have fore and aft gate openings on each side and the aft deck has a weatherboard gate and upper door panel to the cockpit. The cockpit has a transom gate to the swim platform. Swim platform has an integral tank, approx. 150 gal, with pump for tender fueling.

PLUMBING: Forward and aft integral water tanks w/individual deck fills and plumbing to allow transfer between tanks. 200 gal additional water tankage under cockpit sole (total capacity 1030 gallons.) Two 24V Paragon Senior pressure pumps. Two pressure tanks. Two 30 gal. electric water heaters. Integral holding tank for showers and clothes washer with two discharge pumps. Three integral sewage tanks, one for each head, total capacity approximately 150 gallons, with deck fittings and macerator discharge pumps. Two 30gallon foodgrade polyethylene drinking water tanks in lazarette with 24V pressure pump, plumbed to separate faucets in galley, aft deck bar and both aft heads. Fresh water washdown faucet in cockpit and fresh and saltwater faucets on foredeck. Watermakers Inc. 1500 GPD watermaker plumbed to both main tanks and drinking water tanks, and capable of processing water from one main tank into the other. (Watermaker needs new membrane and pump repair.) Galley Maid sea water pump (with spare) for supplies wash down and hot tub.

Mechanical Equipment and Engine Details

Wesmar stabilizers, new 2006.

Engines Northern Lights Luger L6140A (new 1992, 3434 Hr. 6/15, fuel injection nozzles replaced at 2700 hr.) configured at commercial rating of 470 HP continuous at 1800 RPM, 22 gallon per hour at full throttle. 90% of the owner's use has been at 1250 - 1450 RPM and it would not be unreasonable to expect 10,000 hours before overhaul. (Note: if desired, these engines can be adjusted to provide the normal pleasure craft output of 630 HP @ 2100 RPM for additional speed.) Air Seps on main engines. Gears ZFIRM350PL, 2:1 reduction (new 1992). Prop shafts Aquamet 22, 2 1/2" (new 1992). (shaft tubes through double bottom also replaced.) Propellers Rolla 5bladed Nibral, 34" diameter, (2) Federal 4bladed 34" diameter spares under cockpit sole. All fuel hoses in engine room replaced at Burger in 1994. Continuous flow fuel supply tank installed by Burger provides "fuel polishing." Kobelt hydraulic power steering with manual back-up installed 1992, original cable system retained as backup. Panish controls. Two 24V compressors supply pressure for toilets, Kahlenberg horns and windshield wipers. Full size washer and dryer in engine room. Two air conditioning water supply pumps. Three of six CruiseAir air conditioning compressors are functional, including galley and aft

staterooms. Second overhead AC for galley with compressor mounted out of sight in flybridge coaming.

Remarks

PIEDAMER combines in rare fashion the quality of traditional Burger construction with modern mechanical, electrical and plumbing systems, providing a level of performance, efficiency and amenities beyond most vessels her size. What makes her truly unique for a vessel of this type is that her systems function while cruising for weeks independent of shore facilities by operating her (extremely quiet) generators only a few hours per day.

PIEDAMER is an inherently safe vessel with four water tight internal bulkheads, double bottom fuel tanks and a full keel.

Exclusions

Owner's charts, books, pictures, music, videos, china and wine glasses, and other personal items to be identified at time of survey.

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

Aft Deck



Aft Deck



Aft Deck



Foredeck



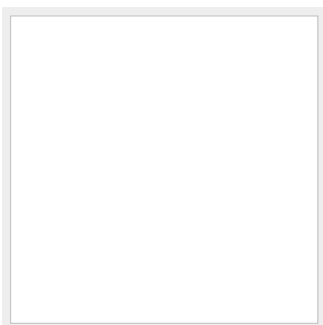
Foredeck



Salon Looking Forward



Salon Looking Aft



Salon Looking Aft



Flybridge



Jacuzzi



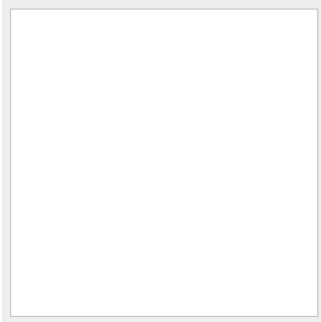
Jacuzzi



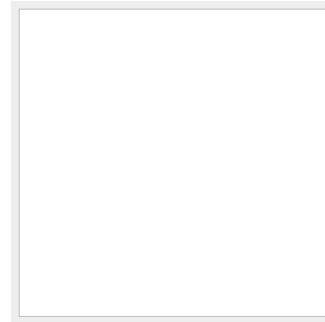
Flybridge Aft Deck



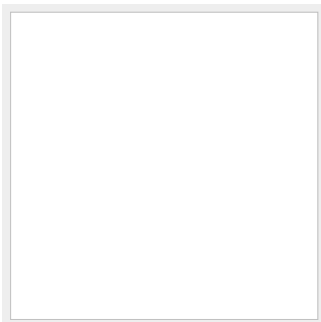
Flybridge Deck Aft



**AC Compressor, Air Compressors,
Water Pressure Tanks, Racors, Fuel
Gauges**



Day Tank - Air Tank - Wesmar - Tank



Kilo Pak Work Bench



Panel - Water Pumps - Watermaker



Westerbeke - Wesmar - Laundry



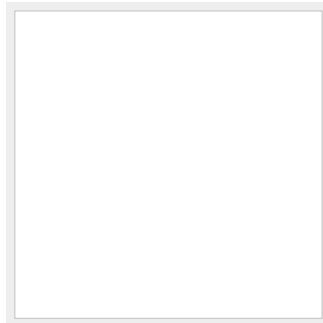
Bow - Out of Water



Stern - Out of Water



PIED-A-MER



КОНТАКТЫ

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