

QUEST — CAMBRIA



Судостроитель: CAMBRIA

Год постройки: 1987

Модель: Cutter

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 41' 4" (12.60m)

Ширина: 12' 2" (3.71m)

Мин. осадка: 5' 6" (1.68m)

Макс. осадка: 9' 5" (2.87m)

Купить **QUEST — CAMBRIA** 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 **QUEST — CAMBRIA** 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

QUEST, a hard-to-find Cambria 40, is one of those special classic designs that has a timeless quality appreciated by serious sailors. The beautiful lines, superior construction, excellent performance and versatile shoal-draft keel centerboard design are comparable to the finest yachts built in New England's semi-custom yards and overseas. QUEST has benefited from generous owners and a long list of upgrades and new equipment.

For sailors who appreciate high quality design and construction, QUEST is one of the best examples. This attractive semi-custom fiberglass yacht was built by David Walters Yachts in Portsmouth, RI, to specifications that exceed most yachts in this size range.

QUEST's medium displacement is a balanced design that offers manageable performance shorthanded and unlimited offshore capability. QUEST has proven to be safe and comfortable, cruising the east coast of the United States as far east as Roque Island, ME, and Halifax N.S., Gulf of Mexico, Florida Keys, Bermuda and the Bahamas, and has won her share of silver in many coastal and offshore regattas. Her comfortable satin-varnished matched-grain teak interior features a spacious salon, expanded forward cabin, up-to-date galley and navigation center, large quarter berth aft of the navigation seat and head with separate stall shower. Custom arched laminated door frames are used throughout, and all lockers, doors and cabinets are flush-mounted.

The cabin sole is varnished teak with contrasting inlay and is fully removable for access to the bilge. Lockers are wood-lined, with the addition of cedar in the main hanging lockers. The cabin headliner is installed in removable sections. Ventilation is supplied below by (3) cowl vents, (4) deck hatches, fans and (6) opening ports. Interior hull surfaces are sheathed with teak battens (ceilings), which are set off the hull and fastened to vertical fiberglass battens, glassed to the interior hull surface after molding.

Centerboard configuration offers minimum draft of 5'-6" with board up and maximum draft of 9'-5" with board down.

Основная информация

Тип судна: Cutter

Подкатегория: Cutter

Модельный год: 1987

Год постройки: 1987

Страна: United States

Номер регистрации в береговой охране: 918997

Верх: Dodger

Размеры

Длина общая: 41' 4" (12.60m)

Длина по ватерлинии: 32' 6" (9.91m)

Ширина: 12' 2" (3.71m)

Мин. осадка: 5' 6" (1.68m)

Макс. осадка: 9' 5" (2.87m)

Трапы: 59' 6" (18.14m)

Скорость, вместимость и масса

Водоизмещение: 22200 Pounds

Вместимость воды: 200 Gallons

Вместимость сточного бака: 20 Gallons

Объем топливного бака: 40 Gallons

Размещение

Всего кают: 1

Всего коек: 4

Спальные места: 6

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Teak

Комплектация корпуса: Centerboard

Цвет корпуса: White

Дизайнер корпуса: David Walters

Информация о двигателе

Двигатели: 1

Производитель: Westerbeke

Модель: W-38

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

REMARKS

QUEST, a hard-to-find Cambria 40, is one of those special classic designs that has a timeless quality appreciated by serious sailors. The beautiful lines, superior construction, excellent performance and versatile shoal-draft keel centerboard design are comparable to the finest yachts built in New England's semi-custom yards and overseas. QUEST has benefited from generous owners and a long list of upgrades and new equipment.

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The cabin sole is varnished teak with contrasting inlay and is fully removable for access to the bilge. Lockers are wood-lined, with the addition of cedar in the main hanging lockers. The cabin headliner is installed in removable sections. Ventilation is supplied below by (3) cowl vents, (4) deck hatches, fans and (6) opening ports. Interior hull surfaces are sheathed with teak battens (ceilings), which are set off the hull and fastened to vertical fiberglass battens, glassed to the interior hull surface after molding.

Centerboard configuration offers minimum draft of 5'-6" with board up and maximum draft of 9'-5" with board down.

INTERIOR ACCOMODATIONS

Owner's Stateroom:

Forward is a comfortable owner's stateroom with V-berth and filler that converts to a double and provides a seat when in the lower position. The hinged V-berth tops open to provide access to additional storage under the berths. There is a large opening hatch with translucent cover overhead. Aft to port of the owner's cabin is a head with separate stall shower. Opposite the head to starboard is a hanging locker with four drawers. An arched privacy door separates the forward

cabin from the main salon.

Main Salon:

The main salon has a U-shaped settee to port that can be converted to a double berth. A double drop-leaf dining table comfortably seats four to six people. There is an entertainment center outboard to port with a built-in wine locker. To starboard is a full-length settee with additional storage lockers and shelves above and outboard of the settee. There is a brass clock and barometer set on the forward bulkhead. The settee backrests drop down to access additional lockers.

Galley:

Aft to port is a U-shaped galley with excellent storage, including multiple lockers and drawers. The galley is conveniently located at the base of the companionway. The stainless stove with oven and broiler is gimballed and surrounded by a stainless steel liner. Propane is stored in a vented cockpit locker and the fuel supply is monitored by an electric solenoid shut-off located in the galley area. A double stainless steel sink is supplied with hot and cold pressure water. Galley is equipped with Seafrost refrigeration and freezer.

- Seafrost holding plate refrigeration with engine-driven compressor
- Tasco marine 755LP gimballed 3-burner propane stove with oven and broiler (2008)
- Double stainless sink
- Pressure hot and cold water
- Fresh water hand pump

Nav Station:

Opposite the galley is a spacious navigation station with large desk and comfortable seat. Aft of the nav station is a double quarterberth that makes a great navigator's berth on offshore passages.

ELECTRICAL SYSTEM

Custom Bass panel with DC breakers and 110 AC breakers with load and battery condition gauges. Master switches are provided for both house circuits and engine. Bonding of thru-hull fittings, standing rigging and major components uses fully-insulated copper wire.

- Westerbeke 4.2 kW generator (2000); 429 hrs. as of 08/28/2015
- AC System: Shore power, 120V/30A inlet; 50' shore power cable
- DC System: (3) 4D AGM 12 volt batteries: (2) house, (1) engine
- Xantrex True Charge 40+ 40 A battery charger
- Separate 12 volt battery for generator
- Replaced tri-color and running lights with Polar Star 40 LEDs (2010)
- (2) Additional 110 volt shore power cords for dockside service

NAVIGATION STATION and ELECTRONICS

A spacious navigation table is located opposite the galley, providing ample space for charts and navigation-related gear with storage under. Dedicated chart storage locker is available above the quarter berth. Flush-mounted electronics and master breaker panel above navigation table. The separate navigation seat serves as a tool storage locker and is located forward of the quarter berth.

- ICOM IC-M802 Marine SSB with antenna tuner and grounding system (2012)
- Insulated backstay antenna
- ICOM IC-M304 marine VHF at navigation station with masthead antenna (2010)
- Standard Horizon Eclipse + marine VHF in cockpit with antenna on radar pole
- Iridium Extreme Sat phone with docking station and antenna (2012)
- (2) Linked Raymarine E80 chart plotters/radar displays (2008); (1) at helm in a pod, (1) at nav station fitted with fish finder (2nd transducer), AIS and Sirius satellite weather and chips covering Halifax, U.S. east coast and Bermuda
- Raymarine ST 60+ Autohelm Series depth (all navigation instruments new in 2008)
- Raymarine ST 60+ Autohelm Series speed
- Raymarine ST 60+ Autohelm Series wind (speed/direction)
- Raymarine Autohelm Series graphic
- Raymarine ST6002 Smart Pilot with below deck actuator to tiller arm on rudder shaft
- Raytheon NAV 398 GPS
- Ritchie SP-5 compass on steering pedestal
- Ritchie gimballed compass bulkhead mount at navigation station
- Kenwood MDC MPV5025 Sirius satellite radio tuner (2006)
- Kenwood KDC-719 10-disc CD auto changer (2006)

HULL and DECK CONSTRUCTION

The Cambria 40 is molded of hand-laid fiberglass with a 3/4" Airex core. Bi-directional and tri-axial fiberglass materials are used in the hull and deck and for bulkhead attachment. The Airex PVC (no balsa) core provides maximum strength as well as sound and thermal insulation, and also provides the strongest bond to inner and outer glass laminates. A fiberglass keel grid (which stiffens the bilge area and supports the cabin sole) is bonded to the hull and integrated with the mast step and engine mounts to form a strong, unified structure.

An optimum hull-to-deck joint is obtained with an internal deck flange at the sheer. The approximately 9,500 lb. molded lead ballast keel is secured to the hull with 1" L-shaped cold bent stainless steel keel bolts and 5200 bedding/bonding adhesive. Additional fiberglass reinforcement laminates in stress areas, such as stern, bilge, centerline bow to stern, transom and skeg. The bulkhead to hull bond includes E-glass strand ties every 8", with multiple layers of tri-axial tabbing on each side of the bulkhead. A 1/4" foam spacer on the outboard ends of the bulkheads prevents transfer marks to the outer skin.

The side decks are teak bedded on fiberglass. The cabin top is white with light gray non-skid. Deck and cockpit are a one-piece fiberglass molding that is cored with a stiff Divinycell PVC material to provide maximum strength. PVC core is preferred as a deck core material for water resistance and superior bonding. Higher density Divinycell is used in the area of the mast, winches and other high-stress areas.

The T-shaped cockpit allows ample room for the helmsman and crew to sail efficiently and safely and is particularly well-suited to shorthanded sailing. There is room to step around the wheel, and the helm seat is raised. The centerboard configuration offers minimum draft of 5'-6" with board up and maximum draft of 9'-5" with board down.

DECK EQUIPMENT

- 20 kg Bruce anchor on bow roller with 100' of 5/16 HT chain and 200' 5/8' three-strand synthetic line rode in forepeak
- 25 lb. Fortress anchor with 20' 5/16" HT chain and 250' three-strand synthetic line rode in forepeak
- Ideal 12 VDC electric powered windlass with salt water washdown on deck; pump (new 2013) and windlass motor (new 2014)
- (4) Dorade vents with stainless steel cowls – forward duct conveys air through separate port and starboard ducts
- Stainless steel guards for all dorade vents
- Monitor wind vane self-steering system (not currently installed on boat)
- 24" Stainless steel stanchions with wire rope lifelines
- Rails of welded stainless steel tubing at bow and stern
- Welded stainless steel swim ladder hinged on stern
- Extruded aluminum toe rail
- Teakwood cockpit table
- Bimini, dodger, sail and hatch shade screens
- Cockpit / nav station cushions (new 2014)
- Fairclough full cover and frame (2009)

ENGINE and MECHANICAL

- Westerbeke 46 hp fresh water cooled diesel engine
- New engine mounts (2013)
- Oil pressure and overheating alarms
- Stainless steel shaft with dripless stuffing box
- ZF Model 15 MIV 2.13:1 ratio reverse/reduction gear and V-drive (2004)
- Alternator is 125 amp Amtech 12 volt unit, Hansen Marine (2009)
- Westerbeke starter motor, Hansen Marine (2013)
- Dropped rudder, replaced steering cable, checked/cleaned rudder bearings, replaced

Edson quadrant, checked cutlass bearing, replaced shaft seal, realigned shaft (all 2013)

- Racor primary fuel filter/water separator
- Rule 2000 12 volt electric bilge pump
- Whale Gulper 220 12 volt electric bilge pump
- (2) Manual bilge pumps
- 18" dia. Max-Prop propeller
- Cruisair 120 V AC, marine type air conditioner (1999)
- Aluminum fuel tank with deck fill, vent and fuel gauge (2014)
- Fuel piping is USCG Type A-1 fuel hose
- (2) 10 lb. LPG tanks with pressure gauge, regulator, solenoid shutoff valve and rubber hose piping
- Stainless steel, 2-gallon water heater with 120 V AC element
- Electric marine toilet (Groco, K Type)
- Holding tank MSD Y-valve and overboard discharge through a manual diaphragm pump

Engine Performance:

- 1.1 GPH @ 6.5 knots, 1.3 GPH @ 7.2 knots

SAILS and RIGGING

Masthead cutter rig with double spreaders. All sails are in very good condition.

Rigging:

- Painted aluminum mast and boom with Tides Marine Strong track; separate track for storm trysail
- Mast and boom removed winter 2007, all hardware stripped, sandblasted, Matterhorn white Awlgrip applied and hardware re-installed. Chain plates were removed, inspected, electro-polished and re-installed
- Navtec rod rigging (new 2008)
- Removable Forte carbon sprit – extends 4' beyond stem (2008)
- Headstay fitted with Harken Series 2-187 roller furling
- Cutter stay with quick release lever on foredeck (2008)
- Navtec hydraulic backstay adjustment
- Navtec hydraulic strut vang controlled from panel in cockpit
- Main sheet: four-part tackle of braided synthetic line to Harken traveler on cabin top

Sails:

- Neil Pryde Cruising Plus Dacron 6 full-batten mainsail with (3) reefs led to cockpit; lazy jacks (2006)
- 135% genoa

- 100% blade
- 70% yankee
- Staysail
- Storm jib
- Storm trysail
- 3/4 Radial spinnaker
- UK Carbon/Aramid D4 RF #1 Genoa (2008)
- UK Carbon/Aramid DF RF #3 Genoa jib reefable to #4 (2008)
- UK AP Matrix Asymmetrical runner with ATN sock (2008)
- UK Reacher/Heavy Matrix asymmetric with ATN sock (2012)
- UK Code Zero (2012)
- UK Dazy windseeker staysail (2008)

Winches:

All Barent self-tailing, chrome-plated bronze:

- (2) #22 Winch on cabin top at mast
- (4) #22 Winch at cockpit
- (2) #32 Sheet winches on cockpit coamings
- (2) #24 Sheet winches on cockpit coamings

and

- Harken 2-speed power ratio 40 electric winch at cockpit (2008)

SAFETY EQUIPMENT

- 6-Person DSB ISAF-compliant life raft in container mounted on custom bracket, installed on deck (new 2008); serviced by LRSE March 12, 2015; next inspection due March 2018
- ACR Satellite Global Fix EPIRB model RLB-35 CAT II (new 2011); registered through 1/28/2017
- (4) USCG Type I wearable life jackets
- Life Sling overboard rescue system
- USCG Type IV throwable horseshoe buoy on bracket on stern rail
- West throwable man-overboard line
- Man overboard pole in chute
- Jack lines
- (2) Dry 8 lb. chemical fire extinguishers
- Gale Rider 36 drogue with heavy duty rode
- Radar reflector on mast

EXCLUSIONS

The owner's personal effects are excluded from the sale.

Исключения

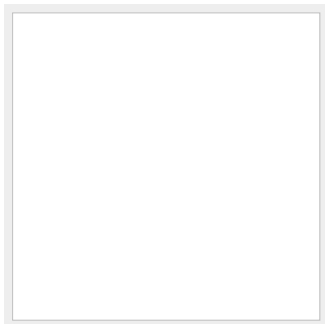
При продаже яхты исключаются личные вещи владельца.

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

Sailing



Salon Fwd.



Stbd. Settee



Salon Port Side



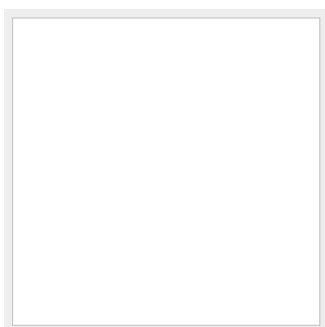
Port Settee



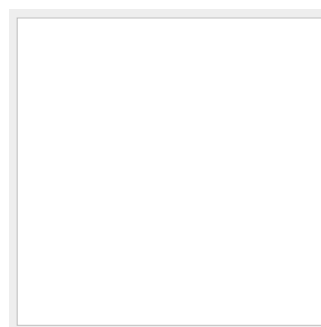
Salon to Aft



Owner's V-Berth



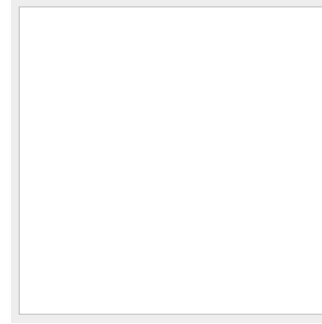
Double Quarterberth Aft



Galley



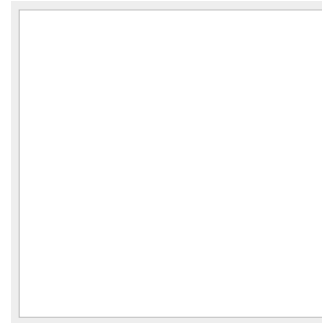
Galley



Salon Stbd. Side



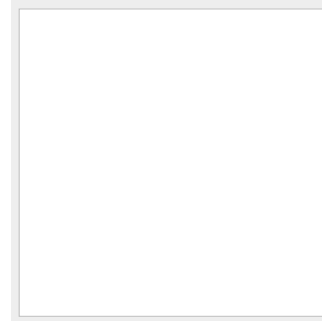
Nav Station



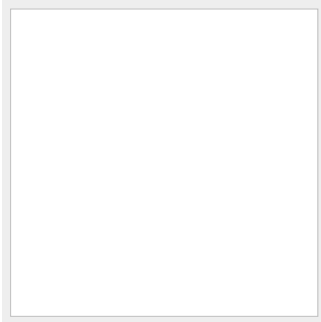
Foredeck



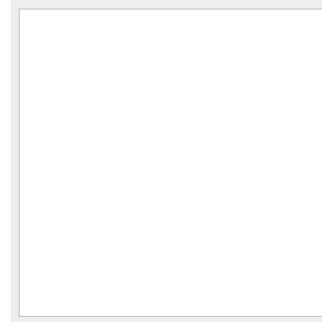
Deck Looking Aft



Cockpit



Looking Aft



Engine (Note V-Drive)



Moored



Aerial Deck View



Racing



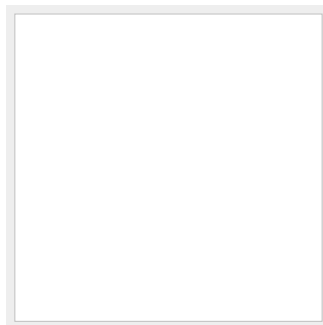
Sailing



Layout



Sail Plan Line Drawing



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



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004