

КИУРОС — LITTLE HARBOR



Судостроитель: LITTLE HARBOR

Год постройки: 1989

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Greece

Длина общая: 58' 0" (17.68m)

Ширина: 16' 2" (4.93m)

Мин. осадка: 5' 2" (1.57m)

Макс. осадка: 12' 0" (3.66m)

Крейс. скорость: 7 Kts. (8 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить **КИУРОС — LITTLE HARBOR** 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 **КИУРОС — LITTLE HARBOR** 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

KIUROS is a magnificent shoal-draft center cockpit, offshore sailing yacht. Maintained by the same captain for close to fifteen years, she's truly a great offering. Priced to sell.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Sloop

Модельный год: 1989

Год постройки: 1989

Страна: Greece

Номер регистрации в береговой охране: 909125

Верх: Dodger

Размеры

Длина общая: 58' 0" (17.68m)

Длина по ватерлинии: 47' 9" (14.55m)

Длина палубы: 59' 3" (18.06m)

Ширина: 16' 2" (4.93m)

Мин. осадка: 5' 2" (1.57m)

Макс. осадка: 12' 0" (3.66m)

Длина привального бруса: 62' 0" (18.90m)

Скорость, вместимость и масса

Крейс. скорость: 7 Kts. (8 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Водоизмещение: 66000 Pounds

Вместимость воды: 490 Gallons

Вместимость сточного бака: 20 Gallons

Объем топливного бака: 400 Gallons

Размещение

Всего кают: 3

Всего коек: 5

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Teak

Комплектация корпуса: Centerboard

Цвет корпуса: White

Отделка корпуса: Fiberglass

Дизайнер корпуса: Ted Hood

Информация о двигателе

Двигатели: 1

Производитель: Luger

Модель: L6414

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

REMARKS

KIUROS has to be the freshest, most beautifully maintained and renovated Little Harbor 58 to hit the brokerage market. Lovingly maintained to the highest standards by her skipper for the past eleven years, her systems and equipment have been continuously updated. A magnificent shoal-draft, center cockpit, offshore sailing yacht, KIUROS is truly a rare offering.

ACCOMMODATIONS

Owner's cabin aft with private companionway to owner's aft cockpit, plus two guest staterooms forward.

KIUROS has three generous staterooms, owner's cabin aft and two double guest cabins forward. The joinery below decks is classic Little Harbor with beautifully varnished teak, finished to a smooth, grain-filled surface. The below decks joinery is highly detailed with raised-panel doors and locker fronts. Lovely fiddles and edgings create a beautiful and masterfully executed nautical ambiance.

The teak and holly cabin sole is built of separate removable floorboards, providing unusually easy access to tank tops, seacocks and machinery. Lock-in type handles are installed with each section. Construction is of solid 3/8" alternating teak and holly laid over a lightweight core material for long-term stability.

GUEST STATEROOMS

The forward guest stateroom is particularly generous with a V-berth that is 9'-6" wide at the head and converts into a most comfortable double. Ample storage is provided by way of drawers, hanging locker and lockers running along the hull deck joint. Aft and to port is the second guest stateroom. This stateroom has a double lower berth with pull-out upper that can be lowered to create a settee using the lower berth. Again, generous lockers and drawers provide good storage.

To starboard is a full head with vanity, stall shower, good locker space and two doors providing either direct access from the main salon or private access from the forward stateroom.

SALON

The main salon is one of KIUROS's calling cards and features Little Harbor hull ports along with stainless opening ports in the cabin trunk. The salon is spacious and comfortable, with a specially designed, contoured L-shaped settee to port with a beautifully crafted drop-leaf dining table. The upholstery is cream leather.

On centerline, KIUROS has seating for two on an island settee. The island settee is unique in that the back rest is reversible. It can serve as a backrest for seating, facing either to port for purposes of dining at the dining table, or shift to the opposite side of the settee to serve as an additional small couch for the coffee table and L-shaped settee to starboard. The starboard L-shaped settee is built so that it may be converted to a wide berth for extra sleeping accommodations.

KIUROS's main salon is truly exceptional. The detail and design allow it to feel cozy, yet at the same time be light and airy. She is tastefully equipped with Cantalupi chrome-plated brass light fixtures. Ventilation is exceptional with stainless cowl vents, overhead hatches and opening stainless port lights. With her built-in fixed hull ports and cabin ports above, one has a view of the outside world from the salon, whether seated or standing.

GALLEY

Adjacent to the companionway and after the salon is a U-shaped galley. The galley is equipped with a Seaward Princess stove, new Frigoboat water-cooled DC system for double-door fridge and double-door freezer. The fridge is both top and side loading, generous in size and has stainless shelves and liners. The galley is beautifully detailed with locker space below and above the counters. There is good ventilation from dorade ventilators, opening deck hatch and ports. There is an eye-level microwave. The galley is nicely positioned one step down from the salon and allows a sense of privacy for food prep in the galley, yet the person in the galley is not divorced from conversation in the salon.

- Frigoboat refrigeration with separate top and bottom loading (both units are 12v DC, replaced 2014).
- Seaward Princess 3-burner stainless steel stove with oven
- Sharp microwave oven
- Deep double stainless sinks with hot and cold water
- Custom toaster oven
- Hamilton Beach blender
- Spice racks
- Knife holder
- Toaster and Nespresso coffeemaker (run off new Victron 3kW inverter)

NAV STATION

Across the salon to port is the navigation station. The navigators' desk faces aft so that when seated at the table one can easily communicate through the companionway with those in the cockpit. The Nav equipment has been upgraded with the latest Garmin electronics linked to the cockpit.

MASTER STATEROOM

The master stateroom is aft and can be accessed from the private aft cockpit or on the port side from the nav area/bar/freezer area. This cabin contains ample drawers and lockers, safe, two hull

ports, plus four opening stainless steel ports in the cabin trunk. There is a queen-sized berth to port with a custom memory foam mattress with settee/pilot berth opposite. Hanging lockers are on port and centerline. To starboard is the owner's head with a separate stall shower and substantial drawer storage.

ELECTRONICS and NAVIGATION EQUIPMENT

- Robertson Autopilot with remote AP300X control box
- ICM 421 VHF
- Garmin 5012 main unit networked to a 5008 repeater in cockpit
- Garmins are set up to display charts, AIS, radar and engine instruments in any combination
- Garmin radar
- Hydra 330 B&G 20/20
- Auto loud hailer
- Fluxgate and magnetic sailing compasses
- AIS transponder
- Weatherman Navtex at nav station
- Back-up GPS and radios
- Hand-held Inmarsat satphone

TV/STEREO:

- Cockpit speakers
- Speakers in main salon, aft cabin, main cockpit and aft cockpit
- JVC monitor, DVD player on retracting platform
- Panasonic stereo in salon

ELECTRICAL SYSTEM

DC ELECTRICAL SYSTEM:

The yacht's DC electrical supply is 12 volt, supplied by a bank of six heavy-duty gel cell type house batteries (replaced 2014), with a total capacity of 1,200 amp hours. An independent 200 amp-hour battery is dedicated to engine starting. There is also an independent 12 kW Northern Lights Genset battery. House batteries are charged by a 135-amp engine alternator and the engine battery is charged by a 55-amp alternator. Alternatively, all batteries may be charged by a new 12-volt automatic Victron interface inverter/charger run off the generator, or by shore power.

All ship's wiring is of tinned copper wire run in a PVC conduit system from bow to stern. Access for service or additional wiring installation is made easy at load center junctions concealed by a watertight cover. All wires are colored and numbered for easy identification.

Features:

- Running lights
- Masthead lights
- Steaming light
- Compass light
- Spreader uplights
- Spreader down lights for deck illumination
- Stainless or brass overhead dome lights
- Stainless or brass "Frigast" reading lights
- Lights in heads and galley
- All the above are new LED
- Chart table gooseneck light
- Forepeak, lazarette and engine room lights
- Combination red/white lights in galley and over chart table
- Night vision lights
- Deck lights at all points of boarding, port, starboard and aft
- (2) LED boom lights for dining
- (1) LED passerelle light fitted in end of boom

AC ELECTRICAL SYSTEM:

ASEA 12 kW shore power converter transformer to allow 220 or 110 VAC, making her a true global cruiser. The yacht's AC electrical system is 110 volt/60 cycles. AC power is supplied by two 50-amp shore power inlets. AC power is also supplied by a 3000 watt Victron inverter/charger and by a 12 kW Northern Lights diesel generator (in full sound shield), new 2014. AC functions include water heater, battery charger, refrigeration, electrical outlets, inverter, microwave oven, ice maker etc.

There are two main switch panels located in the vicinity of the nav station.

Other features include:

- Main DC and AC breakers
- 33 DC branch circuit breakers with back lighting
- 11 AC branch circuit breakers with back lighting
- Battery test meters
- Reverse polarity indicators
- DC and AC voltage and load current meters
- Variable speed fans installed in main salon and at each berth
- Automatic on/off switches for hanging locker and refrigerator/freezer lights
- GFIC water AC outlets in heads and galley
- Waterproof 12 volt outlet at the steering pedestal
- Engine, rudder post, mast step, chainplates and seacocks are grounded to a 6" copper strap, glassed to hull, running from bow to stern on both sides of hull
- Electrolysis protection is provided by zinc anodes installed on the propeller shaft and inside the centerboard trunk

- Copper screening fiberglassed into hull for radio antenna ground
- Separate grounding bar installed for electronics

GENERAL CONSTRUCTION

All exposed hull surfaces are lined with solid teak ceiling strips and installed with spacers to ensure proper ventilation. The overhead is divided into removable sections covered with off-white Formica.

Hanging lockers and lockers under berths are lined with aromatic western red cedar. All other lockers above seat level are meticulously lined with teak. All wiring and plumbing is completely hidden from view in these lockers by removable panels.

Galley and head countertops are granite-colored Corian inlaid with a darker Corian outlining the edges. All other countertops in the boat are teak with a holly inlay. Berth and seat tops are Formica-lined with access to storage below through multiple lift-up openings.

All water and fuel tanks are below cabin sole level, providing extensive storage under seats and furniture throughout the interior. Canvas lee cloths are installed for all berths. Berth mattresses are 5" thick, using laminated variable density foam for added comfort. Ample shelving, bookshelves and handholds are provided throughout the interior.

The bilges are faired and finished with gray Gelcoat.

COCKPIT

The main cockpit is large and functional, designed for easy entrance/exit port and starboard without climbing over coaming. A custom-designed molded FRP steering pedestal houses all engine instrumentation, sail handling functions and sailing instruments for easy access by helmsman, as are all deck winches. A steering compass and Garmin GPS 5008 are installed on the steering pedestal; a solid teak table with drop leaves installed ahead of the pedestal includes provision for insulated built-in deck cooler. Built-in lockers for storage of rope tails outside of cockpit.

HULL

The hull is molded in FRP with 3/4" Airex foam core for added strength and sound/thermal insulation. Vinylester resin is used on the exterior skins for the highest possible resistance to water osmosis, plus epoxy bottom coating with Interlux 2000 system.

CENTERBOARD:

The centerboard is molded FRP with bronze protective shoe in leading edge and solid FRP

around pin area. The centerboard has a highly efficient foil shape and is filled with structural putty and lead ballast to provide negative buoyancy. Centerboard is raised hydraulically via the Navtec panel in the cockpit. The centerboard trunk is molded FRP. Centerboard configuration offers minimum draft of 5'-2" with board up and maximum draft of 12' with board down.

RUDDER:

The balanced spade rudder is molded FRP with 5" stainless steel rudderstock. Rudder blade molded around stainless steel frame welded to rudderstock. Rudderstock supported by upper bearing (Harken, new, 2013) and lower Duromax bearing. A bronze stuffing box is provided with Teflon-impregnated packing. A retractable rudder blade, with 5'2" draft up and 7'6" draft extended, pivots up and down to provide excellent rudder shape without sacrificing KIUROS' unusually shoal draft with centerboard up.

BALLAST:

All ballast is lead cast in place and fully encapsulated by the fiberglass hull and keel. The top of the lead is covered with approximately 1/2" solid FRP.

OTHER:

All structural bulkheads are bonded to the hull and deck with FRP and Airex foam spacers. Floor beams are mahogany, interlocked and bonded to hull for rigid and durable support of cabin sole. FRP fuel and water tanks integral to the hull, for additional stiffness to hull laminate and to use the maximum amount of volume available. All tanks fully baffled with ample inspection ports. Water tanks are coated with clear Gelcoat. Chainplates are 316 stainless flat bar weldments thru-bolted to reinforced FRP attached to hull. Stainless mast step 1/4" thickness, with limber holes and provision for 3" of fore and aft adjustment. FRP engine bed with steel reinforcement, bonded directly to hull.

DECK

DECK CONSTRUCTION:

The deck is constructed of FRP with Divinycell H-80 foam core for strength and stiffness. In areas where deck equipment is installed, core is replaced with Divinycell H-200 high-density foam. Cockpit sides and coaming are solid fiberglass. Deck flange is solid glass, approximately 3/8" thickness. The deck is bonded and bolted down with epoxy putty to the inboard angled hull flange with 5/16" bolts on 8" centers. Additional fastenings are provided with teak toe rail thru-bolted on 8" centers. All deck hatch landings are molded in FRP. The hull was painted Awlgrip White in 2006. The housetop and non-skid were Awlgrippped Eggshell White to match hull in 2006.

DECK/CUSTOM STAINLESS WORK:

Stainless bow pulpit with port and starboard running lights; stainless steel stern pulpit with boarding gate and stern light; 30" stainless stanchions and double lifelines with side gates; stainless steel stemhead anchor roller fitting to starboard and a stainless steel removable bowsprit for Code Zero sail to port; built-in mooring line fairleads and installed flush with toe rail. Stainless steel stern and springline chocks flush with toe rail; stainless steel chainplates; stainless steel non-fouling guard rails over dorade boxes; stainless steel steering wheel with leather trim over teak; four stainless steel genoa tracks inboard and outboard with reference numbers stamped on top; stainless steel foot block bases; stainless and teak folding boarding ladder amidships.

DECK JOINERWORK:

Hand-laid teak side decks and cockpit sole (teak refit 2006), approx 8mm thick, bedded and fastened to deck; solid teak toe rail flared and tapered to follow hull topsides and fitted to mooring in chocks; solid teak dorade boxes with Lexan tops with dovetail joints; teak eyebrow rail along cabin side and wrapped around front and back of cabin; teak handrails; solid teak cockpit backrests; solid teak framed Lexan companionway hatch slides and teak/Lexan sliding companionway hatch with teak faced FRP spray hood to house instruments. The teak deck has been sanded, re-caulked, re-plugged as required under a regular maintenance regime.

DECK HARDWARE:

- Hood stainless steel opening portholes
- Stainless steel deck hatches
- Stainless steel cowl vents
- Flush deck prisms installed for extra natural light below
- Harken stainless steel padeyes and stainless steel roller-bearing deck and fairlead blocks
- (6) Stainless steel mooring cleats
- (2) Genoa fairlead cars and (4) eye cars
- Antal genoa cars and stoppers, new 2006
- (2) Stainless Harken runner blocks
- Maxwell anchor winch and motor with controls in cockpit, new 2007, and new motor 2012

SAILS and RIGGING

RIGGING:

- Hood double spreader electric Stoway rig
- Hydraulic backstay, boom vang and centerboard
- Reckmann RF90-2 headstay furler, foil and swivels with new controls in cockpit, 2006
- New rod rigging shrouds, diagonals, lowers, forestay and backstay with insulators, 2014
- All running rigging replaced Oct. 2013
- Staysail package: staysail, inner forestay with quick release, runners
- Code Zero package, including removable bowsprit

- Full spinnaker package: pole, butt hoist, topping lift, and pole storage on mast (not in use currently, but available)
- Navtec hydraulic boom vang and backstay with fail-safe turnbuckle with control panel in cockpit
- Masthead light/tricolor/strobe LED, new 2014

SAILS:

- Hood No 1 Vectron genoa 120%, 2011
- Hood No 2 Vectron genoa 90%, 2011
- Hood furling mainsail, 2011
- Code Zero, 2011
- Halsey/Lidgard staysail
- Storm jib

WINCHES:

- (2) Barent 36 ST-PW-S electric primaries
- Barent 32 ST-W-PS electric mainsheet
- Barent 32 ST-PW-S electric outhaul
- Barent 24 ST Halyard winches on mast
- Barent 28 ST running back winch

Rigged and laid out for single-handed operation with all aspects of sail handling within reach of the helmsman with minimal effort.

ENGINE / MECHANICAL EQUIPMENT

Power is provided by a 140 hp Luger L6414D fresh water-cooled diesel. The engine is fitted with twin alternators for battery charging with VDO instruments for tachometer; 2 amp meters; volt meter; low oil pressure alarm and high water temperature alarm. The wet exhaust system includes a water-lift type muffler, anti-siphon break and stern riser with discharge at transom. Engine controlled via electric on/off switch and Kobelt single-lever shift and throttle controls. Engine start is via single 200-amp hour battery. In case of low voltage, an emergency start switch paralleling all house batteries to the starting circuit is provided.

The main engine turns a 27" diameter Max Prop Ecowind feathering 4-blade propeller (new 2012) connected to the engine by a 1 3/4" diameter Aquamet stainless shaft. The Maxprop Ecowind not only has negligible drag but automatically adjusts blade pitch to sea conditions, giving approx 30% better fuel economy than the standard Max Prop. Propeller thrust is absorbed by a thrust bearing secured to a structural bulkhead. A Scatra flexible engine coupler connects the thrust bearing to the engine, allowing for installation on flexible mounts to eliminate engine vibration. A "bellows" type stuffing box is provided for the propeller shaft for maintenance-free operation. The engine room is insulated with a foam/lead sandwich providing a total thickness of 3". The engine room is extremely well insulated and machinery noise throughout the boat is

minimal. Engine access is via removable side doors in the passageway aft, the galley, aft cabin and head. The engine room has 12-volt lighting and twin fans for air intake and discharge. To facilitate major engine work, the entire front section of the engine room is removable for easy access.

ADDITIONAL EQUIPMENT

- Full reverse-cycle air conditioning throughout
- Sea Recovery watermaker, 1,500 gpd, new 2002
- Richfield 300 hydraulic bow thruster
- Ocean Safety 8-man life raft, 2014
- Outboard motor davit, removable
- Maxwell electric 2200 reversible windlass with cockpit control
- 66 lb. Bruce anchor with 100m 3/8" HT chain
- 66 lb. Delta anchor with 250' 3/4" nylon rode & chain
- 75 lb CQR anchor, new 2006
- Stainless deck chocks for 2 anchors at bow
- Freshwater washdown on foredeck
- Teak cockpit table with double drop leaves, end pieces and cover
- Hot and cold fresh water shower, flush mounted in separate stern locker
- 3-tank Camping gas installation in stern locker, 2005
- Halon automatic remote fire extinguisher system with manual control from helm
- Marquard tinted Lexan topside hull ports
- Companionway doors with screens and drop boards
- LCD TV
- Cellular phone with fax modem
- Teak pulpit seat
- Stainless steel and wood stern-mounted passarelle
- (2) 20 lb. Propane tanks
- Teak mast cover
- Varnished teak outboard mount with stainless cover plates
- Hood bosun's chair
- Teak shower seats
- Various custom extras: fitted sheets, blankets, bedspreads, pillow shams etc.
- LED reading lights in main salon
- Lugger major spares kit
- Northern Lights generator spares kit
- Fans in all cabins
- Indirect valance lighting with dimmers
- Custom slides on hatches for screens & blackout
- Dorade vent shutoffs
- Safe in aft cabin
- Varnished teak flagpole with ensign

- Holding tank for each head
- Jack lines
- 2000 Candle search light
- (8) Life jackets with harnesses
- Custom tool caddies in engine access doors with full complement of tools
- Dodgers for main and aft cockpits, 2011
- Biminis for main cockpit, 2011
- Sun shades fore and aft
- Exterior brightwork canvas covers
- Cockpit cushions
- Weather cloths for companionway
- Deck and cabin sole runners
- Air conditioning units, 2006
- New hoses, stem to stern, 2002
- Completely rewired, 2002
- Extensive collection of pilot guides and charts

EXCLUSIONS

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

Исключения

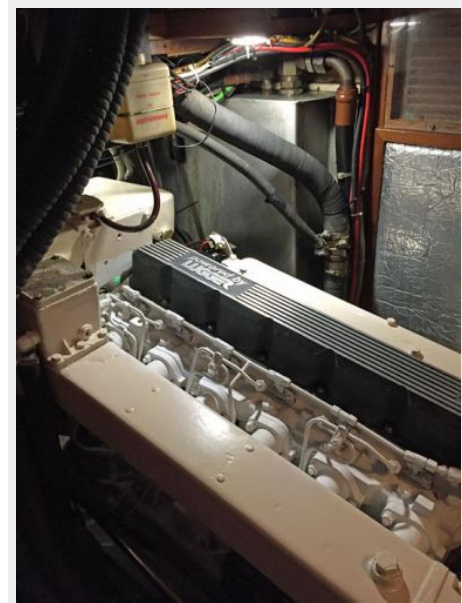
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ФОТОГРАФИИ







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