

BELIEVE — SAN JUAN



Builder: SAN JUAN

Year Built: 2006

Model: Cruiser

Price: PRICE ON APPLICATION

Location: United States

LOA: 48' 0" (14.63m)

Beam: 15' 6" (4.72m)

Min Draft: 3' 0" (0.91m)

Cruise Speed: 30 Kts. (35 MPH)

Max Speed: 36 Kts. (41 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Believe — SAN JUAN** 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 **Believe — SAN JUAN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Basic Information

Category: Cruiser

Sub Category: Downeast

Model Year: 2006

Year Built: 2006

Country: United States

Vessel Top: Hardtop

Cockpit: Yes

Dimensions

LOA: 48' 0" (14.63m)

Beam: 15' 6" (4.72m)

Min Draft: 3' 0" (0.91m)

MFG Length: 51' 0" (15.54m)

Speed, Capacities and Weight

Cruise Speed: 30 Kts. (35 MPH)

Max Speed: 36 Kts. (41 MPH)

Displacement: 40000 Pounds

Water Capacity: 120 Gallons

Holding Tank: 60 Gallons

Fuel Capacity: 720 Gallons

Accommodations

Total Cabins: 2

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Detroit Diesel/MTU

Model: Series 60

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

PLEASE NOTE:

SPECIAL FINANCING AVAILABLE!

Accommodations

Boarding **BELIEVE** from the stern through a transom door will find a large cockpit that was designed to allow ample room for sitting, dining, water sports, and sun bathing. The cockpit features a built-in transom seat that hinges forward and opens mechanically to reveal a tender garage. This in transom garage allows for safe and secure storage of a dinghy and makes launching and retrieving a breeze. A hot and cold water cockpit shower is also located at the transom. Forward of the transom bench seat in the cockpit are two large sun pads/lounges to both port and starboard. Removable hatches located beneath the seating or sun pad provide access to the engines for service and there is a hydraulic day hatch for entry as well. The teak cockpit sole is level from the transom all the way to the forward house bulkhead and the cockpit is separated from the salon and helm area by a clear panel bulkhead and clear door, tying these areas together even when closed up and allowing excellent rear visibility from the teak cockpit sole is level from the transom all the way to the forward house bulkhead and the cockpit is separated from the salon and helm area by a clear panel bulkhead and clear door, tying these areas together even when closed up and allowing excellent rear visibility from the helm. When occasion and weather permits, the clear panels of the aft bulkhead can be removed allowing for easy pass through from the salon's large settee to port and the wet bar and cocktail prep area to starboard. The settee has a large semi-circular high gloss teak table for dining. A hydraulic sunroof retracts in the hardtop providing an even greater open-air feel. Moving below in the cabin a full featured galley is to port and a guest stateroom is to starboard. The guest stateroom opens to the lower companionway with a wide pocket door and this area can be used as an additional seating area with the bed converted to a settee. At night the settee can be converted to a queen berth with a pipe berth above for additional sleeping capacity. This stateroom has its own head with stall shower. Forward is the master stateroom which has fine teak joinery with a satin finish, solid framed doors, bookshelves, underberth stowage, and beautiful trim work that ties in the decor. A centerline queen berth provides a restful night after a fun day of cruising and playing on the main deck! The master head is of good size and features a second stall shower. All interior areas have close to seven feet of head room, top appliances, craftsman like fit and finish, etc. There is also a washer and dryer conveniently located under hinged steps to the pilothouse. 44,000 BTU chilled water HVAC Hotwater circulating pump Full-size refrigerator Fisher & Paykel dishwasher 3-Burner electric stove top Convection microwave Double stainless steel sink Solid surface counter tops with teak rails Washer/dryer VacuFlush head system Cockpit entertainment area with wet bar and cabinets U-Line fridge/icemaker HDTV flat screen TV Alpine stereo with CD and remote control

Electronics

Garmin AIS 600 - **New 11/15** Garmin 8212 Touch-screen GPS - **New 11/15** Garmin 4kW High Definition radar with 4' open array - **New 11/15** VHF - **New 11/15** Simrad AP 26 autopilot interfaced with plotter VEI Marci 4 computer with Admiral 11 software SAT weather overlay KVH Sat Phone and Internet Mobile phone and web signal amplifier Raytheon display for Airmar weather unit Wireless keyboard and remotes for VEI unit Chain rode counter at helm Compass Tankwatch system Electronic Single Lever engine controls DDEC MultiPurpose engine displays Bow and stern thruster controls ACR spotlight with remote at helm Teak rimmed stainless steel steering wheel High gloss Burmese teak helm console

Electrical

Northern Lights 12 kW generator with approximately 1225 hours Shore power, 50-amp with Cable Master 220V/110V AC system and breaker panel 12V DC system and breaker panel House, generator, and starting batteries Battery charger Voltmeter and ammeter All marine hardware in hull is bonded

Engine and Mechanical

BELIEVE features a straight drive inboard configuration with prop tunnels which allow for low shaft angles and reasonably shallow draft. The props are spaced 7'5" apart which creates good cornering agility underway as well as good leverage for maneuvering around the dock. With excellent site lines and a bow and stern thruster, close quarter maneuvering is very easy. Steering is fingertip smooth thanks to the Marol rotar-actuated hydraulics that also blocks rudder chatter at the helm and removes wheel creep in turns as well as on straightaways. The rudder stocks are stabilized in gusty stainless steel fabrications bolted into stainless plates that are laminated into massive hull foundations during the infusion process. The engine compartment is lined with sound insulation to reduce noise levels. Engine compartment hatches are gasketed to reduce noise levels as well. Detroit Diesel/MTU Series 60 engines with approximately 1450 hours Electronic controls Racor fuel filters Aqualift custom designed exhaust system Automatic fire suppression system Oil Exchange system 720-Gallons fully baffled aluminum fuel tank with a double fill for faster refueling 120-Gallons baffled stainless steel fresh water tank (3) Bilge pumps with automatic float switches Bilge alarm system with audible and visual alarms at helm 600-Gallons per day water maker Built in the USA using American Bureau of Shipping Rules as guidelines. Machinery and equipment installed using the rules and regulations of the United States Coast Guard and the American Boat and Yacht Council.

Deck & Hull

A traditional flared bow with fine entry and tumble home aft is complemented by the hydrodynamically efficient underbody. The hull and deck were formed using Kevlar, E-Glass, and

Corecell foam core composites that were vacuum infused with epoxy vinylester resin to yield a strong lightweight structure with high glass to resin ratio. The core is removed and replaced with solid glass and extra laminations in areas of major penetrations and high stress. Watertight structural bulkheads separate the hull into separate zones with dedicated bilge pumps. Structural bulkheads are built using Corecell foam core with E-Glass skins infused with epoxy vinylester resin. There is a composite swim platform with teak inlay and molded rubrail with stainless striker. Hull is painted "Flag Blue" with Awlgrip. Cockpit and pilothouse sole are all laid teak decking. Windlass with controls at helm Teak toerails Polished stainless steel deck cleats Custom stainless steel mooring line chocks Stainless steel deck fuel fills Stainless steel bow roller with anchor with chain rode Low profile deck hatches Stainless steel port lights Teak flagpole with stainless steel socket Teak handrails located on pilothouse roof and cabin top All exterior teak is bright finished Pilothouse windshield and side window glass is light gray tinted, 1/4" bonded, tempered glass with ceramic frits Non-tinted 1/4" tempered glass is bonded into the "scallops" on the aft sides of the pilothouse Hinged composite electronics mast folds down for low bridge clearance Sun screen material windshield covers Spare props **Updates New 11/2015:** Awlgrip Flag Blue hull New sump on chillers New headliner in Salon New cushions in Wheelhouse and Cockpit New windshield cover New short aft Bimini Sunshade New Dripless shaft seals and housings on both shafts New Cutlass bearings Props computer balanced Running gear painted with Interlux anti-fouling New water pump to port engine

Tender Garage

The transom hydraulically lifts to expose the tender garage that can store up to a 10' rigid bottom inflatable tender. The boat is launched and retrieved via an electric davit that is stored in the garage area.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

Salon



Salon



Galley and Companion Way



Galley and Companion Way



Galley



Galley



Bow



Toe Rail



On-Deck Bar Detail



Electrical Panel



Laundry Under Steps



Laundry



Master Stateroom

Master Stateroom



Master Stateroom Locker for Safe

Master Stateroom Looking Aft



Master Stateroom Safe



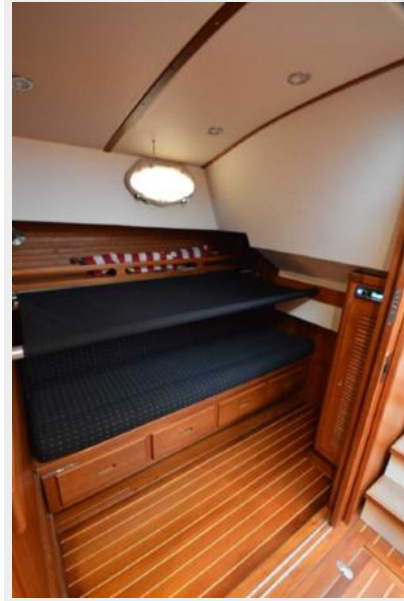
Master Stateroom Entertainment



Master Head



Guest Stateroom



Guest Stateroom



Engine Room Access



Engine Room Detail



Engine Room



Engine Room and Generator



Engine Room and Generator



Engine Room



Engine Room



Bow



On The Hard



On The Hard



Fresh Varnish



Fresh Varnish



BELIEVE at Dock







CONTACTS

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