

NO NAME FORMULA — FORMULA



Судостроитель: FORMULA

Год постройки: 1977

Модель: Яхты с центральной консолью

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 23' 0" (7.01m)

Крейс. скорость: 34.75904968 Kts. (40 MPH)

Макс. скорость: 50.400622036 Kts. (58 MPH)

Купить No Name Formula — FORMULA 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 No Name Formula — FORMULA 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

Основная информация

Тип судна: Яхты с центральной консолью Подкатегория: Walk-around

Модельный год: 1977

Год постройки: 1977

Страна: United States

Кубрик: Да

Размеры

Длина общая: 23' 0" (7.01m)

Скорость, вместимость и масса

Крейс. скорость: 34.75904968 Kts. (40 MPH)

Макс. скорость: 50.400622036 Kts. (58 MPH)

Вместимость воды: 25 Gallons

Объем топливного бака: 125 Gallons

Корпус и палуба

Материал корпуса: Fiberglass

Отделка корпуса: Aluminum

Информация о двигателе

Двигатели: 1

Производитель: Suzuki

Модель: 4 Stroke

Тип двигателя: Outboard

Тип топлива: Gas

ПОДРОБНОЕ ОПИСАНИЕ

Remarks

Preliminary Listing Originally built in 1977, this 23' Formula has been restored by a knowledgeable yachtsman and must be seen to be appreciated. The boat is truly incredible!

Construction

5-year restoration to standards far exceeding new. The reconstruction process included the following: · Built precise jig to properly support hull during the restoration. · Delaminated one later of fiberglass on inside of hull to achieve better bonding with new resins and fabrics. · Replaced all stringers and bulkheads with solid fir. · Transom was laminated triple ¾" Bronzeal, all epoxy glued, encapsulated, and overlapped into an integral unit with hull. · WEST epoxies used on all structural work. · Removed original inner liner and bonded 1/2" Cormat to inside of hull between top deck and cockpit deck. Glassed over with 1708, lapped at cap and cockpit deck, then one layer of mat. Carefully faired and finished to achieve a molded-in appearance. Provides stiffness, strength, and sound reduction. · Installed new 1/4" wall marine aluminum fuel tank by TNT. Capacity is 125 gallons. · Created separate, bullheaded compartment for a 25-gallon freshwater tank, also by TNT. · Tanks were repositioned from original location to achieve proper balance with the outboard power. · Cockpit deck utilized ½" Bronzeal plywood, covered by 1708 biaxial top and bottom and joined at all strings and bulkhead with a combination of mat, lapped and tabbed by 1708, creating a very rigid "uni-body" structure.

Upon completion of the structural part of the project, the hull was turned upside down and received a complete and accurate blueprinting. Any and all running surfaces were "long-boarded" and faired to perfection – far better than new. Chines and strakes were also trued and edges sharpened for max performance.

The hull bottom has sprayed-on gelcoat for maximum durability which was wet-sanded and polished to a high gloss. The hull sides, top decks, and interior are finished in DuPont Imron. The fit and finish of this boat has been completed to the highest yacht standards!

A sea chest (6" wide x 5" high x 15" long) was fabricated and glassed into the hull just forward of the transom. The sea chest is covered by a custom 1/8" thick perforated stainless steel screen, which feeds two livewell pumps and the saltwater wash-down.

Lenco Marine custom built and installed the 3/16" Stainless steel trim tabs.

Features

This boat's interior incorporates a totally custom, un-obstructive design with the following features: · 360-degree, contoured coamings for comfortable support. Height at top of coamings is 23". · Full-width doors across transom for complete access to engine rigging and batteries. · (2) large (18"x 52") in-deck storage compartments aft. · Access hatch to all bilge, livewell and wash-down pumps. · 50-gallon in-deck oval livewell with tri-level venture inlets for complete water circulation. · 180-gallon insulated, in-deck fish box or storage forward of console (78" x 26" x 20"). · Top-loading anchor locker in forward top deck with secure anchor hold-down. · Six Accon pop-up cleats, 2 each located at bow, stern, and midship. · 12 Rupp flush mounted rod holders in gunnels. · A Birdsall pivoting rocket launcher with 4 Rupp flush mounts and Pompanette polished stainless pedestal is centered in the aft cockpit.

The center console was custom-designed and built of fiberglass/Divinycell core sandwich construction. It features a walk-in front door with six Rupp vertical flush mount rod holders, built-in tackle drawers, and Piano box racks behind sliding doors, and a 72" tall, custom ½" thick plexiglass windshield. A custom powder-coated T-top by Birdsall Marine with "screw-less" mounting is installed atop the console. There is ample room within the console to install a toilet.

Electronics are mounted inside a raised compartment and include a Garmin 12-inch color GPS/Sounder and ICOM VHF radio. A complete breaker panel is also housed behind the clear, sliding plexi doors along with the electric, jack plate control.

Other console features are a 13" Edson steering wheel, custom trim tab control switches, 5" Ritchie Super Sport compass, and recessed stainless steel drink holders. A custom leader dispenser feeds mono through the aft console face.

Engine

A 300 HP Suzuki four-stroke, extra long shaft motor provides power. It is mounted on a powder-coated, 10" set back Stainless Marine bracket with a CMC jackplate for complete engine trim and height adjustment. The engine is still close enough to the transom to provide full "fish-around" capability. This motor has integrated power steering and is essentially a brand new engine.

Trailer

The trailer is a custom-built aluminum Boat Master with extra-heavy duty I-beams, complete stainless package, and DL two speed winch. It has been thoroughly freshwater-washed after every use. Birdsall Marine installed custom boarding steps at the winch stand and a non-skid deck on the trailer tongue. Excellent Goodyear Marathon radials are mounted on polished 10-hole alloy wheels.

Performance

· Top End Speed – 50 MPH · Cruise Speed - 35 MPH (8 GPH)

Summary

This boat was lovingly and meticulously restored. Since completion of the restoration, it has never spent a night outdoors. In every way, this boat is better than new and has proven to be the best performing offshore hull of its size ever built. It was the hull from which all of the original Contenders, Sea Vee's, and Intrepid boats were developed. If you love to sailfish, or are an avid offshore angler, this boat is the perfect fishing machine. She is available for sale only because the owner is now spending all his fishing time in the Pacific.

Исключения

При продаже яхты исключаются личные вещи владельца.

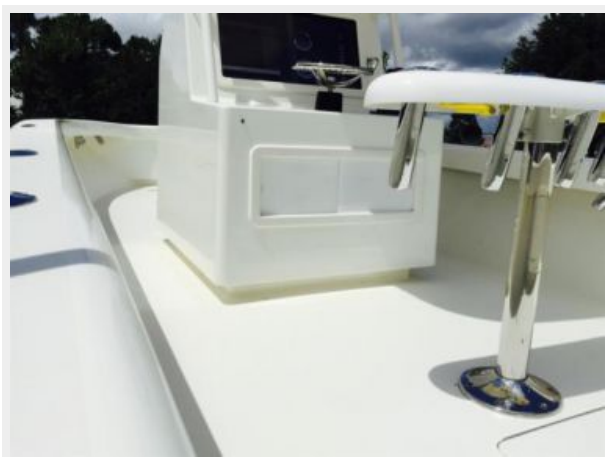
Отказ от ответственности

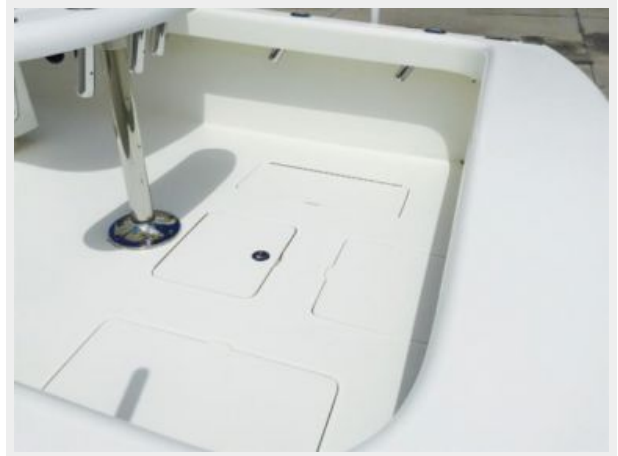
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ФОТОГРАФИИ











КОНТАКТЫ

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрето**

Адрес



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STE 213, Dania, FL 33004