

ALEXIS — STEPHENS



Судостроитель: STEPHENS

Год постройки: 1977

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 90' 0" (27.43m)

Ширина: 21' 6" (6.55m)

Макс. осадка: 6' 0" (1.83m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 12 Kts. (14 MPH)

Купить **Alexis — STEPHENS** 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 **Alexis — STEPHENS** 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

This 90' Stephens Motoryacht is in very good condition both interior and exterior and has been maintained professionally by a full time Captain. The "Alexis" has had the utmost care and highest of quality finishes throughout. It went through a major refit in 2003-04, with an extensive custom interior upgrade by Sylvia Bolton. This boat has been around the world and can be used again as a long range expedition vessel, or a charter yacht (it has never been chartered), or a great local cruising yachts as well. You must see it to appreciate it.

Основная информация

Тип судна: Моторная яхта

Модельный год: 1977

Год постройки: 1977

Страна: United States

Размеры

Длина общая: 90' 0" (27.43m)

Длина по ватерлинии: 80' 11"
(24.66m)

Ширина: 21' 6" (6.55m)

Макс. осадка: 6' 0" (1.83m)

Длина привального бруса: 90' 11"
(27.71m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Крейсерская скорость поворота:
850 Kts.

Дальность на крейсерской скорости: 3600

Макс. скорость: 12 Kts. (14 MPH)

Макс. скорость поворота: 1200 Kts.

Вместимость воды: 3120 Gallons

Объем топливного бака: 7105
Gallons

Размещение

Всего кают: 3

Корпус и палуба

Материал корпуса: Aluminum

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: D-353 T

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Specifications

VESSEL WALKTHROUGH Owner's quarters are below decks aft and accommodate six in three double staterooms, each with ensuite full bath. Crew quarters are forward and accommodate four in three separate staterooms with head. Main deck has an enclosed aft deck, combination main and dining salon, galley and pilothouse.

Starting aft on the Main Deck, a circular centerline table comfortably seats six for dining with settees to port and starboard. A centerline aft door gives access to the cockpit, which has excellent storage. A lazarette is accessible through the lift-up steps. This area contains the spare props, steering motor, 32 volt batteries and miscellaneous deck gear. Aft deck is separated from the main salon by transparent bulkhead.

Moving forward is spacious Main Salon with custom freestanding furniture, cherry wood paneling. Eight large windows allow plenty of light and have recessed teak louvered nightshades.

Forward of the main salon is the Galley. Forward of the galley is the Pilothouse with centerline helm station, chart storage, and navigation station. Helm station offers excellent visibility.

Flybridge access is through the aft starboard section of the pilothouse. The full-width flybridge has twin helmsman seats, settees port and starboard, and storage lockers throughout. Moving aft, to starboard is a 17' Parker center console launch. The aft end of the boat deck has a teak table that can be raised to dining height or lowered to coffee table height. Four teak chairs to make seating for six using bench seat was installed. Also located on the bridge deck is a 16 man Elliot inflatable life raft with a Class B EPIRB conveniently located forward of the port launch.

EXTERIOR DESCRIPTION

Hull: This is a full displacement full keel design with a flared and raked stem, a canoe stern, and a soft-chine with moderate deadrise.

Main Deck: There is a large foredeck fitted with an anchor windlass and chain locker access forward. A Portuguese bridge with centerline gate follows the foredeck, and leads to ample side decks that in turn lead aft past the pilothouse and main deckhouse to a fully enclosed "California" style aft deck. The side decks are covered from aft of the wheelhouse to the aft deck enclosure by the overhanging upper deck. The aft deck is accessed by means of wing doors at the aft ends of the side decks, a glass door aft to port from the cockpit, and a large glass door forward on centerline from the main saloon. The cockpit, which lies five steps down from the "California" deck features boarding gates to port and starboard, access to the steering compartment beneath the

forward steps, and an integral boarding ramp worked into the bulwarks beneath the starboard gate. The bulwarks that surround the main deck and cockpit are approximately 40" high, and capped with teak, and the main deck itself is overlaid with teak.

Upper Deck: Forward is a flying bridge with full-console helm station forward across centerline, a raised helm chair just aft on centerline, a matching observer's chair to port, a companionway hatch inboard to starboard accessing the wheelhouse, "L"-shaped bench seating outboard to port and starboard, and a radar/light mast aft on centerline. The flying bridge is fitted with an aluminum frame and canvas Bimini top, and its deck is overlaid with teak.

The boat deck follows the flying bridge, accessed via a walkway to starboard of the mast. The boat deck extends aft to fully cover the California deck, and outboard to cover the main side decks. It is fitted with a large propane/stowage locker forward to port of centerline, stowage lockers let into the flying bridge seat aft facing to port and starboard, two dinghy davits in line outboard to both port and starboard, and dinghy chocks inboard to port and starboard. Mirror image bench seating is located fully aft, with a centerline engine-throttle only docking station between. The boat deck is enclosed by stainless steel rails forward and aft with vinyl coated lifelines between.

DECK & HULL: Bow seat is located forward of the pilothouse. The aft line handling cockpit has compartments for dive tank, line, fenders, etc. A unique transom door arrangement permits easy access for tender boarding or swimming.

- Dress ship signal code flags
- (2) Baldt 250 lb anchors with 300' of chain on both port and starboard
- Bimini top
- Coast Guard safety package
- Teak Deck
- Fres/Salt water wash down system
- Electric dinghy davits
- Ideal 3 hp electric windlass with capstan
- Fenders
- Lines
- Life jackets
- Life rings
- Navigational lights
- Single electric controlled search light
- Swim platform and swim ladder
- Ideal aft capstan

INTERIOR DESCRIPTION

Lower Deck: The upper portion of the chain locker lies fully forward, followed immediately by port and starboard crew cabins. The starboard cabin features a raised

single berth, ample storage, an opening portlight, and entertainment electronics. The port cabin features stacked single berths, limited storage, an opening skylight hatch in the overhead (the foredeck), and entertainment electronics. A centerline line passageway leads aft from the forward crew cabins, with shallow storage lockers and an enclosed head compartment to starboard, and a Captain's cabin opposite to port. The head compartment features a sink vanity, a marine toilet, an opening portlight, and a stall shower. The Captain's cabin features a raised double berth, ample storage, an opening portlight, and entertainment electronics. A semi-circular stair leads up to the main deck from the starboard side aft along the passageway. The passageway opens out at its aft end into a crew lounge that features a large "U"-shaped dinette, entertainment electronics, a passage door outboard to starboard that leads into a utility room, and a watertight door aft that leads into the engine room. The utility room contains a stacked washer and dryer, the central vacuum unit, first aid supplies, and storage. A full breadth engine room with more than standing headroom follows the crew lounge.

Next aft from the engine room lie port and starboard mirror-image guest staterooms, that feature twin single berths, storage, opening portlights, and enclosed head compartments. The head compartments feature sink vanities, marine toilets and shower stalls. A centerline passageway leads aft from the guest staterooms, with passage door access to the starboard guest stateroom head compartment, linen storage and a semi-circular stairwell leading up to the main deck opposite to port, and a passage door at the aft end opening into the master stateroom. The full breadth master stateroom features an island Queen berth aft, with storage outboard to port and starboard aft, a desk and storage outboard to starboard, a settee and storage outboard to port, a walk-in hanging locker and an entertainment center forward to port, and an enclosed head compartment and a hanging locker forward to starboard. The head compartment features a sink vanity, a marine toilet, and a large shower stall.

Fully aft of the master stateroom lies a small lazarette/steering compartment, accessed from the cockpit.

A bilge compartment with bow thruster and anchor chain storage lies underneath the forward crew cabins, a large bilge compartment with integral tankage outboard to port and starboard lies underneath the Captain's cabin and crew head compartment, and a bilge compartment underneath the crew lounge contains free-standing food freezers and integral tankage outboard to port and starboard.

Main Deck: A pilothouse lies fully forward, and features a helm console on centerline and to port forward, port and starboard side deck entry doors, a raised settee aft to port, a stair just to starboard of centerline leading up to the flying bridge, and a passageway outboard to starboard that leads aft. Immediately aft of the pilothouse and off the passageway to port lies a large "U"-shaped galley. Aft of the galley lies the main saloon, which features a large decorative storage unit forward, loose furniture, an entertainment outboard to starboard, a wet bar aft to starboard, and a semi-circular

stairwell leading down to the lower deck aft to port. The aft saloon bulkhead is framed glass with a large framed glass door, that leads into the fully enclosed California deck lounge area. The California deck lounge features semi-circular built-in seating aft to port and starboard, and a large dining table in its center. Wing doors forward to port and starboard lead out onto the main side decks. A door aft to port leads out and down to the cockpit.

The hull topsides and superstructure are white with a blue bootstripe and blue and gold accent striping.

OWNER'S STATEROOM Owner's Stateroom is aft below deck with a queen size center-lying berth against the aft bulkhead. To starboard is a combination desk/vanity. Opposite to port is a settee. On the forward port section is a large walk-in cedar lined wardrobe, which contains a safe. There is exceptional storage throughout owner's stateroom with port and starboard built-in chest drawers. There are 39 drawers in this stateroom. 25" TV/VCR. Opposite to starboard is an additional full-length hanging locker forward of which is the owner's bath with an oversized shower with fixed showerhead and hand-held showerhead, vanity mirrors, two medicine chests and stone countertops.

The fore and aft passageway has two additional cedar linen closets and central vacuum system.

GUEST STATEROOMS The passageway leads to two identical port and starboard guest staterooms. Each stateroom has two oversized twin berths and center night tables. There are hanging lockers located in each. The guest staterooms each have ensuite baths and stall showers. The starboard guest head is also accessible through the fore and aft passage which also serves as a day head. All staterooms have AM/FM CD players.

CREW QUARTERS The crew quarters accommodate four in three separate staterooms with one bath. Access to the crew quarters is forward to starboard in the pilothouse. Starting forward there are upper and lower berths to port, with hanging locker, excellent drawer and storage space and access to the main deck through overhead hatch. To starboard is a single stateroom with hanging locker and drawer space.

Aft to port is the captain's stateroom, with a berth nearly the size of a double bed. There is a hanging closet the width of the cabin as well as a safe in the closet.

Opposite to starboard is a very commodious head with stall shower. Crew quarters are finished in varnished birch. The crew lounge is to port with entertainment center area to starboard and a walk-in pantry room with washer/dryer. All crew cabins have TVs with built-in VCRs and AM/FM CD players.

CONSTRUCTION Hull: The hull is reportedly constructed of type 5086-H116 and 5086-

H11 aluminum plating, 5/16" on the bottom and hull topsides, 3/8" plating at the garboards, and 1/4" in the bulwarks. The keel is reported to be 6" x 3" x 1/2" x 3/8" aluminum plate, the stem 4" x 3/4" aluminum flat bar, and the horn to be 5" x 3/4" aluminum flat bar. Framing is reported to be 4" x 5/16" aluminum flat bar on the bottom, and 3 1/2" x 5/16" aluminum flat bar in the sides forward, with fifty two frames total fore and aft.

Superstructure: The decks and superstructure are reportedly constructed of type 5086-H116 aluminum, with 3/16" plating for the decks, 1" x 1/4" flat bar at the waterways, and 3/16" plating in the deckhouse. Deck beams are reported to be 3 1/2" x 1 1/2" x 1/4" aluminum angle, and longitudinal deck stringers are reported to be 3" x 1 1/2" x 1/4" angle.

MAIN ENGINES Propulsion is supplied by (2) Caterpillar D353 high speed diesel engines, each rated at 400 Hp. Indicated hours on the port engine are 7,209, and on the starboard engine 11,263 hours. The port engine serial number is 47B4059, and the starboard serial number is 47B4058. The main engines drive through Twin Disc Model MG-521 reduction gears at a ratio of 2.194:1 to 3.5" stainless steel propeller shafts (reportedly Aquamet 22), driving 44" X 44" (4) blade bronze propellers. The port reduction gear serial number is 3E6586, and the starboard is 3E6567. Shaft support consists of aluminum stern tubes and two struts per shaft (not sighted since survey was conducted afloat). Line cutters ("Spurs") are reportedly fit to the aft ends of the propeller shafts. Engine cooling is heat-exchanged type, and exhaust is wet through water injected stainless steel, connected to aluminum silencers, and piped through the hull underbody aft to port and starboard. Engine start is DC electric, and throttle and gear controls are Mathers pneumatic, supplied via a large compressed air receiver located in the engine room, which is turn supplied by a 1.5 Hp Kahlenberg brand compressor operating through a Wilkenson compressed air dryer. Main engine control stations are in the pilothouse, on the flying bridge, and in the cockpit. Engine room air is supplied by two 10,000 CFM tube axial fans, and two 2500 CFM tube axial fans. Both main engines are fitted with 220 VAC block heaters.

MECHANICAL AND ENGINE EQUIPMENT: The engine room is located aft of the crew quarters. The full-width, stand-up height engine room is accessible from the crew quarters through a watertight door. The engine room space is extremely commodious for a vessel of this size with all equipment accessible for routine maintenance.

- Top end overhaul on port main @ 11,500 11/99
- Top end overhaul on starboard @7,500 hours 11/97
- Both generators had a top end overhaul in 1997
- (2) Cruisair reverse cycle air conditioning compressors 4 tons each
- (2) Manually operated electric bilge pumps
- 360 Gallon black water holding tank with Microphor toilets
- Spare tail shaft
- Wagner hydraulic wheel steering

- Lube oil transfer system
- (2) Extra propellers - 4 Blade
- Engine alarms and emergency stop
- NAIAD stabilizers
- Automatic Halon fire system in the engine room
- Sea water temperature gauge
- Sea Recovery 850 gal/day Aqua Whisper Water Maker (new 11/99)
- Westfalia 300 gal/day Centrifuge

FUEL SYSTEM Port and starboard fills, with trays in the house sides. Fuel is transferred between tanks by means of an Oberdorfer ½ hp AC fuel transfer pump, or a Blackmer wobble-type manual pump, plumbed through a manifold system. Fuel is purified and transferred between tanks by means of a Westfalia Model OTC2-52- 137 centrifuge. Primary fuel filtration is by means of the centrifuge, as well as Separ 75/1000 FGX filters for the main engines, and Racor filters for the auxiliary generators. Fuel is piped through flexible hose, and fabricated stainless steel supply and return manifolds.

STEERING SYSTEM Steering is effected by means of a Hough passive hydraulic system, with helm pumps in the pilothouse and on the flying bridge, and twin actuators at the rudders. The passive system is augmented by a 3 HP 115/230 VAC Sperry Vickers boost pump. Steering can also be actuated via the power pack of the Simrad AP50 autopilot system. The twin, reportedly foil shaped fabricated stainless steel rudders are connected by a tie rod, which is in turn moved by the twin actuators. In addition, an emergency tiller is housed in the steering compartment, fitted to socket on top of either rudderstock.

BILGE SYSTEM The primary bilge pumps are two 1 HP AC driven Jabsco-type impeller-type pumps serving an aluminum manifold fitted with stainless steel valves. There are eight bilge pick-up points for this system.

There are two 12 VDC submersible bilge pumps in the engine room and one similar in the lazarette each fitted with automatic float switches and manual overrides.

There are high water alarms in eight separate bilge locations, which are audibly enunciated.

EXTERIOR EQUIPMENT The following equipment is either deck or hull mounted:

One (1) Ideal brand horizontal windlass with vertical capstan and port and starboard chain gypsies, driven by a 3 HP motor, and fitted with manual band brakes on the gypsies, clutches, and chain claws.

Naiad 301 hydraulic roll stabilizer system with 12 sq. ft. fins.

American Bow Thruster brand 16" driven hydraulically off the port auxiliary engine.

One Ideal brand AC electric warping winch in the aft cockpit.

Four (4) Ideal brand aluminum tender davits, each fitted with 2 HP AC electric winches, equipped what appears to be 5/16" 7X19 stainless steel cable.

The equipment that is hydraulically powered operates off a Denison brand hydraulic pump driven off the port auxiliary engine, through an HPS hydraulic reservoir module.

TANKS Fuel: 7,105 gallons in (4) integral aluminum tanks **Potable Water:** 3,080 gallons in (3) integral aluminum tanks **Black Water:** 310 gallons in (1) integral aluminum tank **Gray Water:** 160 gallons in (1) integral aluminum tank **New Lube Oil:** 110 gallons in (2) aluminum tanks **Used Lube Oil:** 120 gallons in (1) aluminum tank

HEATING/AIR-CONDITIONING Heating/air-conditioning is provided by a Cruisair MPARD55CA3 8 ton unit comprised of (2) 4 ton chiller/compressor units, providing heated or cooled recirculated water to air handlers located in each major accommodation space. Each air handler features individual electronic controls.

A recently installed Kabola diesel furnace provides heat throughout the vessel and hot domestic water.

DOMESTIC WATER The domestic water system is supplied from the potable water tanks by means of (2) 115 VAC Headhunter jet pumps, piped via copper and PVC tubing to pressure accumulators for both hot and cold water, and through a Pura ultraviolet and media filter. Hot water is produced by (2) hot water heaters, both located in the engine room.

Freshwater is also supplied from saltwater by means of (2) Sea Recovery SRC 800-2 AWM reverse osmosis watermakers, each rated at 800 gallons per day, and equipped with pre-filters.

WASTE SYSTEM The Microphor toilets are air operated, using compressed air produced by a single stage air compressor driven by a Dayton $\frac{3}{4}$ Hp 115/230 VAC motor, and featuring an integral receiver. The toilets discharge into a black water holding tank in the bilge on centerline, which is in turn evacuated by one of two discharge pumps, each powered by 1 Hp 115/230 VAC motors. Additionally, the black water tank can be pumped either overboard or to a shore discharge fitting.

ELECTRICAL SYSTEM

- 32 Volt DC ships emergency lighting power
- 32 Volt main engine start, emergency lighting and nav gear batteries (replaced 4/01)
- 12 Volt generator start batteries
- 60 Amp, 32 Volt Newmar battery charger
- 25 Amp, 12 volt Newmar battery charger
- Shore power upgraded to 2 -240 volt AC, 100 amp single phase isolation

transformers

- 200' of Dockside electrical cables
- (2) Northern Lights Generators: 1 30 kW and 1 40 kW, both with 1200 rpm engines

AC ELECTRICAL The AC electrical system shore supply consists of two 240 Volt 100 Amp single phase inlets located in the engine room. The shore power cords are lead into the engine room through either the port or starboard aft engine room portlights. The inlet fittings are wired to two Shielded brand Model S12H25S 25 KVA transformers, which are wired in turn to 100 Amp circuit breakers in the main electrical panel. The main panel is split into two buss bars, and power to the busses can be selected from shore power or from auxiliary generators.

On-board AC electrical generation is provided by means of (2) diesel auxiliary generators. The auxiliary generator located on the port side of the engine room is a Northern Lights M6414DQ/HE/40L 40 kW unit, equipped with heat exchanged cooling, wet exhaust and indicating 2,382 operating hours. The auxiliary generator located to starboard in the engine room is a Northern Lights M427TQ/HE 30 kW unit, equipped with heat exchanged cooling, wet exhaust and indicating 2,512 operating hours, (it is reported that both auxiliary generators were rebuilt in 2004 at approximately 15,000 hours, the indicated hours are since the rebuild). Both auxiliary engines are equipped with Spinner II lube oil cleaning centrifuge units.

A Xantrex Prosine 25 kW inverter provides additional on board AC power.

Electrical wiring is shielded, plastic and/or rubber coated stranded copper throughout. Breakers located in the main and the pilothouse sub-panel provide circuit protection.

DC ELECTRICAL DC electrical power for the ship's system and main engine starting is supplied by eight (8) 8 V wet cell batteries housed in the steering compartment and arranged in (2) 32 V banks. These two battery banks are wired to isolation-selector switches in the engine room, and then to the main DC electrical distribution panel located in the engine room to starboard aft. These two battery banks are charged by the main engine alternators, and by a dedicated VMI 32-60 AC/DC charger. Auxiliary engine/generator starting is via 12 VDC wet cell batteries dedicated to the purpose, charged by either the auxiliary engine alternator or by an Analytic Systems BCA 1000-110-12 AC/DC charger. Additionally, there is a 12 VDC wet cell battery providing 12 volt power to a pilothouse sub-panel and navigation electronics, which is charged by an AC/DC charger.

Both battery wiring and general DC wiring is plastic and/or rubber sheathed stranded copper throughout, with circuit protection provided by breakers and in-line fuse.

GALLEY AND LAUNDRY The galley up arrangement includes the following equipment:

- (3) Sub zero freezers located under crew quarters

- Cospolich refrigerator and freezer
- Kenmore 4 burner gas stove with oven
- LP gas leak detector with automatic shut-off
- Kitchen Aid dishwasher
- Black and Decker toaster oven
- Bunn Coffee maker
- Breadman 2 lbs loaf bread maker
- Kitchen Aid hand mixer
- Kitchen Aid countertop mixer
- U-Line 25 lbs per day ice maker
- Cuisinart food processor
- Corian Countertops
- Stainless steel sink
- Sub deck and vinyl floor covering

MAIN GALLEY EQUIPMENT

- Main galley equipment is as follows:
- Wolf brand (4) burner S.S. counter top stove/oven with broiler and full hood
- GE Profile Spacemaker II S.S. microwave oven
- U-Line ice maker
- Kitchen Aid dishwasher
- ISE 77 InSinkerator disposal
- Cospolich side-by-side refrigerator with freezer drawers beneath, supplied by two 115/230 VAC Copeland compressor units
- Blender, toaster, coffee maker

OTHER APPLIANCES

- Utility Room/Laundry Center:
- Bosch Axxis washer/dryer
- NuTone Model CV-350W central vacuum system
- ENTERTAINMENT ELECTRONICS
- Main Salon
- Samsung 42" Plasma TV w/Hughes Satellite Receiver
- Denon AVR4802R THX Surround EX
- JVC Super VHS player
- Samsung DVD player
- Denon CD DCM380 Auto Changer
- Denon DVM4800, Sonance SONAMP 260 MKII
- Monster Power AVS2000

PILOTHOUSE

- Eclipse 12 VDC stereo/CD/MP3

- Guest Staterooms:
- Eclipse stereo/CD
- Dynex 25" flat screen TV's
- Hughes Direct TV
- Master Stateroom:
- Samsung 25" flat screen TV
- Denon AVR-33, Denon DVM 1805 and Monster Power HTS3000 MK II

CREW LOUNGE

- Sony 24" flat screen TV and Eclipse stereo/CD player
- Captain's Cabin:
- Dynex 25" flat screen TV
- Hughes Direct TV
- Power Acoustik stereo/CD player

CREW CABINS:

- Dynex 17" flat screen TV
- Hughes Direct TV
- JVC stereo/CD player

NAVIGATIONAL EQUIPMENT AND ELECTRONICS

- Autopilot: Simrad AP50 with controls at both helms and jog stick in wheelhouse
- Compass: 6" Danforth Constellation
- Radar: Furuno Nav Net C-Map NT
- Depthsounder: Brookes and Gatehouse (B & G) Network Depth
- Gyrocompass: Satellite compass
- GPS: Furuno GP-32, (2) Furuno RD-30, Nobeltec software
- Knotmeter: B & G Network at both helm stations
- VHF: Icom IC-M126 DSC, Icom IC-M56,
- SSB: Icom IC-M802 HF/SSB
- Navigation Software: Compact designs on-board computer w/ Nobeltec software Simrad R-135 at both helm stations
- Spotlight: ACR Electronics RCL-600 forward
- AIS: Furuno Universal FA-150 transceiver
- Communication: Panasonic telephones, intercom
- Wind: B & G Network Wind windpoint/windspeed
- Computer: Compact Designs with 17" monitor at navigation station
- Printer: Brothers MFC-J470DW

FLYING BRIDGE:

- Autopilot: Simrad AP50
- Radar: Furuno Nav Net C-Map NT

- Depthsounder: B & G Network Quad
- VHF: Icom IC-M45
- Compass: 6" Danforth
- Rudder Angle: Simrad R-135
- EPIRB: ACR 406 MHz
- Air Horn: U/K Type, appears to be Kahlenberg

DINGHIES/TENDER/RAFTS

- Parker 17' center console FRP dinghy (HIN# PXMAA303K495) with an 90 HP Evinrude outboard motor.
- AB 17' rigid bottom inflatable center console dinghy (HIN# XM023004K404) with a 115 HP Suzuki outboard motor.
- Surviva 16-man canister pack liferaft on boat deck with hydrostatic release - Certification is out of date and expired March 2012.

ADDITIONAL EQUIPMENT

- Propane BBQ with enclosure on boat deck
- Flying bridge canvas Bimini top on welded aluminum framing
- Various canvas covers, to include tenders
- (2) spare 44 x 44 (4) blade bronze propellers
- (2) Kayaks
- (2) Paddleboards

REMARKS

A remarkable design by the late Jack Hargrave, which has been copied but never improved upon. A unique boarding and swim ladder accommodation from the aft cockpit make this yacht ideal for the enthusiast who enjoys water sports. ALEXIS has successfully cruised the Atlantic and Pacific Oceans, Great Lakes, Caribbean and more on her own bottom without mishap. Her relative shoal draft also permits her to cruise inland waters. An extensive recent refit and complete exterior refinishing was done at Platypus Marine in 2004, as well as a new interior décor package by Sylvia Bolton Design. Updating of electronics and aids to navigation make this a very attractive offering at a realistic price.

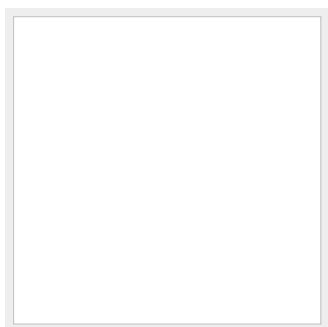
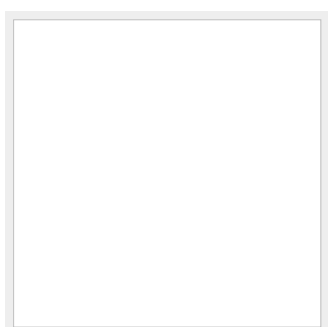
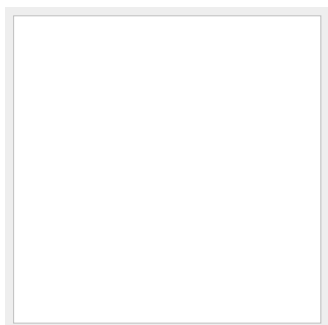
Исключения

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.

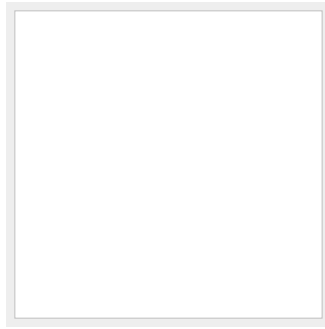
ФОТОГРАФИИ











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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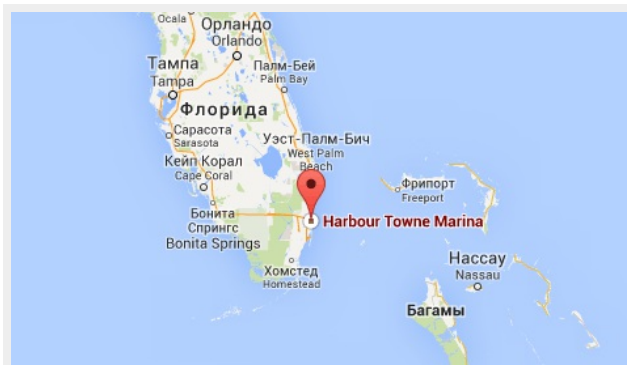
США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрыто**

Адрес



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