

HAPPY HEART — OFFSHORE



Builder: OFFSHORE

Year Built: 2005

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 66' 0" (20.12m)

Beam: 19' 3" (5.87m)

Min Draft: 5' 7" (1.70m)

Max Draft: 5' 7" (1.70m)

Cruise Speed: 14 Kts. (16 MPH)

Max Speed: 16 Kts. (18 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Happy Heart — OFFSHORE** 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 **Happy Heart — OFFSHORE** 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

Overview

NOW LOCATED PIER 66 FT. LAUDERDALE Massive \$250,000 Price Reduction to \$1,295,000 for Quick Sale!

Caring Original Owner is Moving up to A Larger Vessel, this 66 Offshore "Happy Heart" has received the best of care all her life and is in Superb condition

3SR/3H + Crew with Preferred Private Access Master Stateroom

3rd Guest Stateroom Converts to Office

Massive Crew Quarters and Utility Room Aft

Wesmar Roll Stabilizer Fins

CAT C-18 Engines with only 2180hrs.

Dual Northern Lights Generators

Dual Watermakers

Vessel Built with Many Redundancies!

Basic Information

Category: Motor Yacht

Sub Category: Pilothouse

Model Year: 2005

Year Built: 2005

Country: United States

Dimensions

LOA: 66' 0" (20.12m)

Beam: 19' 3" (5.87m)

Min Draft: 5' 7" (1.70m)

Max Draft: 5' 7" (1.70m)

MFG Length: 65' 10" (20.07m)

Speed, Capacities and Weight

Cruise Speed: 14 Kts. (16 MPH)

Max Speed: 16 Kts. (18 MPH)

Displacement: 125000 Pounds

Water Capacity: 600 Gallons

Holding Tank: 150 Gallons

Fuel Capacity: 1500 Gallons

Accommodations

Total Cabins: 3

Total Berths: 4

Total Heads: 3

Crew Cabin: 1

Crew Berths: 2

Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: C-18

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Pilothouse Helm Station

- 2x 12" Furuno NavNet GPS/Chartplotter
- Furuno RD30 Depth Sounder
- Furuno FA150 Universal AIS System

- Wesmar Roll Stabilizer controls
- ICOM IC-M502 VHF Radio
- ICOM IC-M602 VHF Radio
- Simrad AP26 Autopilot
- 2x CAT Engine Diagnostic Displays
- ACR Remote Spotlight
- Fireboy Fire Suppression System
- Ultra Safety Systems High Water Alarm
- Digital Wiper Controls
- Trace Inverter Battery Charger Control
- Simrad Rudder Angle Indicator
- KVH SAT TV Command Module
- Village Marine 1200gpd Watermaker Controls
- Trim Tab Controls
- Power Commander Digital Engine Throttles
- Hydraulic Bow and Stern Thruster Controls
- Fuel Tank, Water Tank and Holding Tank Guages

Flybridge Helm Station

- Furuno 15" NavNet GPS/Chartplotter
- Furuno RD-30 Depth Sounder
- Furuno FA150 Universal AIS System
- Interphase iScan 180 Forward Looking Sonar
- Raymarine ST60+ Depth Sounder
- Raymarine ST70 Autopilot
- Simrad AP26 Autopilot
- ACR Remote Spotlight
- Power Commander Digital Engine Controls
- Hydraulic Bow and Stern Thrusters
- 2x CAT Engine Diagnostic Displays
- ICOM IC-M802 VHF Radio

Vessel Mechanical Systems

- 2x CAT C-18 1000hp w/2190hrs
- ZF model ZF550A Transmissions 2.517:1 Ratio
- Dripless Lip Seal Packing Glands
- 4-Blade Bronze Propellers 42Dx31P
- Northern Lights M864K2.3-25Kw Generator w/4920hrs
- Northern Lights M844LK2.3-20Kw Generator w/4859hrs
- Reverso Oil Change System
- Wesmar Hydraulic Dual Prop Bow and Stern Thrusters
- Wesmar Hydraulic Roll Stabilizers
- (14) 4D deep cycle lead acid batteries for 12v and 24v systems.
- Newmar PT-24-40 Battery Charger
- Newmar PT-24-20CE Battery Charger
- Charles C-Charger Battery Charger
- Trace SW4024MC2 4000 Watt Inverter w/120amp Battery Charger
- 2x 50amp Shore Power Cords on Glendinning Cable Masters
- Dual Station Hynautic Hydraulic Steering w/Power Assist
- Village Marine 1200 gal/day Watermaker
- Sea XChange 1200 gal/day Watermaker
- Techma Electric Heads with Built-In Macerators
- 8x Marine Air Systems Reverse Cycle Throughout Vessel with Digital Controls
- Maxwell 3500 24v Windlass

Galley Systems

- Broan Trash Compactor
- GE Compact Dish Washer
- GE Profile Stand Up Refrigerator/Freezer
- Miele Ceran Top 4-Burner Stove and GE Oven
- U-Line Wine Cooler
- GE Profile Microwave
- Stainless Steel Sink with Garbage Disposal

Additional Vessel Systems

- Isotherm Refrigerator on Aft Deck by Wet Bar
- Sub Zero Refrigerator/Freezer in Pilothouse
- Akso Washer and Dryer Units

The Offshore Advantage

The Benefits of Our Hull Design

The goal of every Offshore hull design has been to achieve the ultimate in sea kindliness. Anyone who has experienced an Offshore in rough sea conditions will attest to Offshore's truly remarkable comfort, thus confirming the complete success of our goal of "ultimate sea kindliness".

The remarkable comfort of an Offshore design is attributable to several important factors.

Our finely Veed forward hull sections result in a forward entry which literally cuts through seas effectively eliminating pounding and/or slapping in head seas, regardless of their size.

The gentle and easy motion of an Offshore is the result of the overall shape of the hull bottom, a low center of gravity and the location of fixed weights at the center of buoyancy.

These significant design elements combine in every Offshore to assure the most comfortable and stable ride throughout the speed ranges in all sea conditions. Also of importance is our stable and easy motion at anchor.

The Value of a Functional Deck Design

Safety and convenience are the key words in the design of every Offshore.

Secure Walk-a-round decks incorporate bulkwarks and hand rails

The boat deck overhangs provide weather protection and shade to the aft and side decks

Two tone non skid decking

Hull and transom doors

Aft deck and side deck doors accessing the main deck's interior

Our Molds Make a Lasting Difference

Very few, if any, builders go the extent Offshore does in constructing the finest possible detailed molds. Literally hundreds of hours of long board sanding are required to get the result we demand - optically straight gel coated surfaces with a lot of detail – compare an Offshore to other boats and you'll quickly see the difference.

Scores of finely detailed molds and plugs are used in the construction of each Offshore model to assure not only solid laminated frp parts but also smooth maintenance free gel coated surfaces. We incorporate multiple detail, facet and plank lines not only to enhance appearance and make repairs easier but also to add strength – check our competitors and see how much exterior frp detail they do not have!

Our window openings are laminated into the cabin sides permanently eliminating the common problem of leaking windows. All of our exterior fiberglass surfaces, including doors & window

frames, are faultlessly finished with the best quality high gloss "Cook" gel coat to guarantee years of low maintenance and attractive appearance

The Importance of the Best Fiberglass Construction Materials

Offshore utilizes the best frp materials available including solid hand laminated "Knytex" bi & uni-directional fabric and vinylester resins below the waterline. This provides greater strength and reduced weight over conventional woven roving / mat construction. Above the water line closed cell "Core Cell" material is vacuum bagged to the same bi and uni-directional fabric using isothalic and vinylester resins. "Rock solid" and "small ship", are terms we hear from our owners attesting to the substantial feel of our boats that comes as a result of our construction.

Lamination techniques

All Offshores are hand laminated by experienced and skilled workers to ABS specifications. Below the waterline Offshore's solid hand laminate achieves maximum strength and maximum osmosis protection while providing the best compression strength for the installation of running gear, "V" struts, stabilizers and all through the hull bottom fittings.

Above the waterline vacuum bagging assures the best saturation and adhesion of our "Core Cell" sandwich material and eliminates excessive resin. "Core Cell" is a closed cell foam polymer based foam rather than the PVC based foams often used by other builders. "Core Cell" will not absorb water and combines stiffness and impact strength with excellent resistance to heat distortion

Workmanship

The use of the best materials and the latest techniques requires the highest degree of workmanship to achieve the quality that Offshore demands. In addition to being thoroughly experienced and highly skilled, our fiberglass technicians are extremely responsible and diligent in their work. They attain and maintain the highest standards by continually monitoring humidity, temperature, environment, resin content and the proper function of equipment.

Lift their exterior hatches and open exterior doors and see how many builders go to the trouble to finish the interior of these pieces with smooth gel coated surfaces.

OUR STRUCTURE, NO ONE ELSE COME CLOSE

Every Offshore structure is designed to meet ABS requirements.

All our hulls are one integral laminated component.

The main deck and cabin is one laminated component which is laminated to the hull.

The boat deck, fly bridge and pilothouse roof is one fiberglass component which is laminated to the cabin structure.

When these three individual modules are laminated together an extremely strong, rigid and water

tight uni-structure is formed that meets or exceeds ABS requirements.

Four massive full length stringers and multiple thwartship frames are laminated and bonded in the hull to minimize panel size and achieve incredible hull strength.

In our 66' through 90' models heavy laminates at the bow form a watertight compartmentalization of the bow area creating a "crash bulkhead".

Our bilge areas are divided into four sections to further increase water tight integrity. Each section has it's own automatic bilge pump and all can be made common by gate valves in each section.

Massive main bulkheads consist of multiple layers of balsa cored fiberglass and each are insulated with multiple insulation materials designed for each bulkhead's sound requirements.

Engineered insulation at engine room overhead & bulkheads and master stateroom bulkheads utilize multiple layers of varying types of sound deadening/sound absorbing materials to minimize engine noise and to also insure maximum privacy.

Incorporated in the hulls construction are two heavily laminated rub rails that are structural components of the hull. The substantial rub rails, capped with solid stainless steel, increase the strength of the hull sides & protect the hull when coming alongside a piling or dock. Other builders often times use a "bolt on" type of rub rail which is not as substantial as ours and does not offer the same hull protection.

The joint between cabin sides and overhead is bonded with frp and finished in gel coat, not caulking, caulking is typical in the industry.

THE IMPORTANCE OF DETAILS

Details do make a difference, both as an indicator of quality and as an indicator of potential resale value – and we do have a reputation for quality and very high resale value. The closer you look at an Offshore the more you'll appreciate Offshore's quality and scrupulous attention to detail.

Exclusions

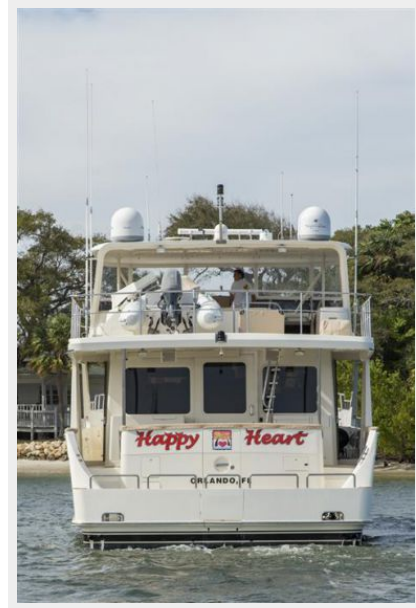
Owner's personal belongings.

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.

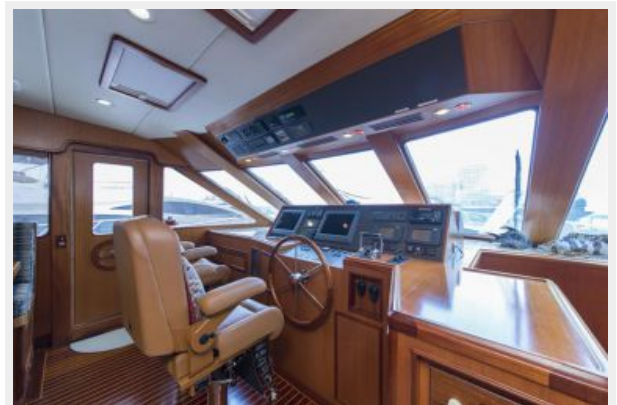
PHOTOS

































CONTACTS

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