

EAGLE — SHUTTLEWORTH



Судостроитель: SHUTTLEWORTH

Год постройки: 1997

Модель: Катамаран

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 32' 0" (9.75m)

Ширина: 22' 6" (6.86m)

Мин. осадка: 1' 6" (0.46m)

Купить **EAGLE — SHUTTLEWORTH** 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 **EAGLE — SHUTTLEWORTH** 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

EAGLE is a custom open bridge deck performance catamaran designed by John Shuttleworth, professionally built in Florida, and has been expertly maintained since new. Her wide beam, tall rig, and shallow draft result in an exceptional, fast boat for Caribbean exploration. Flared hulls provide wide comfortable berths and amazing interior volume while keeping beam narrow at the waterline. Construction is vinylester vacuum bagged over core cell with carbon fiber front cross bar and mast.

EAGLE features a blend of performance and cruising comfort rarely found in production catamarans. With her wing mast, powerful sail plan, daggerboard, and high performance hull design, she will get you where you are going in a hurry. With her full galley and head, spacious cabins and roomy covered cockpit; you'll be extremely comfortable once you get there.

Offered at a very attractive price for a well maintained and well equipped performance cruising cat, you can go fast, go fun, and go now with EAGLE! Boat Name EAGLE

Dimensions LOA: 32 ft 0 in Beam: 22 ft 6 in Minimum Draft: 1 ft 6 in Engines Engine 1: Engine Brand: Honda Year Built: 2014 Engine Type: Outboard 4S Engine/Fuel Type: Gas/Petrol Engine Hours: 280 Engine Power: 50 HP Tanks Fresh Water Tanks: (100 Gallons) Fuel Tanks: (42 Gallons) Holding Tanks: (30 Gallons) Accommodations Number of double berths: 3 Number of heads: 1

Equipment and Specifications

Engines and Mechanical 1 2014 Honda 50 hp four stroke outboard 1 Mechanics manual 1 Set Honda outboard controls 1 1991 Honda 8 hp four stroke outboard (kicker/dinghy motor) 3 13-gallon plastic fuel tanks 1 3-gallon plastic fuel tank 1 Racor fuel filtering system Sails/Rigging 1 Calvert main (440 sq ft) 02/2006 1 North Sails jib (239 sq ft) 11/2006 1 Calvert spinnaker (1,100 sq ft) with ATN sock 1 North Sails screacher (595 sq ft) 2012 1 Custom stack pack for main sail 1 50' Carbon fiber rotating wing mast with associated wire standing rigging 2 Gaurhauer series 25 vang for mast rotation control 1 Aluminum bowsprit with associated wire rigging 2 Running Backstays 39' 7/16" K900 50/50 Spectra/Kevlar 4 Gaurhauer series 40 fiddle blocks for 5/1 purchase on running backstays 1 Profurl B35L for jib 7/2006 1 FX 2500 Facnor continuous line screacher furler 9/2015 Halyards Main 165' 7/16" double purchase, K900 50/50 Spectra/Kevlar Jib 110' 7/16" New England Rope, Sta Set X Screecher 110' 1/2" New England Rope Sta Set X Spinnaker 110' 3/8" New England Rope Sta Set X Electronics, Instruments, and Electrical 1 Nexus System master server 1 Analog Nexus wind display 3 Digital Nexus multi displays (functions include speed/log, depth,

wind, and compass) 1 Garmin 2006C GPS with connections at T-top and at nav station 4 80 watt solar panels 1 Carmanah GPR 25A Solar panel regulator 1 Link 2 battery monitor 3 Odyssey PC2150 gel house battery (300 Amphrs) 1 Odyssey PC1200 gel engine starting battery 2 Autohelm autopilots 1 Richie FN-201 compass 1 Sony CDX-F50M CD receiver with MP3 playback 1 Uniden VHF new 2015 1 700W inverter Ground Tackle 1 35 lb CQR anchor with 40' 3/8 chain and 150' 5/8" rode 1 20 lb Delta anchor with 20' chain and 150' rode 1 FX16 Fortress anchor with chain and 200' rode Galley and Head Frigoboat keel cooler refrigeration 2.5 cuft freezer and 5.5 cu ft fridge with 5" insulation on bridge deck 1 Force 10 propane stove with broiler 2 10 lb aluminum propane tanks 1 20 lb aluminum propane tank Propane shut offs and regulators Pressure salt and fresh water in galley Head sink with pressure water Pressure shower with sump pump 1 Lavac vacuum head 1 30 gal bladder holding tank Deck Equipment Awlgrip topsides 04/2014 Sunrise mesh trampolines 10/2011 Kiwi Grip non skid on all deck surfaces 8 Fans (two in each cabin) 1 Mahogany convertible cockpit table 1 Sunbrella cover for cockpit table 3 Double bunk cushions with sunbrella covers 1 Set settee cushions 3/4 Cockpit strataglass 40 gauge enclosure with 4 panel rollup D windows 02/2011 Textalene snap on stratglass windshield covers 1 Aft T-top sun shade Life vests 1 1999 L10 Caribe inflatable hard bottom dingy with seat/oars/anchor/6 gal tank Mahogany tiller arms Sunbrella tiller arm covers 2 kick up rudders 1 Dagger board 1 Full cockpit composite T-top 1 Attached boarding ladder 2 Fire extinguishers 1 17" Magma marine stainless propane grill Associated miscellaneous items (dock lines, fenders, parts, galley equipment, head equipment). Hauled 9/2015 with bottom paint and topside awlgrip touch up/polishing

Walkthrough and Designers comments

One of the main aims of this new design was to produce a boat of outstanding comfort and living accommodation space, with as little sacrifice as possible to the excellent sailing performance, windward ability, and seakeeping qualities of this well proven type of hull form.

Apart from the great benefits that can be derived from flaring the hull above the waterline, in terms of keeping the bow up on a reach, the flare gives a massive increase in interior volume without increasing the windage of the hulls at all. For instance, above the waterline the hull flares outwards to give a maximum beam at eye level of 1.95m (6'4"), the impression of space is tremendous and cannot possibly be matched by any similar length catamaran whose topsides rise almost parallel from the waterline.

Construction and Long Term Fatigue By using integrated structural techniques the hull weight can be carefully controlled and the net effect is a strong, light displacement hull with a high long term fatigue life. Integrated Structure is a computer aided design method which I originally developed for the highly stressed ocean racers

of the North Atlantic circuit . The structure of the boat is designed in a similar way to a sail where highly loaded areas like reef points and clew are patched out into the lighter body of the sail, the layers of cloth increasing from the lighter body of the sail out towards the clew or reef cringle. (ref 7). On a wood epoxy design this is achieved by laying unidirectional fibres along the line of greatest stress in highly loaded areas, and spreading the fibres into the body of the hull or deck until the stress is distributed over a large enough area to ensure that structural failure of the boat itself is virtually impossible. Fibre quantities are carefully calculated to avoid any stress build up in the structure at vulnerable points, thereby increasing the fatigue life of the boat dramatically.

Windward Performance In the past it was not unusual to find a bridgedeck saloon type Cruising Catamaran which would tack through 100 degrees or more. This poor pointing ability is caused by the combined effect of heavy displacement, inefficient under water foils, small sail area, and poor attention being paid to windage and the streamlining of hull shapes in the air.

By keeping the boat light (through Integrated Structure), by using efficiently shaped daggerboards and rudders, and by minimising the aerodynamic drag - i.e. designing the bridgedeck and hulls to be as streamlined as possible, the Shuttle 32 will have excellent windward performance. Bearing in mind that a sailing boat must be streamlined with the air flowing across the deck at 30 degrees to the bow, because that is the direction the that the wind actually flows across the boat when she is sailing to windward. All the other existing designs in the range have already proven themselves to be outstanding windward boats, tacking through 80 degrees at maximum Vmg, and outsailing all but the stripped out racing multihull machines, on all points of sail.

A wing mast has been chosen as the standard rig A wing provides a very efficient and simple rig, which can be home built. The high aspect jib is self tacking, which means no winching or flogging lines when coming about. Fantastic for cruising! The mast size is designed so that the mast itself becomes the storm sail.

A single outboard is mounted in the centre of the cockpit. and when retracted there are no propellers in the water to cause unwanted drag, and no holes through the hull. In the cockpit the box doubles as a table.

Accommodation

The Accommodation is straightforward and spacious, with the saloon aft in the port hull. 2m (6'7") long and 2.3m (7'6") wide at eye level. The flare in the hull makes this a very spacious and comfortable social area. Forward of the saloon is the 1.9m (6') long galley with ample space for storage and food preparation. The single daggerboard, with our special kick up system, is unobtrusively canted towards the hull side at the ford end of the galley. In the bow is a forward stateroom with a large double bunk. 2m

(7") x 1.35m (4'6").The starboard hull aft has a very big double berth 2m (6'7") x 1.6m (5'4"), with good locker space and standing area for dressing. Next is a fair sized chart table, and oilskin locker with a separate W.C. / shower area. The forward area is the same as the port hull.

Forward and separate of the berth in each hull is a wet locker accessed from the deck. Reefing and raising/lowering of sails is carried out while standing by the mast..... A 3/4 stratoglass enclosure and full T-top protects the cockpit from spray and rain. A full length tiller bar gives the helmsman considerable choice of where to sit.

Visibility of the sails and forward is very good, which will increase the enjoyment of sailing this exciting performance cruiser.

Основная информация

Тип судна: Катамаран

Модельный год: 1997

Год постройки: 1997

Страна: United States

Размеры

Длина общая: 32' 0" (9.75m)

Ширина: 22' 6" (6.86m)

Мин. осадка: 1' 6" (0.46m)

Скорость, вместимость и масса

Вместимость воды: 100 Gallons

Вместимость сточного бака: 30 Gallons

Объем топливного бака: 42 Gallons

Размещение

Всего кают: 2

Всего коек: 3

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

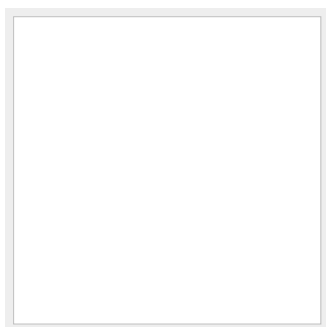
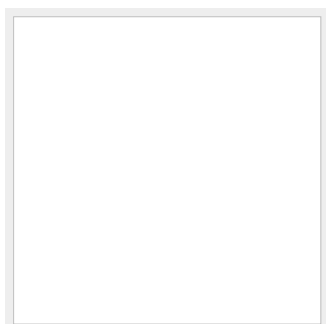
Двигатели: 1

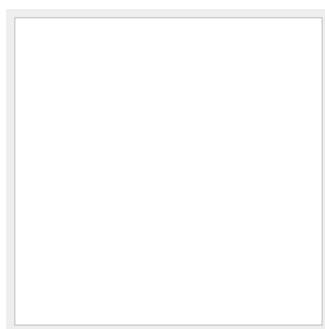
Производитель: Honda

Тип двигателя: Outboard

Тип топлива: Gas/Petrol

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: **Закрыто**

Адрес



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