

BONNY READ — SEA FORCE IX



Судостроитель: SEA FORCE IX

Год постройки: 2013

Модель: Катер для спортивной рыбалки

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Costa Rica

Длина общая: 95' 0" (28.96m)

Ширина: 22' 11" (6.98m)

Макс. осадка: 5' 8" (1.73m)

Крейс. скорость: 28 Kts. (32 MPH)

Макс. скорость: 35 Kts. (40 MPH)

Купить **Bonny Read — SEA FORCE IX** 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 **Bonny Read — SEA FORCE IX** 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

The name *Bonny Read* is a nod to the Caribbean's two most notorious female pirates, Anne Bonny and Mary Read. Both were convicted of piracy and sentenced to hang by a British Admiralty court in Jamaica in 1721. Be that as it may, their namesake is a far cry from a crusty old man-o-war. She is the largest of the Performance Sport Yacht line available from Palmetto, Florida, custom builder Sea Force IX, and she is as pretty a lady as you'll feast your eyes upon.

Her long sloping sheer extends almost to the cockpit where it drops low for maximum fishing advantage. The dark blue hull is set off by a teak toe rail and bright white house, enclosed bridge and skybridge. The hardtop bristles with antennas, masts, satellite communication and television domes, twin radar arrays and everything else a sport-fishing yacht built to travel the world's oceans could possibly need. This is a boat sure to be the center of attention in whatever port it enters.

Основная информация

Тип судна: Катер для спортивной рыбалки

Подкатегория: Катер для спортивной рыбалки

Модельный год: 2013

Год постройки: 2013

Страна: Costa Rica

Открытая палуба мостика: Да

Размеры

Длина общая: 95' 0" (28.96m)

Ширина: 22' 11" (6.98m)

Макс. осадка: 5' 8" (1.73m)

Скорость, вместимость и масса

Крейс. скорость: 28 Kts. (32 MPH)

Дальность на крейсерской скорости: 900

Макс. скорость: 35 Kts. (40 MPH)

Водоизмещение: 160000 Pounds

Вместимость воды: 500 Gallons

Объем топливного бака: 5000 Gallons

Размещение

Всего кают: 4

Всего ком. состава: 7

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: MTU

Модель: 16V-2000-M94

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Hull and Construction Overview

The vessel's bottom uses a hull -geometry that the manufacturer claims generates lift over 90 percent of the running surface at low angles of attack, and my time on *Bonny Read* bears out the claim. When the 2,600 hp MTU diesels are pressed hard from idle, the hull rises onto plane almost imperceptibly. The hull features prop pockets and a minimal keel for improved sea keeping while running dead level as opposed to the bow-high entry of some vessels in its class.

The hull is as close to overbuilt as you can get. The manufacturer calls its building process "monolithic construction," and it uses AME 5000 vinylester resin throughout the process, with U.S.-manufactured nonwoven glass and double layers of Divinycell coring vacuum bagged for strength without excess weight. All areas where through-hulls, struts or rudder posts extend through the hull receive additional reinforcement before the full-length stringer system and a comprehensive athwartship stringer grid get glassed in place, followed by four main composite bulkheads, a crash bulkhead and hull side beams. The hull is then baked so the laminate is completely cured. Composite floors and soles are bonded to the stringer system and glassed to the hull using West System epoxy before the house, bridge and skybridge are glassed in place to create a single, extremely strong monolithic structure. When finished, the boat isn't the lightest or the heaviest in its class, but it is arguably the strongest. It's also remarkably quiet, due to the composite construction and the comprehensive sound program that's a part of every boat Sea Force IX builds.

Accommodations

Continuing forward past the galley, a curving companionway steps down past floor-to-ceiling cabinets on the right, including one specifically designed for the boat's complement of fishing tackle.

Inside, among the rods and reels, is a framed letter announcing the conviction and sentencing of Bonny and Read stamped by the Board of Pilots Commissioners, Port of Key West, and dated Nov. 17, 1721. The passage terminates facing a door to the aft master stateroom where a king-size bed is centered among built-in dressers, two cedar-lined armoires and nightstands capable of holding enough clothing and personal items for a long stay, indeed. The use of the exotic natural grains of the teak in this room enhances its richness and its expansive feel. A wall-size flat-screen TV faces the bed, and a modern European-inspired master bath is located on the port side.

The companionway leading to the bow accesses additional sleeping accommodations. To starboard is a large -stateroom with a queen bed and full head. Opposite that is the

“kids’ room,” with triple single beds, two arranged bunk style, also with a full head. And at the bow end of the corridor is another beautifully designed master suite that includes a raised queen bed with overhead skylight, packed with intricate cabinetry and its own private head. All the heavy entry doors are beautifully executed with opposing teak grains, satin-finished hinges, locks and lever handles and magnetic bumpers to prevent slamming when the boat is in motion.

- Crew: 3 Bunks & 1 Captain

SALON AND GALLEY

Sea Force IX interiors are designed and built to meet each client’s desires. *Bonny Read* reflects her owner’s preference for a European layout with the galley separate from the dining and salon areas. The doors, tables, cabinetry and paneling throughout the vessel are crafted from quarter-sawn teak derived from a single tree with the grain patterns painstakingly matched. And the boat features lightweight marble and granite surfaces manufactured in Germany and installed by the company’s factory artisan.

A quick walk-through begins aft of the salon where a shaded, open-air -dining area features a teak table, a forward-facing upholstered bench seat, port corner seating and stowable folding chairs. An outside stairway leads to the fantail of the enclosed bridge. When you enter the salon through the automated French doors, there’s an oversize U-shaped couch to port facing a cabinet with a large flat-screen TV to starboard. An internal artisan sculpted, stainless-steel stairway in the aft starboard corner curves up to the bridge interior. Both stair sets, like all the metalwork on the vessel, are meticulously crafted from mirror-polished stainless steel and flawlessly executed.

The dining area revolves around a beautiful table and chair set that seats eight with cabinet storage for plates, glassware, silver, linens and more. Wine and drink coolers are hidden behind matching cabinet doors. The entire area has recessed lighting and overhead indirect air conditioning to alleviate the need for unsightly vents that create uneven cooling. Up two steps and to the left, you enter the galley with a small dining area, a standing oversize refrigerator/freezer, a commercial oven and a garbage compactor, loads of storage and the owner’s prized Miele espresso machine. A stairway at the far side leads down to the crew quarters and engine room.

- Refrigerator: Sub-Zero
- Refrigerator: Cospolich
- Freezer: Sub-Zero
- Ice Maker: U-Line
- Ice Machine: Domestic/ Eskimo
- Wine Cooler: Miele
- Oven: Miele
- Cooktop: Miele (Induction/ 4 Burner)

- (2) Grille: Miele
- Microwave: Miele
- Extractor/Vent: Miele (retractable)
- Coffeemaker: Miele
- Trash Compactor: KitchenAid
- In-Sink Disposal: KitchenAid
- Washer: Miele
- Dryer: Miele
- Dive Compressor: Brownie's
- LCD/LED TV: Samsung (Main Salon, Enclosed Bridge, Master Stateroom, VIP Stateroom, Port and Starboard Guest Stateroom, Captain's Quarters)
- (2) LCD TV: Samsung (Crew Quarters)
- Audio System: Bose (Main Salon, Master Stateroom, VIP Stateroom, and Sky Bridge)
- Blu-Ray Disc Player: Samsung (Main Salon, Master Stateroom, VIP Stateroom, Port Guest Stateroom and Starboard Guest Stateroom)
- iPod Docking Station: Bose (Main Salon, Master Stateroom, and VIP Stateroom)
- Universal Remote: Logitech (Main Salon, Master Stateroom and VIP Stateroom)

Electronics

- Autopilot: Simrad AP50 (Enclosed Bridge)
- Autopilot: Simrad AP50 (Sky Bridge)
- (2) GPS/Radar/Chart: Furuno NAvNet 3D (Enclosed Bridge)
- GPS/Radar/Chart: Furuno NAvNet (Sky Bridge)
- (5) LCD Display/Monitor: KEP Marine KEPMGB-19 (Enclosed Bridge)
- LCD Display/Monitor: KEP Marine KEPMGB-19 (Sky Bridge)
- Remote Display: Furuno RD-33 (Enclosed Bridge)
- Remote Display: Furuno RD-33 (Sky Bridge)
- Remote Display: Furuno RD-33 (Cockpit)
- Satellite Compass: Furuno SC-50 (Enclosed Bridge)
- Compass: Ritchie Powerdamp (Enclosed Bridge)
- Compass: Ritchie Powerdamp Plus (Sky Bridge)
- Wind: Gauge: Maretron DSM250 (Enclosed Bridge)
- Infrared Camera: Flir M-625XP (Antenna Mast)
- Infrared Camera Control:Flir 22712D (Enclosed Bridge)
- Infrared Camera Control:Flir (Sky Bridge)
- Searchlight: ACR Electronics RCL-600 (Sky Bridge Top)
- Searchlight Control: ACR Electronics (Enclosed Bridge)
- Searchlight Control: ACR Electronics(Sky Bridge)
- Keyboard: Gyration AS04126 (Enclosed Bridge)
- EPIRB: ACR Electronics RLB-36 GlobalFix Pro/ 406 MHz GPS 15985 (Sky Bridge)

Deck

- (2) Cablemaster: Glendinning
- (2) Life Raft: Viking 6UKSL, 6 person (Sky Bridge)
- Sliding Door: Stanley Electric (Main Salon)
- Sliding Door: Electric (Enclosed Bridge)
- Fire Alarm: Idea (Main Salon, Master Stateroom, VIP Stateroom, Port Guest Stateroom, Starboard Guest Stateroom, Crew Quarters Entrance and Enclosed Bridge)
- CO2 Alarm: Idea (Main Salon, Master Stateroom, VIP Stateroom, Port Guest Stateroom, Starboard Guest Stateroom, Crew Quarters Entrance and Enclosed Bridge)

Enclosed Flybridge

The first thing you notice when you enter the command center is the curved-glass bridge consisting of five large monitors set behind non-glare plexiglass atop a full width teak cabinet. The center helm pod holds the monitors and controls for the MTU diesels along with the actuators for the bow and stern ABT-Trac thrusters. Alongside are various Raymarine navigational units, a Simrad AP50 Autopilot, a full-function SMK-Link navigational computer keyboard, the ship's alarm system and more. This is a pilot's dream helm. A Stidd captain's chair sits in the center with twins located to port and starboard. Behind the helm station, a dining and entertainment area features seating for four and a flat-screen TV. Outside, on the fantail, an aft-facing settee overlooks the cockpit action.

SKYBRIDGE

Up one more level, a complete open helm station comes in handy when docking, fishing and on those days when it's just too nice to be inside. It features three LCD monitors, engine monitors, Palm Beach controls, two helm chairs, two aft-facing seats and three forward-facing sun loungers all under the hardtop. The four-spreader Rupp outriggers get deployed hydraulically from this helm station, and teaser reels come tucked in over the helm seat for easy access when the fishing gets hot.

Bow

- Dinghy: Novurania RIB
- Outboard Motor: Yamaha F70LA, 70 HP, 4 Stroke

Vessel-Propulsion System

The engine room can be accessed via a stairway from the galley through the crew quarters and then aft or through a large, watertight door in the cockpit that first goes through the electrical room, which houses the control panels for the air handlers, A/C, and a fuel-transfer system that includes an Alfa Laval fuel polishing system (standard on all Sea Force IX models) capable of moving fuel from any one of the multiple tanks to any other. There is a full bank of battery switches and a monitoring system for the two Onan 55 kW diesel generators. Pass forward through another bulkhead door and you're in a gleaming white and polished-steel engine room where the two massive MTU 16V 2000 M94 engines, mounted on vibration-reducing mounts, reside. They came mated to ZF transmissions and each drives five-blade Veem props and a hydraulic pump that powers the bow and stern thrusters, and windlass.

- Port Gear P.T.O: Saver Danfoss
- Starboard Gear P.T.O: Saver Danfoss
- Bow Thruster: ABT-Trac
- Stern Thruster: ABT-Trac
- (2) Thruster Control System: ABT-Trac
- (2) Steering System: SeaStar
- (2) Steering Reservoir: SeaStar
- (2) Clean Agent Suppression System: Kiddie Fire System
- (6) Clean Agent Suppression System: Fireboy
- Compressor: Copeland
- Motor: Century
- Air Compressor: Marathon Electric
- Batteries: Mastervolt
- Batteries: AutoCraft
- Battery Switches: Blue Sea Systems
- Battery Switch: Blue Sea Systems
- (2) Battery Charger: MasterVolt
- Battery Charger: Sentry
- Battery Charger: Guest
- (2) Dry Transformer: Acme
- (2) Galvanic Isolator: Fail-Safe Max
- Power Converter: Power Max
- Power Supply: CyberPower
- Power Supply: APC
- (8) Bilge Pump: Rule
- (8) Float Switch: Ultra Sensor
- Emergency Pump
- (10) Raw Water Strainer: Groco
- Watermaker: Sea Recovery (Aquatic/450-1 GPD)
- Watermarker: Sea Recovery(Aquatic/1800)

- (2) Water Heater: Everlast
- (2) Pressure Tank: Headhunter
- Pressure Tank: Jabsco
- (3) Water Pump: Headhunter
- Filter: Aqua Pure
- (2) Fluid Level Sensors: Headhunter
- Port Propeller: Veem 40.50"x52"x5.130 (Stored, not on board)
- Starboard Propeller: Veem 40.50"x52"x5.130 (Stored, not on board)
- Prop Shaft Seals: Tides Marine (Dripless, 208391 in the engine room)

PERFORMANCE

The seas were modest the day of our test, the wind blowing from the northeast. As Capt. Angel Merentes powered up *Bonny Read*, it gently rose onto plane — never deviating from a level stance, the MTUs pumping out the power with no vibrations and very little sound reaching the inner sanctum of the enclosed bridge. Acceleration was swift as the vessel's speed rose steadily with the revolutions per minute. Within seconds, the boat pushed along at an easy cruise of 27.5 knots at 2,000 rpm burning 141 gallons per hour, a very respectable performance for a boat of this size and displacement. At that speed, the vessel has a cruising range of better than 900 miles.

Pushing the throttles to the stops provided a top speed of over 35 knots at 2,450 rpm with the big diesels still quiet and vibration free. With the seas running a scant 1 to 3 feet, the water might as well have been dead calm, the ride was so smooth. Merentes heaped praise on the vessel's rough-water performance, having operated it for several months, including in some far rougher passages. After our test, he was scheduled to run the boat to the Pacific coast of Panama, where it would fish for marlin before heading north to Costa Rica.

We moved up to the skybridge, which serves as the captain's perch while fishing. The owner is a dyed-in-the-wool marlin fisherman, so the boat has to perform while fishing as well as be a comfortable home away from home. At trolling speed, it leaves a clean wake, great for fishing baits and getting those close bites off the transom. When I yelled, "Marlin azul," Merentes threw her into reverse and started backing down. With boats of this displacement, transitioning from trolling speed to reverse isn't instantaneous, but it was respectable.

Pushing harder in reverse, it showed a tendency for the transom to dig in. This was probably accentuated by the low freeboard of the cockpit, but I've been aboard boats far smaller that buried the transom and flooded the cockpit under similar circumstances. Merentes ran it through a series of lateral moves to show its ability to track a fleeing billfish and close in for the end game. For a luxury yacht, the boat performed admirably.

Fishing Amenities

The cockpit features a teak sole with a Release Marine marlin chair on an offset stanchion with a five-hole rocket launcher backrest. A large livewell in the transom has a viewing window to keep an eye on baits, with a tuna door offset to starboard. Two large, removable fish boxes in the deck on either side of the chair provide access to the lazarette, as do three separate hatches. The deck hardware, like so much aboard the vessel, appeared oversized, strong and very classy. Four large storage areas sit forward of the chair, with a tackle center and a grill.

Conclusion

Sea Force IX might not be a household name yet on the dock, but with creations like *Bonny Read* following on the heels of several 81.5- to 91.5-foot luxury performance yachts recently launched, it is fast becoming a builder to be watched and seriously considered.

Исключения

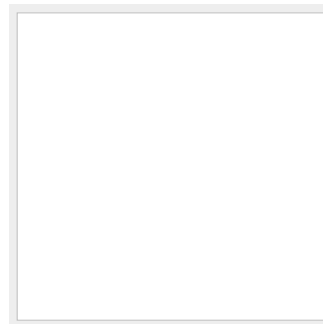
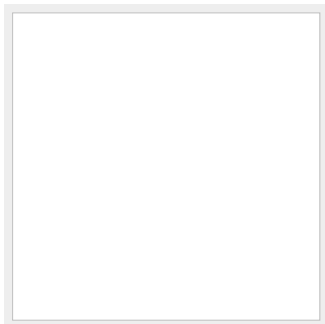
При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

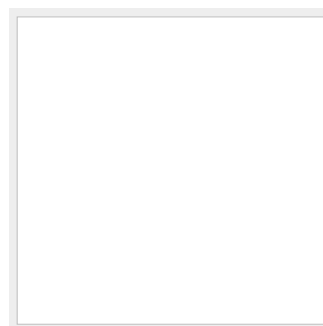
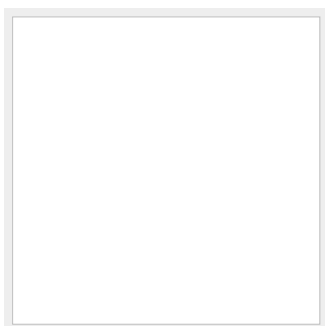
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ФОТОГРАФИИ

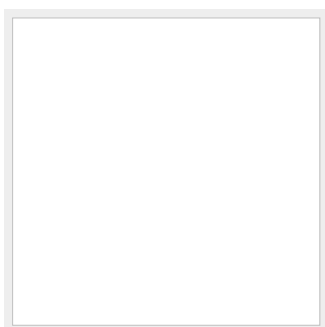
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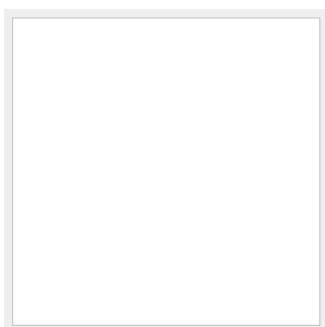
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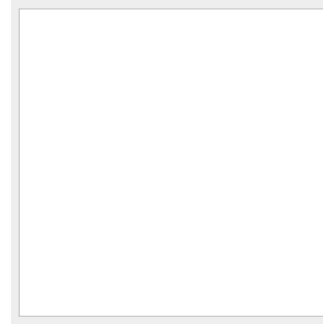
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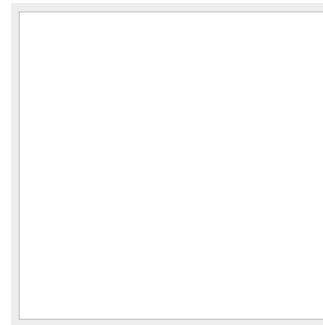
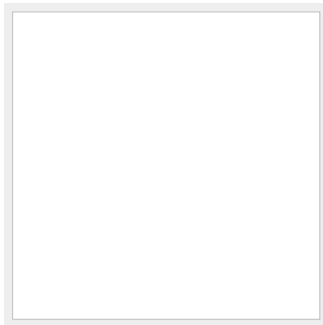
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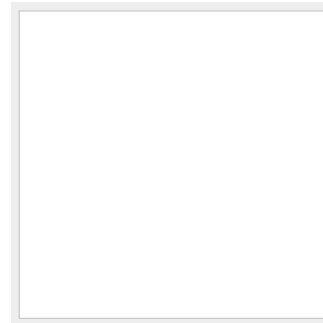
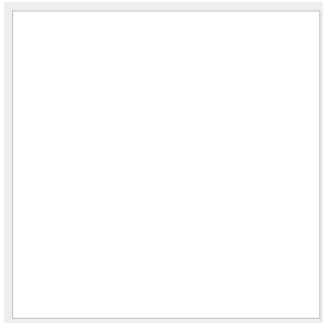
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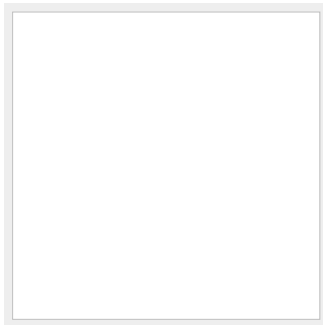
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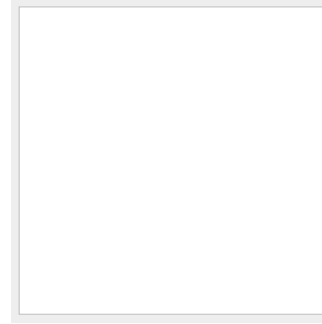
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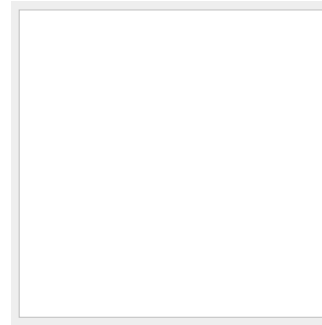
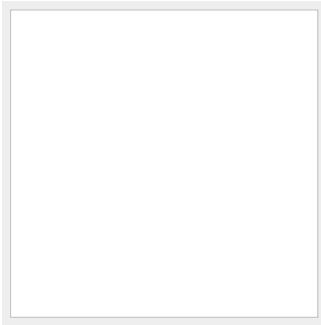
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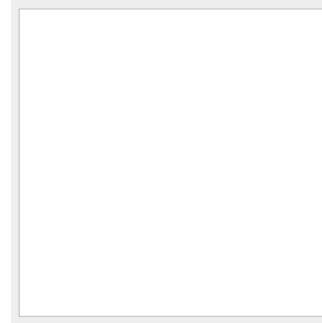
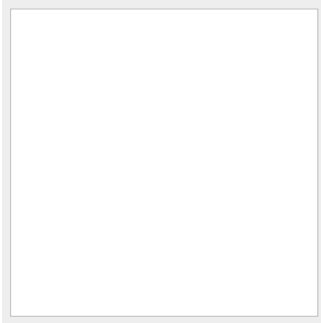
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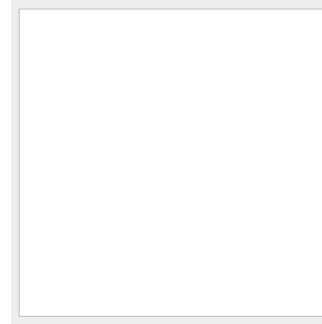
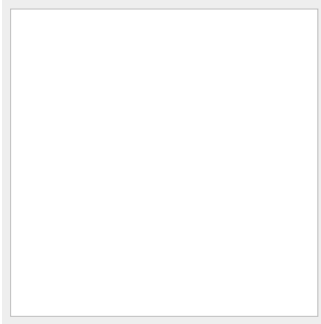
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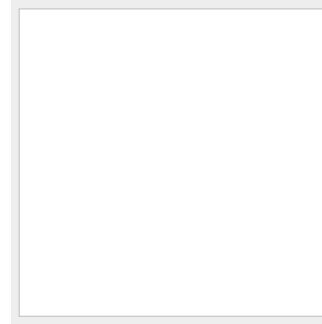
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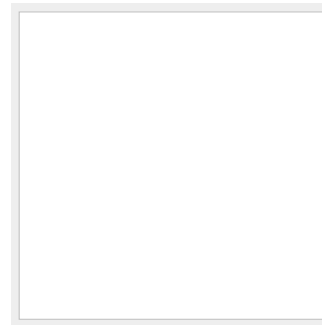
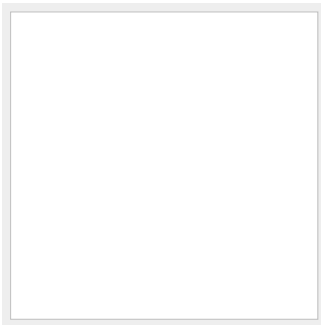
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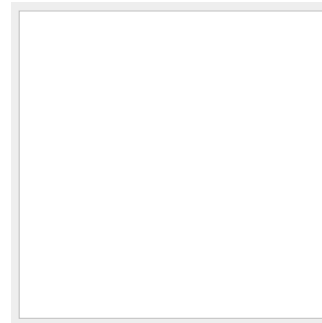
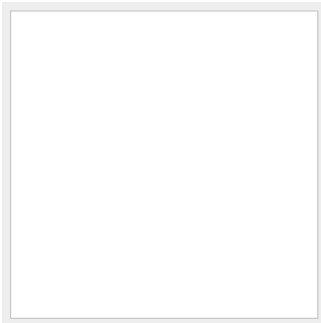
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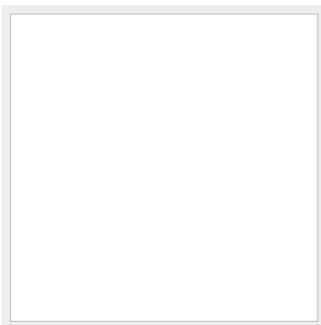
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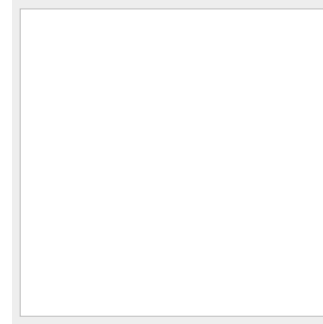
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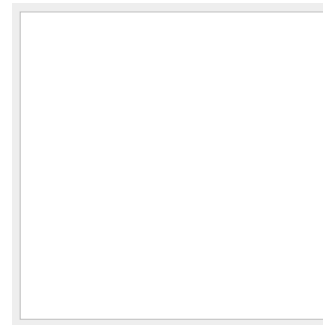
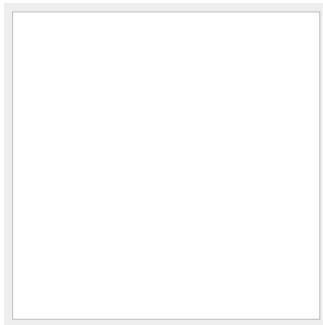
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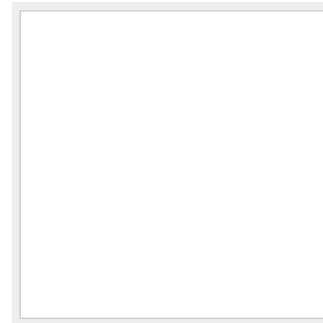
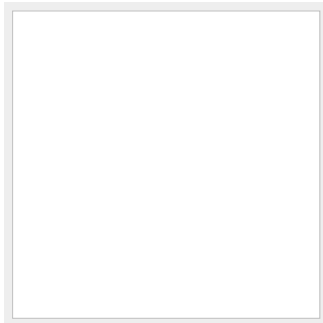
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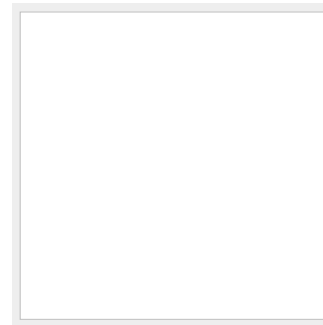
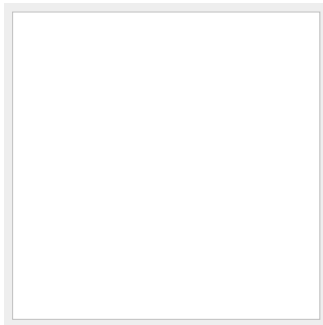
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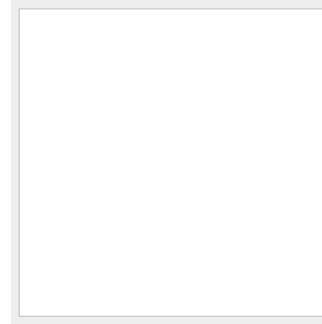
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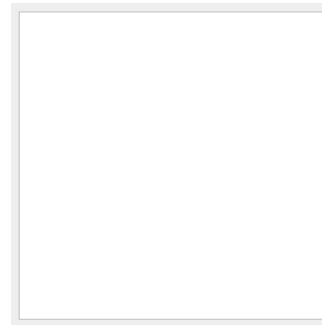
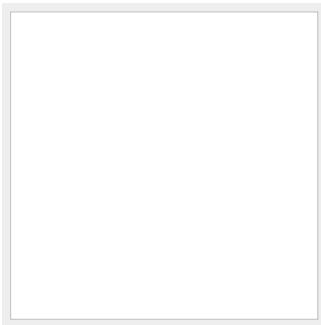
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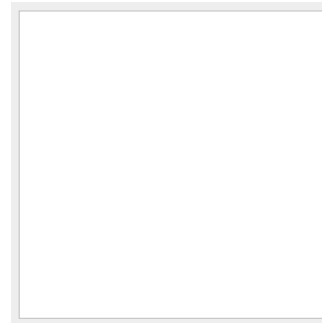
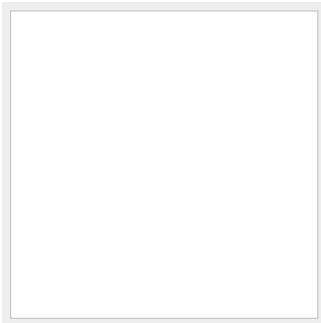
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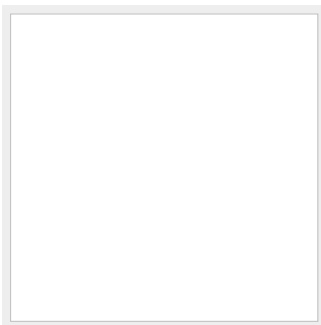
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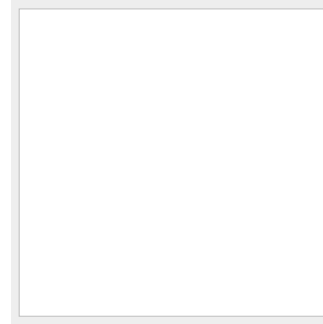
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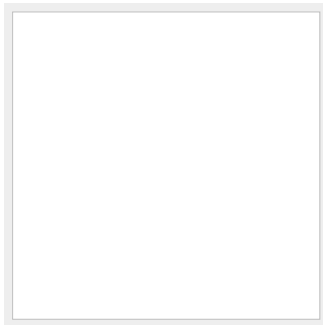
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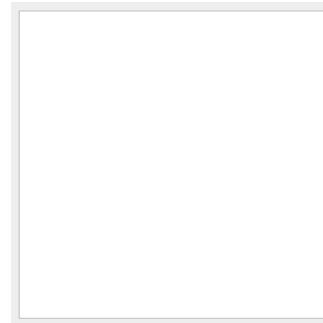
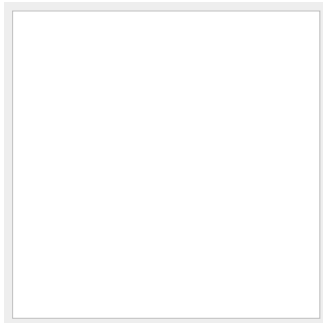
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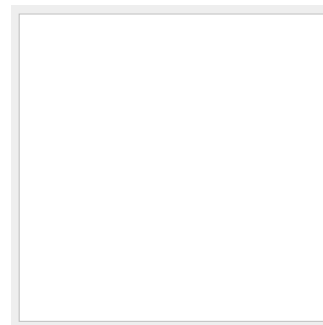
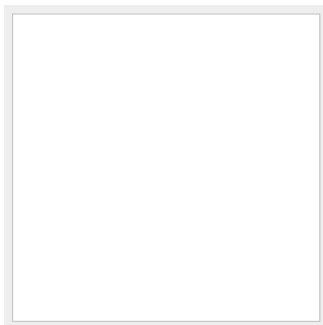
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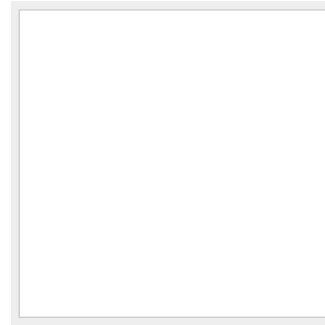
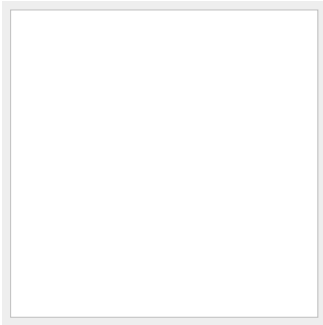
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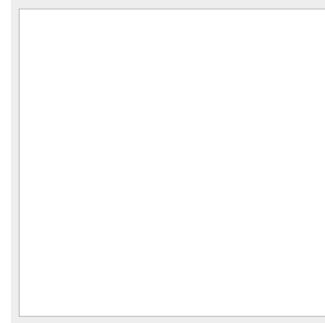
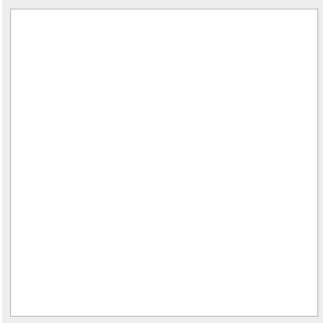
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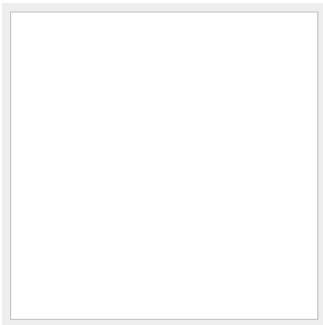
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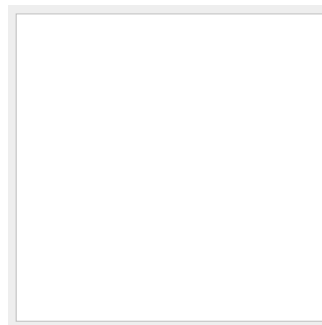
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КОНТАКТЫ

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: **Закрето**

Адрес



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