

DA ROSE — PERSHING



Builder: PERSHING

Year Built: 2000

Model: Cruiser

Price: PRICE ON APPLICATION

Location: United States

LOA: 45' 0" (13.72m)

Beam: 13' 3" (4.04m)

Min Draft: 4' 1" (1.24m)

Cruise Speed: 27 Kts. (31 MPH)

Max Speed: 33 Kts. (38 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **DA ROSE — PERSHING** 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 **DA ROSE — PERSHING** 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

This is the ONLY Pershing 45' LIMITED available for sale in the US. Amazing opportunity to purchase an open type express boat from a pedigree builder for a fraction of the cost of a new one. EXCELLENT condition, no expense spared. The 45' Limited is one of the most famous models Pershing has built. Powered by 610-bhp MAN engines with a top speed of 38.3 mph at 2250 rpm and a cruise of 31.3 at 1800. Burning 54.8 gph at top end and 35.4 gph at cruise speed. This is the perfect day boat offering more horsepower and better consumption than its competitors.

Basic Information

Category: Cruiser

Sub Category: Express

Model Year: 2000

Year Built: 2000

Country: United States

Fly Bridge: Yes

Dimensions

LOA: 45' 0" (13.72m)

Beam: 13' 3" (4.04m)

Min Draft: 4' 1" (1.24m)

Speed, Capacities and Weight

Cruise Speed: 27 Kts. (31 MPH)

Cruise Speed RPM: 1800 Kts.

Max Speed: 33 Kts. (38 MPH)

Max Speed RPM: 2300 Kts.

Displacement: 59524810.74 Pounds

Gross Tonnage: 19 Pounds

Water Capacity: 145 Gallons

Fuel Capacity: 343 Gallons

Accommodations

Total Cabins: 2

Sleeps: 4

Total Heads: 2

Hull and Deck Information

Hull Material: GRP

Hull Configuration: Deep Vee

Hull Finish: Aluminum

Exterior Designer: Fulvio De Simoni

Engine Information

Engines: 2

Manufacturer: MAN

Model: 2866LE405

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

MANUFACTURED PROVIDED DESCRIPTION

The Pershing 45 Limited is characterised by the avant garde style of its superstructure, based on precise and careful design choices. The result is a perfect balance between aggressive contours and an overall elegant look.

ADDITIONAL UPGRADES

- Full service of engines & cooling system - May 2015
- Custom painted hull Awlcraft Gray with mid-hull stripe - 2014
- Low engine hours (Starboard 800hrs, Port Engine is new and has only 450hrs)
- Bow Thruster - 2014
- Teak decking - 2012
- Ice Maker - 2013
- Main engines raw water pickups & scoops - 2013
- Bottom paint - 2014
- Propellers Reconditioned & Dynamically Balanced - 2014
- Prop Speed on running gear - 2014

GENERAL INFORMATION

Dimensions & Tankage:

Length Overall:	47'11"	Fuel:	343.152 US Gallons
Molded Beam:	13'3"	Water:	145 US Gallons
Draft (max):	4'1"		

Tonnage:

Gross:	18.98 tons
Net Tonnage:	19.98 tons
Displacement Tonnage:	27,000 lbs

Speeds:

Maximum:	33kts	RPMs	1,800
Cruising:	27kts	RPMs	2,300

MACHINERY

ENGINES

Engines:	(2) Man 2866LE405 @ 610Hp each
Hours (Port):	450
Hours (Stbrd)	800

Gearboxes: 2
 Drive: ZF Propeller drive

GENERATORS

6Kw Dynamica Marine Gen Set @ 3,600 RPMs
 with 1,051 hrs
 120 Output Volts, Phase 1, 60Hz

ELECTRICITY

Shore Power: 120 Volts, Phase 1, 60Hz

Air Conditioning: Cruisair 16,000 BTU, (2) air
 handling units
 Bowthruster: One available @ 4Hp

COMMUNICATION, NAVIGATION & ENTERTAINMENT SYSTEM

COMMUNICATION SYSTEMS:

VHF Fixed: Standard Horizon Explorer

NAVIGATION SYSTEMS

Radar: NorthStar 6100I
 Autopilot: Simrad
 Depth Sounder: Symrad
 GPS: NorthStar 6100I

ENTERTAINMENT SYSTEMS:

TVs: (3) Samsung@ Salon
 Stereo: One Stereo available
 CD Player: Pioneer @ Salon
 Other: Bose Sound System@ Salon

GALLEY

Range: Bosch Grill: Propane outside grill
 Microwave: Bosch
 Refrigeration: Frigonautica
 Icemaker: U-Line

DECK EQUIPMENT

Anchor Windlass system: Lofrans
Anchor: Delta 44lbs
Stern Boarding Gangway: Besenzoni (hydraulic)
Spotlights: ACR Remote Control Light

FIRE PROTECTION & SAFETY EQUIPMENT

FIRE PROTECTION

Fixed CO2 Fire System: Located: Engine Room

SAFETY EQUIPMENT

EPIRBs: Satellite 406
Cameras: Flir Video Camera E5482

ACCOMMODATIONS

Pershing 45 exudes innovation, comfort, performance, design and class. These are the distinctive traits of Pershing. DA ROSE features an innovative two stateroom / two head split floor plan that is rarely found in a 45' yacht. A boat that will have everyone turning heads. Power and comfort are combined in this boat. The spacious cockpit offers good dining facilities and a large sundeck. Below you will find the salon which provides a comfortable living area with an elegant and well-equipped galley. The master cabin is forward & spacious with a double bed in the center and ensuite bathroom. The guest cabin, which is aft of the cockpit, has two single beds, a central bedside cabinet and a second bathroom. The cockpit area with retractable sunroof is comfortable and great for entertaining; large aft sun pad, circular cockpit seating, sink and refrigerator. The helm position affords great visibility and vessel control. The opening soft-top and hydraulic passerelle that acts as a crane for positioning a tender.

Master Stateroom (Double Berth)

Twin Berth 1

Heads: 2 total

BOAT TEST & WALKTHROUGH

Using bigger engines than the competition will almost always make your boat faster, but there are two other important advantages as well. Higher-output engines don't need to work as hard as smaller power plants to make a boat run the same speeds, and you can have some throttle in reserve in case you need to avoid a bad situation. The Pershing 45, powered by 610-bhp MAN engines, proved all this and more, as most

boats in this size range are powered by 400-to-450-bhp engines. The inboards pushed our test boat to a top speed of 38.3 mph at 2250 rpm and a cruise of 31.3 at 1800. It burned 54.8 gph at top end, giving it an mpg reading of 0.7. At cruise, it burned 35.4 gph, for 0.9 mpg. By comparison, when powered by a pair of 450-hp CAT 3208 V-8 diesels, Sunseeker's 44 Camargue (49'5" LOA and 29,000 pounds) reached a top speed of about 36 mph, burning 46 gph and achieving 0.8 mpg. Sunseeker switched to the 450-bhp V-6 CAT 3126s -as a result, expect that two fewer cylinders will make these diesels work even harder. Closer to our test boat in overall size is the Fairline Targa 48 (49'10" LOA and 22,000 pounds). I tested the boat with a pair of 420-bhp in-line-6 CAT 3126s, and it ran 35.7 mph at full throttle with a gph of 42.6 and 0.8 mpg. To run similar speeds with the Pershing 45, you can back off to 2100 rpm, where the boat burns 51.4 gph at 36.4 mph for 0.7 mpg. **THE HIGHS:** Bigger engines get you there faster and more efficiently. Excellent access in engine compartment. Finally, a cruiser with trim tab indicators. Locking electronics box at helm. **THE LOWS:** Cockpit lounge cushions should be hinged. Battery box hatches need thumb screws. In maneuvers our test boat carved wide arcs easily-the best way to tighten the radius is to advance the throttle. The V-bottom, with a transom deadrise of 18 degrees, has twin strakes on each side and propeller pockets to help reduce the boat's draft. The straight forward design is perfect for smacking down a two-foot chop. **UNDERCOVER OPERATION.** Even with its big diesels, our test boat offered excellent ease of movement in a practical engine compartment that has 2'1" of space between the engines at their tightest spot. Plus, the entire compartment is finished in sound-deadening foam. Overhead, the cockpit sole is removable in case an engine has to come out. Despite having the fuel tanks installed outboard of the engines, the shutoffs are easy to reach and I liked that they linked to another set at the helm so you have two locations to kill the flow in an emergency. The sea strainers are forward and between the engines, and the seacocks couldn't be easier to access. The same goes for the remote transmission shifters and the circuit breakers in protective acrylic boxes mounted on the firewall bulkhead. Nearby, all the bilge pumps are conveniently located for servicing. Screwed-down plates protect the batteries from being walked on, but you need a Philips head screwdriver to remove them. Thumb screws would eliminate the need for a tool. Aft the engines, the genset is accessible, but I can't say the same for its battery. It's behind the starboard engine, and I guarantee the mechanic who eventually has to replace it is going to curse the boat's designer-and deservedly so. When I exited the engine compartment, the hatch closed into thick rubber weather stripping and stayed shut with a beefy aluminum latch-kudos! The hardware throughout the boat has a heavy-duty feel, even the stout aluminum doorknobs in the cabin. It's kind of like the strong thud you hear when you close a door on a full-size pickup truck. The 45's construction is also stout, composed of solid fiberglass in the hull's bottom with Airex foam coring in the hullsides and balsa in high-stress areas in the deck. The hull and deck are attached in a shoebox-lid fit that's through-bolted and sealed. But it wasn't bonded together with fiberglass on the inside. **STRETCH ON OUT.** If your family and friends enjoy soaking up the rays, you'll love the 45's 9'-by-6'2" aft sunlounge, which is encircled by stainless-steel rails for security. The foredeck has four more cushions so just about everybody can be a sun

worshipper. The horseshoe-shaped cockpit lounge seats eight and has stowage in the base, but the cushions aren't hinged or supported with gas struts. At 3'-by-2' each, they're hard to hold up with one hand while you retrieve gear with the other. A button at the helm activates the hydraulic cockpit table, which is more than a novelty. When the table is up, it feels incredibly sturdy; lower it during a rough-water run to protect it from damage. I question locating the control button at the helm. Put it closer to the table. To port, the cockpit bar's hatch is finished on both sides and raises on a stainless-steel gas strut. It unveils a sink and barbecue grill that turns off with a microswitch when the hatch is closed. At the helm, the two-person seat has stowage in the base. At 5'8", when I sat I had unobstructed sightlines, but when I stood, the windshield frame blocked my view. A 5"-deep eyebrow keeps glare off the VDO white-faced gauges. These are grouped in clusters by engine on each side of the tachometers, which flank a rudder indicator. I especially liked that the boat comes standard with trim tab indicators and a bow thruster. Another bonus is the folding panel that locks shut to protect your GPS, autopilot, and VHF radio. **OPPOSITE ENDS.** Pershing was determined that the 45 should sleep four people, so its belowdecks layout features the salon, galley, and master stateroom forward and a smaller aft cabin with twin bunks, a private head with shower, and hanging locker. You access the aft cabin via a removable cushion in the cockpit lounge. You'll spend most of your time in the spacious salon, which is finished in richly varnished cherry and light vinyl upholstery to enhance its sense of roominess. The large lounge to starboard has removable bottom cushions that access stowage and the air conditioner. Even the backrests come off individually so you can repair one without having to remove the whole thing. One gripe: The opening ports don't come with screens. Across from the lounge, the galley includes a microwave oven overhead and a sink and fourburner stove recessed into the granite countertop beneath a foldout hatch. The stove is the kind you want beneath a closed counter—it has sensors that keep a burner lit only if they feel the weight of a pan on them. Galley stowage includes dedicated space for dishes, glasses, and silverware, plus open lockers. Forward of the galley, you'll find the head, which is accessible from both the salon and master stateroom. The circular shower stall, porcelain commode, and sink are pretty much standard fare, but I liked the 1'-deep, 7"-tall stowage lockers above the sink. Last but not least, in the bow, the master stateroom features a jewelry safe situated in a small sitting area to port with hanging lockers on each side aft. Pershing again provided excellent stowage in the base of the thickly padded double berth and overhead on each side. **LAST WORD.** A stylish boat that's big on power, practicality, and livability. LOA.....48'1" **** Beam.....13'5" **** Draft.....4'1" Displacement (lbs., approx).....27,000 **** Transom deadrise.....18° Bridge clearance...10'11" **** Minimum cockpit depth.....2'7" **** Max. cabin headroom.....6'4" Fuel capacity (gal.).....415 **** Water capacity (gal.).....144

STANDARD POWER: Twin 610-bhp MAN 2866 LE 405 in-line-6 diesel inboards.
 OPTIONAL POWER: Twin diesel inboards to 1,220 bhp total. TEST BOAT POWER: Twin 610-bhp MAN 2866 LE 405 in-line-6 diesel inboards with 731 cid, 5.04" bore x 6.1" stroke, swinging 24" x 40" four-bladed SBN Nibrals through 1.73:1 reductions.

STANDARD EQUIPMENT (*major items*): Hydraulic trim tabs w/indicators; hydraulic

gangway w/ remote control; hot/ cold shower on gangway; retractable swim ladder; 1,200-watt Lofrans windlass; Bimini top w/ss frame; VDO instrumentation; 5' Ritchie compass; depthsounder; speed/log; GPS/chartplotter; VHF radio; cockpit entertainment center w/sink, refrigerator, and grill; icemaker; hydraulic cockpit table; AM/FM/ CD stereos in forward stateroom and aft cabin; forward and aft heads w/porcelain commodes, stand-up showers, and sinks; refrigerator; 4-burner stove; microwave; 6kW genset; fuel/water separators; bilge pumps; 23,000-Btu a/c; 50-watt battery charger; battery parallel system.

ABOUT PERSHING

The Pershing Yacht story began in 1981 with wooden boats built by 3 seagoing fanatics, each with considerable yacht building experience and a passion for fast cruising yachts. By 1985, the Pershing 45' was born, designed in collaboration with Fulvio De Simoni and met with instant success, due to its numerous innovations. By the early 1990's, Pershing had expanded to a worldwide yacht dealer network, with over 70% of their production going to the Far East and United States. In 1998, Pershing became part of the Ferretti Group and gained worldwide exposure through the intense marketing efforts of yachts by this conglomerate, which has resulted in an expansive range of sport yachts and ultimately large motor yachts, with an emphasis on speed and handling. In 2004, Pershing opened a new manufacturing headquarters in Mondolfo, Italy to adapt and implement the latest technologies and materials used in the construction of yachts.

Exclusions

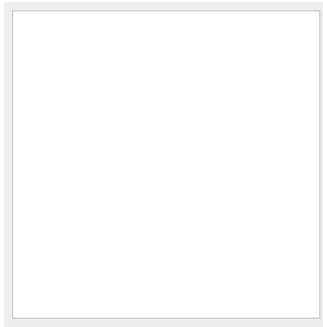
Owner's personal belongings.

Disclaimer

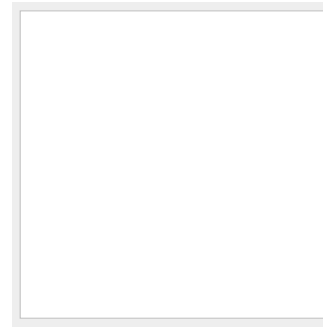
The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

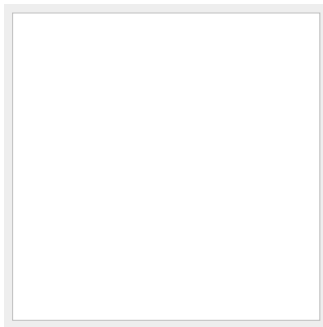
AT ANCHOR



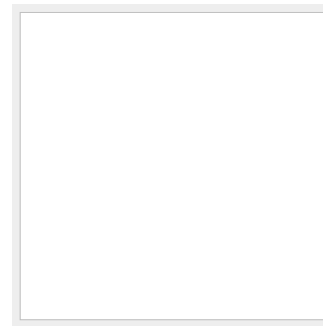
BIRD'S VIEW



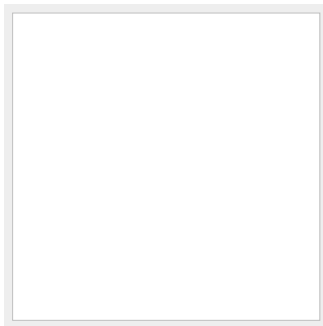
BOARDING PASSERELLE & SWIM PLATFORM



AFT SUN PADS



FLYBRIDGE



FLYBRIDGE SEATING



GRILL



CONTROLS



SALON



GALLEY



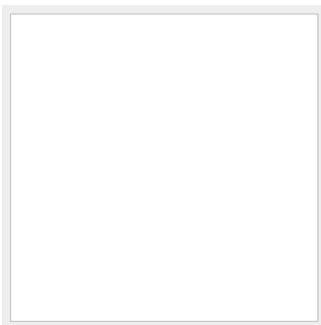
GALLEY



DINING



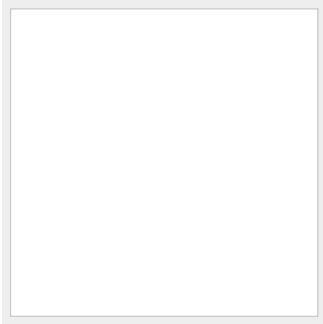
MASTER



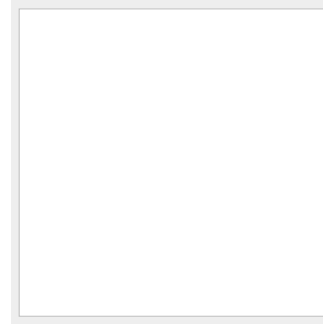
MASTER HEAD



TWIN STATERROM



TWIN HEAD



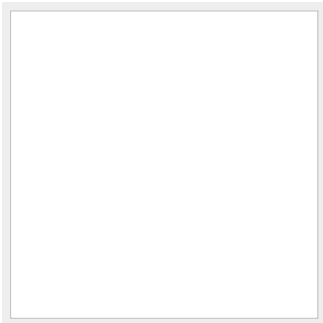
BOW SUN PADS



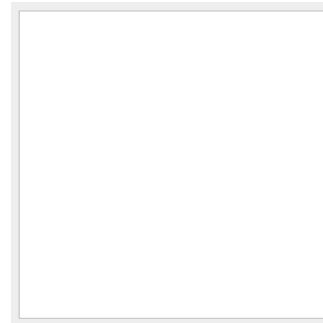
ENGINES



CRUISING



LAYOUT



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