

MOON GODDESS — GRAND BANKS



Судостроитель: GRAND BANKS

Длина общая: 49' 0" (14.94m)

Год постройки: 2000

Ширина: 16' 0" (4.88m)

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Купить **Moon Goddess — GRAND BANKS** 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 **Moon Goddess — GRAND BANKS** 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 Grand Banks Eastbay 49 is a top-quality hardtop express whose elegant appearance and meticulous construction represent the ultimate in classic American yachting. A handsome yacht with a long foredeck and traditional Downeast styling, she's built on a modified deep-V hull with a short keel. In the Eastbay's elegant two-stateroom, two-head interior—a blend of hand-rubbed teak cabinetry, a recently refinished teak-and-holly cabin sole with new headliner and window and bed treatments, Corian countertops and custom hardware, her spacious semi-enclosed helm deck (where guests will certainly prefer to congregate) provides comfortable air conditioned or open air seating for a small crowd. The beautifully finished molded hardtop is an integral part of the design, and access to the engine room is through a hinged section of the cockpit's bench seat. Additional features include wide side decks, a power-assisted center windshield panel, transom door and a teak swim platform. The large engine room is a plus with easy cockpit access and access between engines near helm.

Twin Caterpillar 660 hp each, Cat 3196TA diesels will cruise this 49 Eastbay about 24 knots (around 28 knots top) and her bow thruster (installed 2014) makes docking a breeze. Both Engines have been upgraded with new style turbos, coolers updated and replaced injectors, etc. Air conditioning has been renewed with new fans, and new duct work, as well as both new condenser units. In addition new refrigeration/freezer condenser unit for her reefer style system. Call today for more information.

Upgrades completed September of 2016:

New FLAG Blue Hull Paint Teak decks replaced in cockpit including steps Bottom Paint New outside and inside upholstery New Interior Curtains New Forward fuel tank w/upgrades over factory New Headliner throughout New Bilge Pumps and an added pump forward New Salon and Cabin A/Cs New Duct Work throughout Reefers and Freezer Condensing Unit new New EZ-2-CY hard enclosure All new start and house bank batteries replaced Teak cabin sole refinished inside Dual Garmin 7212s installed at helm Engines and generator serviced

Excellent Opportunity as change in owners plans to get a much larger yacht are the reasons to dictate sale

Great for Cruising to the Bahamas or Points Beyond!

Основная информация

Тип судна: Моторная яхта

Подкатегория: Express

Модельный год: 2000

Год постройки: 2000

Страна: United States

Размеры

Длина общая: 49' 0" (14.94m)

Ширина: 16' 0" (4.88m)

Длина привального бруса: 49' 0"
(14.94m)

Скорость, вместимость и масса

Водоизмещение: 48000 Pounds

Вместимость воды: 176 Gallons

Вместимость сточного бака: 80
Gallons

Объем топливного бака: 775
Gallons

Размещение

Всего кают: 2

Всего коек: 2

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: 3196TA

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Description

The Grand Banks Eastbay 49 is a top-quality hardtop express whose elegant appearance and meticulous construction represent the ultimate in classic American yachting. A handsome yacht with a long foredeck and traditional Downeast styling, she's built on a modified deep-V hull with a short keel. In the Eastbay's elegant two-stateroom, two-head interior—a blend of hand-rubbed teak cabinetry, a recently refinished teak-and-holly cabin sole with new headliner and window and bed treatments, Corian countertops and custom hardware, her spacious semi-enclosed helm deck (where guests will certainly prefer to congregate) provides comfortable air conditioned or open air seating for a small crowd. The beautifully finished molded hardtop is an integral part of the design, and access to the engine room is through a hinged section of the cockpit's bench seat. Additional features include wide side decks, a power-assisted center windshield panel, transom door and a teak swim platform. The large engine room is a plus with easy cockpit access and access between engines near helm.

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Overview

This is one of the best-priced and best equipped upgraded 49 Grand Banks Eastbays

on the market today. Carefully maintained and full of upgraded equipment, Moon Goddess is ready to cruise the Bahamas and the Florida Keys in classic styling and ultimate comfort. Recently added is a bow thruster, cockpit cover as well as satellite KVH TV. In the engine room, there are numerous upgrades, such as a Delta T system, isolation transformers, and numerous other electrical upgrades that make this a unique Eastbay. The Eastbay 49 represents the highest quality of the express cruisers, with a Ray Hunt designed deep V hull that navigates offshore well, yet only draws 4'1" for island cruising. The meticulous Grand Banks construction combines traditional downeast styling with the amenities and attention to detail that produces an elegant and luxurious boating experience. The 49's rich interior features hand-rubbed teak cabinetry, Corian counter tops, 2 staterooms and a spacious salon with a refinished teak and holly cabin sole.

Unlike other Grand Banks Eastbay Yachts on the market, this is a rare express version that allows the captain and crew to experience boating in a true yachting fashion, without the boxed-in feel of an enclosed salon. The helm station features best-in-class dual Garmin touch screen electronics, Fusion satellite/iPod radio, Standard Horizon VHF, Robertson autopilot, B&G depth sounder, and remote windlass controls for easy piloting. On the bridge there is also luxurious, voluminous (newly upholstered and air conditioned) seating that is combined with an ice maker, bar area and dining table to provide an ideal entertaining ambiance either around the helm station or in the stern. This is the ultimate handsome yacht for family cruising or single handed venturing, as Moon Goddess is easy to handle and fuel efficient. The extensive deck space, thoughtful features and spacious cockpit make this boat a pleasure to handle. Numerous added features will enhance your cruising and ownership experience.

Layout

Accommodations

The helm area combines as an upper salon layout which features a port side u-shaped settee around a teak table with folding leaves. Along the starboard side of this area is a double helm seat and teak cabinet storage. Just aft is a straight settee and to port is a matching double helm seat and cabinetry. The expanse of windows brings light and views pouring into the large area. A U-line ice maker is in the starboard aft corner.

Below deck, the layout offers two staterooms, including the forward master with ensuite head and shower stall. To port is the guest stateroom with one double bed and hanging locker space, across from a starboard-side guest head. Completing the lower deck layout is a U-shaped galley to port with reefer style fridge and freezer, Opposite to starboard is a u-shaped settee for dining or relaxing and a hand-made dinette table which is a signature of all Grand Banks yachts. In this case, a dinette table offers folding leaves, tall bottle storage, and reversible felt-lined cup holders that turn over to elegantly nest flush to the surface.

Electrical / Electronics

- Danforth Compass
- (2) Upgraded Garmin 7212 (installed 2016) 12" color touch screen monitors with GPS, and depth
- B&G network digital depth sounder
- Jabsco 12 volt DC fuel transfer pump - self priming - rated at 50 liters per minute
- Reverso 12 volt DC reversible oil change pumps for main engines, gearboxes, and generator
- Starboard main engine battery bank, consisting of (3) AGM gel cell batteries (2016)
Port main engine battery bank, consisting of (3) AGM gel cell batteries (2016)
- Dual deep cycle 8D gel cell house bank (2016)
- Standard horizon GX5000S VHF radio
- Roberson AP 20 Autopilot Control Head Simrad (overhead) tied with Garmin GPS
- Tridata
- Sidepower Bow Thruster - SEI30 control joystick (installed 2014)
- Fusion Audio Systems - IPS 700 w/ iPhone Dock
- 4 Separate Zones for stereo controlled from helm
- Second 50 AMP Charles River 5000 Series charger installed
- Built in DC powered USB chargers at three (3) locations
- Wilson Electronics Cell Phone Booster
- **Electrical Work Done by (Ward's Marine)**

This system provides for (3) Battery Banks, dedicated (during normal operation) as follows:

- a) Ship's service bank (House) (2) 8D Lifeline AGM deep cycle batteries in parallel cycling to no more than 50% of the bank's total amp hour capacity 510 AH.
- b) Main engine starting and electronic engine control (3) each Optima 1000 AGM 12 Volt, starting batteries in parallel (approx. 2,400 CCA deep cycle batteries in fairly rapid recovery service).
- c) Generator starting (1) Optima 1,000 AGM batteries.

The two battery chargers are multi-step. "New Mar" (60 plus amp) dedicated multi-step charger for the ship's service batteries and (1) "Existing" (40 amp) multi-step main charger are dedicated to the main engine and generator starting batteries.

Back-up or emergency operator selected charging capability for all batteries from either of the chargers, fed by either of the AC power sources (shore / generator) via the board. All chargers are the multi-step, battery temp. sensing type, adjustable to battery manufacturer charging standards for AGM batteries.

In addition, each bank is charged by a dedicated main engine driven alternator (existing 105 AMP), normally one alternator will charge the ship's service bank and the other, the main engine and generator starting batteries respectively. Alternators are fitted with Balmar multi-step, battery temp. sensing, voltage regulators, adjustable to battery manufacturer charging standards.

Addition of a paralleling (push and hold) switch, will provide for emergency main engine starting, from all banks in the event of starting battery failure.

In an emergency, battery selector switch settings will be able to provide for emergency ship's service power from the starting batteries and charging of all batteries by either battery charger.

The existing 40 amp multi step adjustable charger is dedicated to charging both main engine and generator starting batteries receiving power from shore tie or generator, via the board.

A Balmar multi step Series IV voltage regulator with battery temp sensing / adjustable for AGM standards etc. has been added to the existing 105 amp alternator on the port main engine and will charge the main engine batteries.

In the event of an alternator failure, the second Diode on the operating alternator could be connected to provide alternator charging for all batteries.

AC ELECTRICAL SYSTEM ADDITION:

An isolation transformer has been installed in the "hot" legs of the AC shore power system, and when added to the existing galvanic isolator in the ground leg would totally isolate the vessel's AC equipment from possible shore power problems, while preserving safety grounding in the event of a fault aboard. The system will also offer capability for some operator set voltage adjustment, in the event of low voltage encountered at some docks.

Flybridge & Cockpit

Words cannot describe the ease and comfort of piloting Moon Goddess, which can spin on her own axis and handles the roughest of seas. The openness of this express allows the captain and crew to enjoy a truly pleasurable on-the-water experience that enclosed cabin models miss. Yet, the hardtop and 270 degrees of windows protect the crew from the elements and provide unlimited visibility that other boats lack. On top of the helm station are a pair of Lewmar Plexiglas opening hatches which combine with an

electronic opening front window to provide plenty of cool breeze for the cockpit inhabitants. All of the owner's manuals are on board in neatly organized 3 ring binders. The decks of the cockpit are protected by thigh high bulwarks. In the port and starboard forward corners are teak overlay steps to the side decks. Located to starboard is a set of teak steps to the cockpit seating area.

Centerline is a lift up bench seat into the after part of the engine room. Flush in the deck are three hinged and gasketed hatches to the cockpit bilge, in which the spare parts, life raft, and fenders are stored. Starboard side aft is an opening bulwark door to the teak swim platform. Port side forward is a 50-amp 120/240-volt single phase shore power cord on a Glendinning electric shore cord reel. Starboard side forward is a pair of dockside telephone and CATV jacks.

Bolted to the transom is an open gate teak swim platform on stainless steel brackets with a folding stainless steel swim ladder port side. Port side aft is a freshwater hot and cold shower station. Because the hull is tunneled, Moon Goddess can access shallow waters that many boats her size miss.

The cockpit seating area is protected overhead by a fiberglass hardtop with highly visible three-panel windshield forward and sliding windows port and starboard. The cockpit seating area has beautiful teak accents, handrails and deck that add an old-world traditional style to this modern classic. Across from the helm station is a built in bar, with built-in storage, cutting table and glass holders. A glass covered chart storage cabinet is above the counter for easy access and use. The captain's bench seat includes a series of three pull out drawers, whereas the crew's bench seat has a new U-line icemaker underneath. Bench seats have extensive available storage, easily accessed by varnished framed doors. The main electrical panel is easily accessed next to the helm station where fuel, water and electrical gauges are well placed.

Deck Equipment

The painted nonskid decks of the foredeck and side decks are protected by a low varnished teak toe rail with a welded stainless steel bow rail with extensions down the side decks port and starboard. Seen in the varnished teak toe rail are stainless steel fairleads, which lead to bolted stainless steel cleats on the port and starboard side decks and the bow. Seen all the way forward is a bolted stainless steel anchor pulpit with dual stainless steel rollers. Housed in the anchor pulpit is a stainless 45-lb. CQR anchor shackled to a reported 150' of 3/8" G40 galvanized steel chain and 100' of Yz" anchor rode. The anchor is hauled by a Maxwell anchor windlass and line handling capstan controlled via a pair of flush footswitches located aft of the anchor windlass or via rocker control at the helm. Port and starboard of the anchor windlass are a pair of flush storage lockers with spare storage line. Inside the starboard side storage locker is

access to the chain bin.

On top of the forward housetop are (3) Lewmar anodized aluminum Plexiglas hatches to the interior and a pair of stainless steel dorade boxes. Also bolted on top of the forward housetop are stainless steel handrails. Flush in the starboard side deck is a stainless steel waste pump out fitting, a stainless steel water fill, and a stainless steel diesel fuel fitting.

Across the front of the cockpit driving station is a three-panel windshield. The center section is on an electric actuator opening outward. The port and starboard sections are each fit with an electric wiper and freshwater wash. The nonskid decks of the wheelhouse cockpit housetop are unprotected and are accessed via a pair of footholds along the front of the windshield and are fit with a pair of stainless steel grab rails. On top of the wheelhouse cockpit housetop is the following:

- Folding stainless steel mast
- (2) VHF antennas
- ACR 1000 remote operated spotlight
- Buell dual trumpet horn
- Furuno closed array radar scanner
- Port and starboard varnished teak nameboard lights, a stern light, anchor light, and forward steaming light, GPS antenna, and a television antenna

Steering System

Moon Goddess is exceptionally easy to steer from her gorgeous teak helm. The steering system on board is Sea Star power assist steering with helm driven pump and PTO power assist pump off the starboard main engine. Cooler, reservoir, autopilot pump, and filter are all located in the engine room. All hoses were replaced in 2016.

Galley

The main salon consists of a large U-shaped bench seat with a varnished teak table with folding leaves, that has storage under the seats and table. Located across from the galley and a custom TV/DVD enclosure, the salon is roomy and well lit with numerous stainless steel portholes, lighting and a large deck hatch. The custom stereo system on deck also has two overhead speakers in the salon with a volume adjuster below. The settees have custom seat cushions and pillows that are tied in to the bright and energetic décor that exists throughout the boat.

The galley features spacious a Corian countertop with elegant hand-rubbed teak cabinetry and significant built-in storage. In the center of the galley on the port side is Princess 3-burner electric range and Sharp carousel convection/microwave oven that

hides under a flip up Corian countertop. There are two robust built-in refrigerators with spacious shelving and a separate top loading built-in freezer for extensive cold storage. Moon Goddess comes ready for cruising with all the necessary appliances and utensils, such as Flavia Fusion Drink Station coffee maker (makes cappuccino, espresso and regular coffee/tea), blender, and toaster. The galley features a double stainless steel sink with hot and cold faucets and two built-in cutting boards. There is additional storage under the cabin sole as well as the stairways with lift up steps.

Master Stateroom

The master cabin features an island queen berth with extensive lighting and storage on each side of the bed, which is lit by stainless steel portholes on both sides and a voluminous Lewmar plexiglas hatch. On the starboard side is a cedar lined hanging locker and numerous storage drawers. Above the closet is a second entertainment TV/DVD/VCR ensemble that is tied into the KVH satellite system. The main head has a large enclosed shower with a teak grate floor, spacious vacuum head and various storage compartments. There is a full mirror opposite the queen berth as well as chart and other storage underneath. The master cabin is decorated in hand-rubbed luxurious teak with stainless steel fixtures.

Guest Stateroom

In the center of Moon Goddess is the guest stateroom that is accessed via a sliding entryway door from the central passageway. The guest stateroom has a queen size berth in a fore and aft arrangement with storage above along the port hull side. The guest stateroom has its own cedar-lined hanging closet, Lewmar plexiglass hatch and 3 portholes. In addition, it has under berth storage, a nightstand and separate fan controls for the aft A/C system.

On the starboard side of the central passageway is the guest enclosed head with molded sink and countertop, medicine storage cabinets above and below, a vacu-flush toilet, a stainless steel framed opening port hole, dorade based circulation and a teak grate covered shower pan with telescoping shower.

Engine & Mechanical Equipment

Moon Goddess is very fuel efficient at cruising speed of 22-24 knots. This provides both attractive fuel economies and extended cruising range. In addition, the previous owner towed a 31 ft Contender to the Bahamas on numerous occasions.. The engine room is accessed via a flush hatch on electric hydraulic ram lift and remote cable pull lock centerline on the helm deck.

Additional access to the engine room is via a hinged seat on pneumatic ram assist and remote cable pull lock centerline forward from the cockpit. This space is partially insulated behind perforated vinyl and hard panels. It is fully painted and lit with AC fluorescent and DC overhead spotlighting.

The decks are removable open teakdunnage. Ventilation is provided via a Delta T 9" 12-volt DC electric fan and hull side vents with Delta T grills. Engine room bilge pumping is via a Rule 2,000-gallon per hour automatic/manual bilge pump with float switch and via a manual diaphragm bilge pump with strainer foot suction. There are also Rule 2,000-gallon per hour bilge pumps fore and aft as well. The manual bilge pump is located on the helm deck. Major service to engines completed in late 2013 and recent oil changes in 2016. Turbos and injectors replaced with new style, all belts and hoses and all service related to Caterpillars 1000 hour recommendations.

- (2) Caterpillar 3196TA freshwater cooled turbo charged marine diesel engines
- Northern Lights 12-KW freshwater cooled turbo charged marine diesel electric generator
- (2) Twin Disc marine reversing gears
- 110-volt AC outlet
- House battery bank - port engine battery parallel disconnect switch
- Potable water bib with hose
- Starboard service alternator breaker
- Charles Marine Products 50-amp, 5000 Series, 12-volt DC6 gel cell
- 12S0SEG- 9 battery charger
- Simrad 12-volt DC reversible autopilot pump
- Simrad junction unit
- Yacht Corrosion Consultants Zincsaver II 50-amp shore power galvanic isolator
- Unused auxiliary seacock and strainer in the event of an added watermaker later
- Seaward 20-gallon stainless steel
- 120-volt AC electric water heater with boost heat off the starboard main engine heat exchanger
- (2) Marine Air raw water cooled direct expansion air conditioning compressors unit 16,000 Btu with reverse cycle heat
- 12-volt DC belt drive main engine alternators
- Groco 12-volt DC Paragon potable water system pump and hydra cell
- Grunert 115-volt AC air and raw water cooled refrigeration compressor
- ACME 15-KVA shore power isolation transformer
- Shore power inlet breaker
- Battery disconnect switches - port main engine, starboard main engine, and generator
- Port main engine battery bank consisting of (3) AGM gel cell batteries
- Strong Marine Tides driplless shafts seals
- Flo-Scan main engine fuel meters in Engine Room
- Generator start/stop preheat gauge panel, oil pressure, jacket water temperature,

volts, and hours

- Engine battery parallel solenoid and control
- Sea Star power assist steering reservoir, cooler, and filter
- Buell 12-volt DC air compressor and reservoir
- (2) Racor fuel filter water separators with fire shields, one each main engine
- March AC-SC-MD 115-volt AC air conditioning raw water cooling pump
- March LC-3CP-MD 115-volt AC refrigeration raw water cooling pump
- Northern Lights 12-KW freshwater cooled turbo charged marine diesel electric
- Jabsco 12-volt DC fuel transfer pump - self priming - rated at 50-liters per minute
- Reverso 12-volt DC reversible oil change pumps for main engines, gearboxes, and generator
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- 12S0SEG- 9 battery charger
- Simrad 12-volt DC reversible autopilot pump
- Simrad junction unit heat exchanger
- Buell 12-volt DC0 air compressor and reservoir
- (2) Racor fuel filter water separators with fire shields, one each main engine
- March AC-SC-MD 115-volt AC air conditioning raw water cooling pump
- March LC-3CP-MD 115-volt AC refrigeration raw water cooling pump
- Yacht Corrosion Consultants Zincsaver II 50-amp shore power galvanic isolator
-

Recent Maintenance

- All AGM batteries replaced in 2016, 3 Starboard starting, 3 Port starting, 2 House, 2 Bow Thruster, and 1 Generator batteries.
- Shaft spur cutters replaced in 2013
- Groco PST water tank replaced in 2013
- Just completed September 2016 Teak Cockpit replaced and upper deck sanded and replaced missing bungs and caulk.
- Teak re-varnished
- Gel Coat repainted around windows
- A/C and refrigeration serviced.

- New Flag Blue Paint on hull sides
- New upholstery outside and inside

Additional Equipment

- Custom stainless steel/teak swim platform at transom
- Television and telephone wiring with waterproof inlet at cockpit
- Icemaker at helm
- Samsung 15" flat screen television with Sony CD/VHS player in master stateroom
- Fusion MS-IP600 stereo with Sirius
- Spurs line cutters at propeller shafts
- Vacuflush toilets
- Princess 3 burner stove with oven
- Under counter refrigerator/freezer
- Glendenning Cable Master

Lazarette

The lazarette is accessed via (3) hinged hatches on pneumatic ram assist in the cockpit. The lazarette is fully painted and finished with open teak grate dunnage. The lazarette is protected via a Rule 2,000-gallon per hour 12-volt DC automatic/manual bilge pump with float switch. Located in the lazarette is the steering system, molded fiberglass cockpit fuel tank with sight glass, 12-volt DC trim tab pump and reservoir, and the main engine exhaust runs.

Safety & Fire Protection

- Full length stainless steel safety rails from bow to cockpit
- Dual air horns
- Seafire automatic/manual fire suppression system at engine space
- Iridium satellite telephone at salon
- CO detector at master stateroom
- First aid kit
- B1 fire extinguishers bracketed at galley (1), and engine space, at forward and aft engine space bulkheads
- Oil Discharge Prohibited placard at engine room
- (3) Adult small Type III life preserves at helm deck locker
- Binoculars
- (14) Adult life Type I preservers in helm deck locker

- ACR RCL - 100 remote spot light

Disclaimer

The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

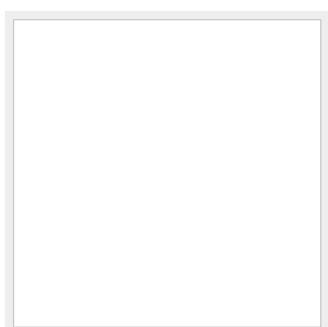
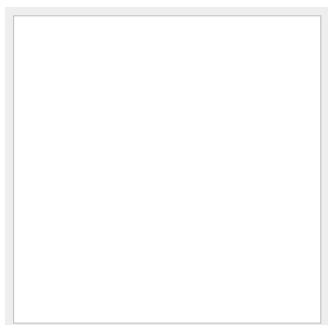
Исключения

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

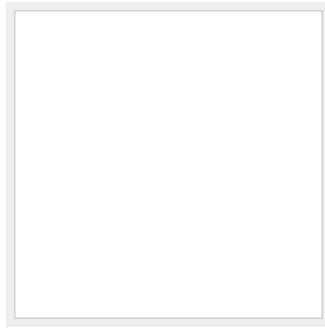












КОНТАКТЫ

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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Время работы

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

Воскресенье: **Закрето**

Адрес



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