

AGARTHA — FUJI



Судостроитель: [FUJI](#)

Год постройки: 1974

Модель: Крейсерский кеч

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Chile

Длина общая: 35' 0" (10.67m)

Ширина: 10' 0" (3.05m)

Макс. осадка: 5' 0" (1.52m)

Купить **AGARTHA — FUJI** 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 **AGARTHA — FUJI** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	5
Размеры	5
Скорость, вместимость и масса	5
Размещение	6
Корпус и палуба	6
Информация о двигателе	6
ФОТОГРАФИИ	7
КОНТАКТЫ	8
Контактная информация	8
Телефоны	8
Время работы	8
Адрес	8

ХАРАКТЕРИСТИКИ

Обзор

This classic Fuji Ketch is located in southern Chile. For those who have dreamed of sailing Patagonia, this is your chance! Despite her age she is well maintained, well equipped, and ready to go!

Of the design, here is an excerpt of a review from famed bluewater yacht designer Robert Perry:

By now the Fuji 35 is a very successful stock yacht. Upon her introduction I was quite surprised that there was a market for a yacht with very little of the current stock boat trappings. In fact, the Fuji 35 seemed a little anachronistic. It is, I'm sure, this feature that has brought her to the popularity she is now enjoying.

The John G. Alden office has been known for years for producing fine performing yachts. The Fuji follows in this tradition. She is of a hull form that traces its model back to the well-known Alden schooners. Compared to most of the current production yachts, the Fuji is a bit narrow. I don't think it's narrow, I feel it's about right for good windward performance. While the Fuji won't point like an IOR racing yacht, she will move to weather well, to cruising boat standards.

The sheer and other aesthetic treatments on the hull are done with impeccable taste, and the Fuji doesn't convey the "toy boat" image of some of the other character type designs. In fact, to call the Fuji a character yacht would be wrong. She is a traditional yacht.

The beam on deck is generous. This makes for a very dry boat and has the bonus of affording large side decks and a huge cockpit area. The keel is long but cut away slightly forward to improve maneuverability. There is a slight drag angle to the keel also. This, I think, is also to improve maneuverability. There should be no question as to the Fuji's ability to track or steer herself. The large transom and the minimum overhang of the mizzen boom would be ideal for attaching a self-steering device. The displacement / length ratio of the Fuji 35 is 413. This indicates the Fuji is in the heavy displacement area.

The Fuji is available in two rigs, the standard ketch and optional cutter. Aesthetically both rigs look great on the yacht, but my preference is for the ketch. It's true that you possibly could go to weather a little bit better with the cutter; however, I think the improvement would be negligible due to the hull form of the Fuji. The largest sail in the ketch rig is only 220 square feet. This would make the Fuji very easy to handle short handed. The ketch rig is very hard to beat for leisurely husband and wife sailing. While I don't care for the shape of most club jibs, they do cut down the activity during a tack.

Very few people can go below a Fuji for the first time without some sort of pleasant exclamation. The woodwork is of a quality that is all but extinct and has to be one of the main selling points of

the Fuji. Her builder is Fuji Yacht Builders, Japan. The molding details are the best I've seen on a production yacht. Wood lovers will feel right at home. The builder has gone to the trouble of matching all his grains, and the overall impression is beautiful.

The layout of the Fuji is quite simple and a time-proven winner. There is quite an expanse of teak and holly cabin sole, and I personally know of a number of people living aboard their Fujis in the Seattle area. This is the true test of an interior. If you can stand to live aboard the yacht, and even enjoy it, the layout is usually the prime factor. Standard cushions on the Fuji are five inches thick. Other nice standard features are hot and cold pressure water, 110 wiring, shower sump pump, 30 gallon holding tank and an unusual amount of lockers and drawers.

The hull of the Fuji is hand laid up fiberglass with polyurethane noise and sweat insulation.

Yachts, being the romantic objects that they are, are, I'm sure sold on their looks more times than the owners would like to admit. I like this. This is a very valid criteria and one in which the Fuji 35 excels. Her styling insures that she will look good for years to come.

Boat Name AGARTHA Specs Keel: Full Dimensions LOA: 34 ft 7 in Beam: 10 ft 0 in LWL: 26 ft 0 in Maximum Draft: 5 ft 0 in Displacement: 16302 lbs Ballast: 5500 lbs Bridge Clearance: 45 ft 0 in Engines Engine 1: Engine Brand: Yanmar Engine Model: 3JH4E Engine Type: Inboard Engine/Fuel Type: Diesel Engine Hours: 1200 Drive Type: Direct Drive Engine Power: 40 HP Tanks Fresh Water Tanks: (116 Gallons) Fuel Tanks: (82 Gallons) Accommodations Number of double berths: 1 Number of heads: 1

Specification and equipment

Boat Name : Agartha Model : Fuji 35 Ketch, designed by John G. Alden, Inc. # Hull : 47 Year : 1974 General data ft inches ft mts Length Over All (LOA) : 34 7 34,6 10,54 Length Water Line (LWL) : 26 0 26,0 7,92 Beam : 10 0 10,0 3,05 Draft : 5 0 5,0 1,52 Height above Water Line : 45 5 45,4 13,84 Displacement (lbs) : 16.302 7,39 Ton. Ballast (lbs) : 5.500 2,49 Ton. Sail Area (sq.ft) : 611 56,8 m2

Fuel tanks gal. Main fuel tank : 40 Daily fuel tank : 26,4 Reserve fuel tank : 15,9 82,3 Fresh water tanks 116 gal.

Engine Details,

Yanmar 40 HP 3JH4E 1200 hours Digital C-Type Panel.

Diesel purifier system installed

Electrical System 12v electrical system with two banks of batteries. 100 Amp for the motor and 400 amp for general use. Intelligent charger Solar Panel Wind Generator 400W AirX. Regulators and sensor installed

Plumbing system All pumps mechanical, fres water and salt water. Hot water through electrical system.

Electronics Furuno GPS 32 Ray Marine GPS - Chartplotter e7D, also with external antenna for better signal Radar 1623 ST60 Wind ST60 Tridata ST60 Multifunction display ST7000 Autopilot Controller and smart Autopilot X30 Depth transducer airmar P79 connected to e7D chartplotter

Galley Gear New refrigerator, installed 2016 - Isotherm ASU 4701 Gas Stove, three burner and oven Marine heater Dickinson

Sails, Main sail - Mizzen sail two Jib One Yankee One Genoa One main storm sail One mizzen storm sail two more old Jib for sailing with poles

Safety, Life Raft Viking 6 person rescyou for sailing off shore CO Alarm Smoke Alarm (Galley, Engine) Gas Alarm Water Alarm

Anchors, 2 CQR 1 Danforth 75 metres chain Ropes, etc,

Dinghy for 4 person, zoom 2,6 Yamaha 4hp

Основная информация

Тип судна: Крейсерский кеч

Подкатегория: Крейсерский кеч

Модельный год: 1974

Год постройки: 1974

Страна: Chile

Размеры

Длина общая: 35' 0" (10.67m)

Длина по ватерлинии: 26' 0" (7.92m)

Ширина: 10' 0" (3.05m)

Макс. осадка: 5' 0" (1.52m)

Трапы: 45' 0" (13.72m)

Скорость, вместимость и масса

Водоизмещение: 16302 Pounds

Вместимость воды: 116 Gallons

Объем топливного бака: 82 Gallons

Размещение

Всего кают: 1

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

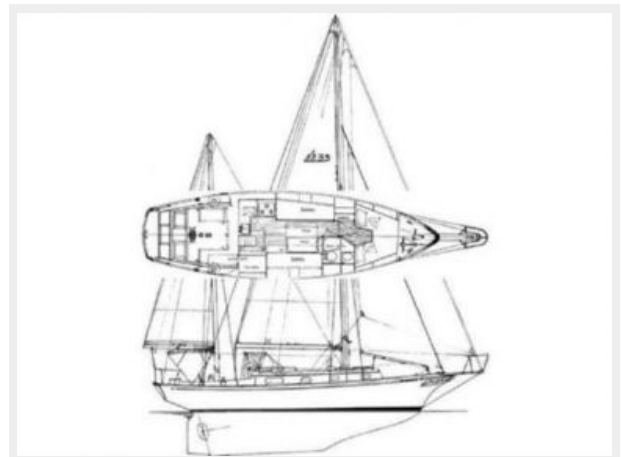
Производитель: Yanmar

Модель: 3JH4E

Тип двигателя: Inboard

Тип топлива: Diesel

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: **Закрито**

Адрес



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STE 213, Dania, FL 33004