

HALCYON DAYS — JONGERT



Builder: JONGERT

Year Built: 1986

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 85' 0" (25.91m)

Beam: 20' 5" (6.22m)

Max Draft: 6' 6" (1.98m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 11 Kts. (13 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **HALCYON DAYS — JONGERT** 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 **HALCYON DAYS — JONGERT** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Basic Information	4
Dimensions	4
Speed, Capacities and Weight	4
Accommodations	4
Hull and Deck Information	4
Engine Information	5
DETAILED INFORMATION	6
85' Jongert Long Range Cruiser HALCYON DAYS	6
ACCOMMODATIONS AND LAYOUT	6
GALLEY	7
ELECTRONICS AND NAVIGATION EQUIPMENT	7
ELECTRICAL SYSTEM	8
HULL & DECK	9
MECHANICAL EQUIPMENT & ENGINE DETAILS	9
CONSTRUCTION	10
TANK CAPACITIES	10
REMARKS	11
Exclusions	11
Disclaimer	11
PHOTOS	12
Salon	12
Salon	12
Galley	12
Galley	12
Helm	12
VIP Stateroom	12

VIP Head	12
Starboard Guest Stateroom	12
Port Guest Stateroom	13
Starboard Guest Head	13
Starboard Guest Head	13
Media Room	13
Master Stateroom	13
Master Stateroom	13
Master Head	13
Master Head	13
Engine Room	14
Engine Room	14
Flybridge	14
Flybridge	14
Bow	14
Bow	14
Aft Deck	14
Cockpit	14
GA PLANS	15
CONTACTS	16
Contact details	16
Telephones	16
Office hours	16
Address	16

SPECIFICATIONS

Basic Information

Category: Motor Yacht

Sub Category: Long Range Cruiser

Model Year: 1986

Year Built: 1986

Country: United States

Dimensions

LOA: 85' 0" (25.91m)

Beam: 20' 5" (6.22m)

Max Draft: 6' 6" (1.98m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Cruise Speed RPM: 2700 Kts.

Max Speed: 11 Kts. (13 MPH)

Displacement: 250000 Pounds

Water Capacity: 1200 Gallons

Holding Tank: 132 Gallons

Fuel Capacity: 3000 Gallons

Accommodations

Total Cabins: 5

Total Heads: 4

Hull and Deck Information

Hull Material: Steel

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: 3306 BTA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

85' Jongert Long Range Cruiser HALCYON DAYS

HALCYON DAYS is one of two similar motor yachts built by Jongert in the mid 1980s. Built with a steel hull and aluminum superstructure, she is the heavier (though shallower draft) and larger in length, beam, and accommodation of the two. She underwent an extensive refit in 2007, which included a significant re-design of her interior spaces. Her galley was brought up from below decks and a fourth stateroom, additional head and media room added in the galley's place. Additionally, the aft deck was extended four feet into the cockpit to allow for more space and private crew accommodations. HALCYON DAY's engine room was gutted and rebuilt with all new equipment, rendering her in fully restored condition with an extremely strong structure and mechanics.

ACCOMMODATIONS AND LAYOUT

Sleeps 11 guests in 5 cabins plus 2 in crew cabin. Entering the WHEELHOUSE one immediately is impressed by the magnificent joiner work of the solid teak paneling. Behind the steering wheel is a double bench seat which slides forward for the helmsman. On the portside is a curving stairway down to the guest accommodations. On the starboard side on the aft bulkhead is the communication center. The helmsman has very good visibility of control panels, radios, radars etc. To starboard of the wheelhouse is the large chart table with seat and ample storage for charts etc. On either side of the wheelhouse console are lockers for general storage. The sole is wide planked teak and holly. There is a ladder to the flybridge. Aft of the wheelhouse is the well equipped galley. Between the galley and salon to port is a breakfast bar and stools. Next aft is the stunning and richly appropriate sapele paneled salon: Sofa, table and chairs to port. The salon is beautifully illuminated with concealed cove lighting, concealed lighting in the curtain window pockets and six wall scones. On the starboard side of the salon is a sapele inlaid bar with a sink underneath, liquor locker, wine locker and cupboards for glass storage. There is also a concealed plasma TV set and a complete entertainment center. Windows on both sides of the salon can be lowered for excellent ventilation. The salon has a lovely ambience created by fine sapele woodwork. In the aft port corner of the salon is a curving stairway to the OWNERS ACCOMODATIONS. Sapele paneling is carried through the stairway and on into the owner's suite. The Owner's suite is full width with a king size bed at the aft end of the stateroom. Above the headboard is concealed lighting for display of artwork. On either side are scones. There are three hanging closets with lots of cupboard and drawer storage. To starboard is a wall mounted TV with DVD player. To port is a lady's vanity with stool. A two-seat settee adjoins the night table. Forward to starboard is a door entering the bathroom. The OWNERS BATH is marble lined, including an oval Jacuzzi tub and toilet, bidet, shower and sink with gold finished fittings. The GUEST QUARTERS are located forward and accessed from the wheelhouse down stairs to a

foyer. Forward to port is a guest Stateroom with twin berths and a pullman, good drawer storage, vanity, stool and hanging closet. Outboard is a built-in TV/DVD and sound system. Forward is the guest bath with tiled circular shower, toilet and sink. Opposite to starboard is the second Guest Stateroom with double bed, upper single berth, good drawer and hanging closet space. The ensuite bath is similar to that on the port side. Both staterooms are finished in hand rubbed teak paneling. The VIP guest cabin is aft of the Foyer to starboard. There is a queen berth, night stand, ample stowage and hanging locker in this guest cabin. An ensuite head with a shower is attached. Opposite, with double doors, is a study/media room which also serves as a fourth guest cabin. The media room has a plasma TV and DVD, reading lights and a 'U' shaped settee. The CREW CABIN is located aft and accessed from the cockpit. There is a queen berth with a night stand, hanging locker, bench seat, fridge, freezer and microwave; head, sink and shower. The very large AFT DECK is reached either by port and starboard wing doors, double sliding salon doors made of French hardwood with glass panes, stairs from the cockpit or stairs from the flybridge deck. On the aft deck is a large custom table that can easily seat twelve people. There are also hose bibs and fire fighting bibs. Adjacent to the salon doors on each sides are cabinets. The port side cabinet houses a trash compactor, and storage. The starboard side houses a fridge for drinks. The AFT COCKPIT is surrounded by a 10" wide teak cap rail. It has a teak deck, stowage lockers and a 3' teak swim platform with stainless steel boarding ladder. The FOREDECK is teak with teak seats and general storage. Forward is a double anchor winch with a built-in wash down. Below is a large chain/storage locker. Two hatches are located on the port side deck which opens to large storage lockers which holds two spare props. The forward locker also holds propane storage. Both lockers drain over board. The exceptionally large FLYBRIDGE has a bimini over the helm and a double arch mast and twin helm seats. Aft of the helm seats is a couch, two chairs and a table. To port and starboard aft are padded areas for sunbathing. Further aft are stairs to the aft deck and tender stowage for a 17' tender and jetski.

GALLEY

- Wolf Model R304 (4) burner oven, fuel LPG (2007)
- Fisher & Paykel DD603I 2 drawer dishwasher (2007)
- (1) Broan 1050 Trash compactor (2007) Faber Pellicano PB30 range hood (2007)
LG
- Microwave/convection oven (2012)
- Sub Zero refrigerator Model 736 with two drawer freezer (2007)
- (2) Basil stainless sink with spray nozzle faucet

ELECTRONICS AND NAVIGATION EQUIPMENT

Flybridge:

- Furuno GPS – DP80 (2007)
- Furuno Nav-Net radar with N-View flat screen
- Separate Ritchie magnetic compass (2007)
- Simrad Depth, Boat Speed repeater (2007)
- Panish engine controls
- Glendenning synchronizers
- Searchlight Rayline
- Raytheon loud hailer Ray 420
- Intercom and outside phone when connected
- Naiad stabilizer monitor type 63 control repeater (2007)
- Federal bow thruster size 63 control
- Anchor raise and lower controls
- Horn
- Icom IC-M502 VHF (2007)
- Anschuts Kiel autopilot repeater (2007)

Main Bridge Equipment:

- Anschutz Kiel gyro compass, autopilot, rudder angle Law Nav- 2 cross track deviation (2011)
- Furuno GPS – GP36 DGPS with a viewsonic NavNet flat screen
- Furuno GPS – DP80 (2007)
- Furuno color radar NavNet Model 1943C with additional remote View Sonic flat screen (2004)
- Simrad IS-15 depth, log, knotmeter (2007)
- Naiad stabilizers type 254 control
- ICOM IC-M504 VHF
- Panish engine controls
- Glendenning synchronizers
- Federal bow thruster size 63 control
- VDO full set of main engine instruments with warning lights and sound, engine start and shut down
- Compaq built in desk top computer (2010)
- Map Tech Offshore Navigator Navigation system with digital charts of West Coast US,
- Med., Aegean and Adriatic (2010)

ELECTRICAL SYSTEM

- Northern Lights 33 kW 1800 rpm (2007) 4555hrs (as of 5/16/15)
- Northern Lights 15 kW 1800 rpm (2007) 2318hrs (as of 5/16/15)
- (2) 12 volt AGM type batteries in one 12 volt emergency bank on the flybridge (2007)

- (4) 12 volt AGM type batteries in two separate 24 volt main engine starting banks (2007)
- (8) 12 volt AGM type batteries in one 24 volt house bank (2007)
- (2) 12 volt AGM type batteries for auxiliary engine starting (2007)
- Main disconnect: rotary switches – separate battery room (2007)
- A/Sea AC15 converter (2007)
- DC Circ Protection: circuit breakers (2007)
- AC Circ Protection: circuit breakers (2007)
- DC Wiring: Insulated Copper
- AC Wiring: Insulated copper
- Battery Chargers: Analytic Systems BCA 100-110-24 (3) (2007)

HULL & DECK

- Ideal 40 HP anchor windlass with capstain and 2 chain drivers
- (2) 140# navy anchors
- 350' of 1 ¼ chain (starboard) 200' of 1 ¼ chain (port)
- Stern anchor with 3500' of 1 ½" rode and 500' of shore line
- (2) 2000# davits
- Sevylor inflatable kayak 8-man DBC life raft (2007)
- Sea water fire fighting system with (2) hydrants 12 portable fire extinguishers
- USCG safety package

MECHANICAL EQUIPMENT & ENGINE DETAILS

Twin 250 HP 3306 BTA Caterpillar main engines were installed new in 2004 (617hrs 5/16). Engine room has access through a doorway at the foot of the companionway to the Owner's stateroom or from the side deck. This is a large walk-in engine room. The centerline is a walkway with a stainless steel work bench on the starboard side. There are five (5) fuel tanks (plus a day tank) with a manifold system for easy transfer to each other or to the day tank (day tank has auto fill) plus a 250 litre clean lube oil tank and 250 litre dirty oil lube tank and an oil change system and pump. The bilge pump system services five locations aboard the boat which are alarmed automatically if there is any water intrusion, this system is backed up by two additional systems. There is a separate pumping system for the two gray water tanks.

- Federal 16" 40HP hydraulic bow thruster (rebuilt 2007)
- Naiad stabilizers 252 (new electronics and hydraulics 2007)
- Marine Air reverse cycle air conditioning (2) 4-ton units
- (10) Air handlers each with 240V duct heaters
- Eberspacher diesel furnace heating recirculating hot water (new 2003 – rebuilt 2011)

- (2) Hydraulic steering systems (electric and main engine) – all new pumps (2007)
- (5) Racor fuel filters
- Sea Recovery 80 GPH watermaker (new 2005)
- 220 VAC Grundfos and 24 V freshwater pressure pumps with pressure reservoir (new 2007)
- (2) 30 gallon 240 V electric water heaters (new 2007)
- Hamann HL-cont super mini waste treatment system (new 2007)
- Simplex Grinnell automatic fire fighting system (new 2007)
- Engine Hours: 617hrs (as of 5/21/15)

CONSTRUCTION

Built to German Lloyd's full classification. Hull: 8mm welded steel keel plating, 6mm and 8mm welded steel bottom plating and 5mm topsides plating. Hull framing includes 180mm by 80 mm by 8mm bottom longitudinals, 75mm by 8mm topsides longitudinals, and 75mm by 8mm traverse framing on 400mm centers with 8mm stringers welded to the frames. Integral tanks within the vessel's hull envelope provide additional hull structure.

- Five watertight bulkheads
- Main Deck: 5mm welded steel plate in 120mm by 80mm by 8mm longitudinal framing and 75mm by 8mm transverse framing.
- Superstructure: 5mm and 6mm aluminum plating welded onto variously sized "T" bar, angle and plate aluminum framing on approximately 400mm centers.
- Shafts: 80mm S/S within sealed oilbath tubes
- 2" high density foam on hull sides and floors throughout (2007)
- New teak decks (2007)
- Complete exterior LP paint job (2007)

TANK CAPACITIES

Fuel: 3000 gallons in five separate tanks with electric and manual backup transfer system. An additional 1000 gallon tank is plumbed. It is presently decommissioned & being used for storage.

- Fuel Day Tank: 250 gallon with auto fill
- Freshwater: 1200 gallons
- Black/Grey: (2) 500 liter tanks
- Waste Oil: 250 Liter tank
- Lube Oil: 250 liter tank

REMARKS

Having completed a major refit in 2007 including a full redesign of the interior spaces... Galley moved to main deck, VIP cabin added, Media Room added, Crew Accommodation added aft, Aft deck extended, engine room gutted and re-designed, new Generators, and much more... HALCYON DAY is in beautiful condition throughout and includes all the solid quality attributes one expects of a Dutch pedigree yacht built to Lloyds class. Fully trans-oceanic, she has the capability and systems to take her new owner anywhere they desire.

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

Salon



Salon



Galley



Galley



Helm



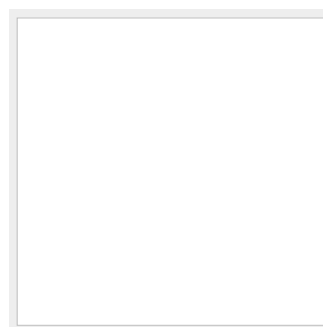
VIP Stateroom



VIP Head



Starboard Guest Stateroom



Port Guest Stateroom



Starboard Guest Head



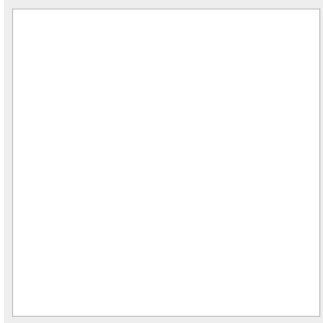
Starboard Guest Head



Media Room



Master Stateroom



Master Stateroom



Master Head



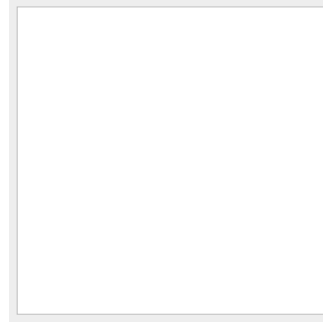
Master Head



Engine Room



Engine Room



Flybridge



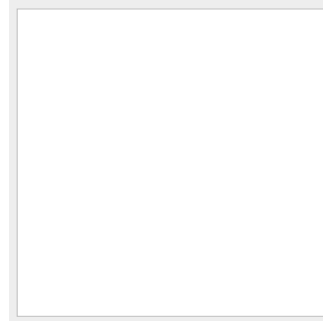
Flybridge



Bow



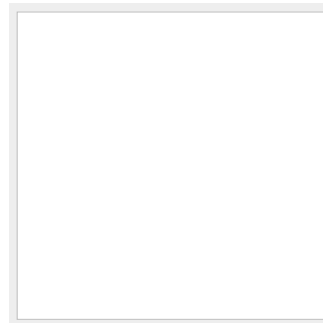
Bow



Aft Deck

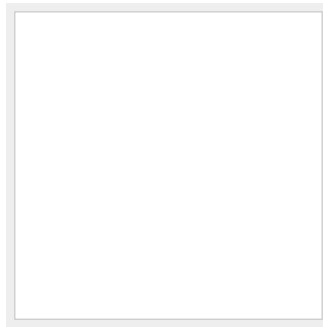


Cockpit





GA PLANS



CONTACTS

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