

ESSENTIAL PART — CUSTOM



Builder: CUSTOM

Year Built: 2003

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: Grenada

LOA: 65' 0" (19.81m)

Max Draft: 5' 8" (1.73m)

Max Speed: 12 Kts. (14 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Essential Part — CUSTOM** 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 **Essential Part — CUSTOM** 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

LET YOUR IMAGINATION ROAM

ASKING PRICE \$219,900.00

OFFERS ENCOURAGED

“You will need to have some vision”

This 65 foot all steel constructed , tri keel vessel was custom built by Mid Valley Marine, using a design by the well known naval architect, Nils Lucander.

Its purpose and intent was to be a self sufficient yacht capable of long distances. Having great stability and a relatively shallow draft for a yacht of this size and weight. Additionally, to be able to approach shallow waters for the purpose of exploring lands beyond the horizon.

Although its not a “stylish yacht”, it was purpose built by the builder / owner for his own explorations later in life. Unfortunately, his life ended before he could fulfill all his dreams and the yacht has been put up for sale by his estate. Replacement value was indicated at about 3.5 million USD.

Basic Information

Category: Motor Yacht

Sub Category: Motorsailor

Model Year: 2003

Year Built: 2003

Country: Grenada

Dimensions

LOA: 65' 0" (19.81m)

Max Draft: 5' 8" (1.73m)

Speed, Capacities and Weight

Max Speed: 12 Kts. (14 MPH)

Displacement: 138000 Pounds

Water Capacity: 480 Gallons

Holding Tank: 250 Gallons

Fuel Capacity: 3200 Gallons

Accommodations

Total Cabins: 2

Hull and Deck Information

Hull Material: Steel

Engine Information

Engines: 2

Manufacturer: Isuzu

Model: 6cyl w/ Hurth 4.6:1 Drop box

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Vessel Information

There was sprayed in foam insulation throughout the inside of the hull and superstructure. The vessel was built to greatly reduce thermal transfer since it does not have air conditioning (could very easily be added but has not been needed) and was not intended to live in a marina. It has large forward facing hatches that allow for very generous airflow throughout entire vessel while at anchor.

There is extensive record keeping of maintenance aboard the vessel in the logs. Driveline is a Commercial grade. Hours on motors and trans are extremely low for the equipment all cooler have been recently cleaned at the last haul when bottom was done. Everything is in good working order.

Presently, once a week the pumps, generator, and engines are checked and all systems clean and freshen up. Hatches are open for a few hrs. The vessel should have a range on full fuel of approximately 3500 nautical miles. This is intended for modest speed of 6 1/2 knots and it is well-suited to long range remote cruising and live aboard. It could also do very well as a small dive operation with tank refilling equipment and nice aft deck to work off.

The case for Three-Keelers (tm), By The Naval Architect

Twenty years ago, I conceived the Three-Keeler(tm) concept, now available on both power and sailboats, widely used on commercial craft, and offering all kinds of advantages.

On Three-Keelers(tm) the center keel is eliminated aft and substituted by twin husky aft keels-one on each side about halfway out to the waterline and extending from near amidships aft. The keels are so large that the engines fit partly into them, producing short level-with-waterline shafts for maximum thrust with minimum alignment and vibration problems.

The Three-Keeler(tm) concept reduces roll so much that artificial means to control roll are seldom needed. Course holding is enhanced, lateral drift

largely eliminated, and only minor rudder correction is required even when running on just one engine. Broaching is virtually impossible since two aft keels offer double the resistance against steep quartering following seas.

On small boats, twin engine installations generally cost more than one larger unit, but this is not always true. On larger boats over 50 or 60 feet, two smaller engines cost less and, regardless of size, smaller engines together cost less to maintain. Having a single keel on center forward and twin keels aft allow the boat to be beached at high tide, and to stay upright without damage. Any repairs or services required, such as clearing a fish net from a fouled propeller can be made; and when the tide returns, the boat is re-floated and on its way. With no cradles or supports needed, big savings can be gained during haul outs at marinas.

Interestingly, when wave making is reduced, as is the case with my Three-Keelers(tm), added weights become less detrimental than has been generally believed, and this also allows the use of smaller than normal engines. I do advocate deep reduction gears to permit use of larger diameter and more effective propellers to overcome strong currents, to push against strong winds and big seas, and specially to be able to escape off a lee shore in a storm.

In case a boat such as described here hits a rock or submerged container, the metal may get a dent and if the boat bumps into a coral reef, log, or other debris, nothing will happen to the boat, but perhaps a whale may get an everlasting headache!

Finally, the new Three-Keelers(tm) both power and sail, are performing better and neither type will rock or roll at anchor. They are, in my opinion, the ideal long distance cruising boats for the 1990's and beyond. "

Lucander Designs

Electronics and Navigation Equipment

- **RayMarine - E120**
- **GPS**
- **VHF**
- **Hailer**

- **Depth**
- **Speed**
- **Radar**
- **Autopilot**
- **ICom- VHF**
- **Two ICom Handhelds**
- **406EPIRB**
- **New Inverter w/ small controller**
- **Dual Station Hydraulic steering**
- **TV**
- **Stereo**
- **DVD**

Mechanical Equipment/Extras

- **Fans throughout**
- **Two Refrigerators with Freezers**
- **LP Stove - 2 tank system**
- **Microwave**
- **Central Vacuum System**
- **Washer and Dryer**
- **Trash Compactor**
- **12' Boston Whaler w/ 15 HP four stroke engine**
- **Twin Isuzu 6 cyl. w/ Hurth 4.6:1 Drop Box w/ PTO to Driving Hydraulics**
- **Two HuK-a-Dive systems; one is 12V, other is gas powered (for Bottom Maintenance.)**
- **Numerous other Anchors and Rode's Life Jackets and other safety equipment**
- **Abundance of Masks, Finns, and Snorkels Extensive tools and equipment for the care of the Vessel. (The boat is geared heavily towards someone with skills and DIY) ·**
- **The tool inventory is mind boggling! Welders, torches, grinders, sanders, on board stores, electrical supplies, wood, sewing machine, etc. 3200 gal.**
- **Fuel in 6 tanks, using Day tanks and Large Polishing system for fuel, plus individual Racor filters for motors and Genset.**

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.

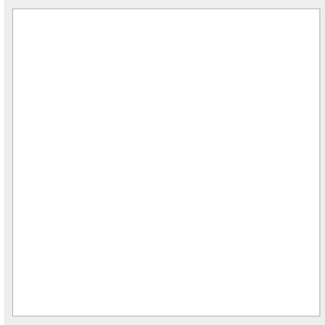
Exclusions

Owner's personal belongings.

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PHOTOS







CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

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Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



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