

KARPE DIEM — LUHRS



Судостроитель: LUHRS

Год постройки: 2005

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 41' 0" (12.50m)

Ширина: 15' 9" (4.80m)

Мин. осадка: 3' 8" (1.12m)

Крейс. скорость: 24 Kts. (28 MPH)

Макс. скорость: 30 Kts. (35 MPH)

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

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	4
Размещение	4
Корпус и палуба	4
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
41' Luhrs Flybridge Convertible Motor Yacht KARPE DIEM	6
Walkthrough	6
Flybridge	7
Electronics & Helm	8
Fishing Equipment	8
Electrical	8
Engine Details & Mechanical Equipment	9
Article from Yachting Magazine	10
Исключения	12
Отказ от ответственности	12
ФОТОГРАФИИ	13
Flybridge	13
Flybridge	13
Flybridge	13
Salon	13
Galley	13
Master Stateroom	13
VIP Stateroom	13
Engine Room	13

КОНТАКТЫ	14
Контактная информация	14
Телефоны	14
Время работы	14
Адрес	14

ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Моторная яхта

Подкатегория: Flybridge

Модельный год: 2005

Год постройки: 2005

Страна: United States

Размеры

Длина общая: 41' 0" (12.50m)

Ширина: 15' 9" (4.80m)

Мин. осадка: 3' 8" (1.12m)

Скорость, вместимость и масса

Крейс. скорость: 24 Kts. (28 MPH)

Макс. скорость: 30 Kts. (35 MPH)

Водоизмещение: 32000 Pounds

Вместимость воды: 130 Gallons

Вместимость сточного бака: 66
Gallons

Объем топливного бака: 621
Gallons

Размещение

Всего кают: 2

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: Cummins

Модель: QSM 11

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

41' Luhrs Flybridge Convertible Motor Yacht KARPE DIEM

Without a doubt the best Luhrs 41 available, this 41' Luhrs Flybridge Convertible Motor Yacht KARPE DIEM has had extensive updates and care. Including hull paint in Flag blue, new rubrails, custom fish box changes, running gear service, new transmissions and much more. Powered with the optional larger horsepower Cummins QSM -11 engines with 635 horsepower the engines have only around 920 hours. This is the only 41 Luhrs with variable speed bow and stern thrusters.

Walkthrough

A fiberglass swim platform is attached to the Transom of "Karpe Diem" and a walk-thru transom door provides access into the fishing cockpit with fiberglass non-skid sole. Access to the air-conditioned Fly-bridge is up a comfortable stairway from the cockpit on port side and access to the lazarette and engine room is gained through a hatch which is just in front of the sliding door that leads into the Saloon. The fish boxes have been altered so that they can now be lifted out giving easy access to all of the thru hull fittings, steering gear and pumps for the fish boxes and bilges. In the cockpit mounted on a fighting chair mount is a custom table with rod holders. There is no teak or varnish to care for making maintenance easy. Advancing forward into the Saloon, an "L"-shaped sofa/settee/convertible bed is to starboard with an electric motor to convert from couch to bed. There is a convertible Hi/Lo coffee/dining table in front of the settee and across to port, there are 2 swiveling occasional chairs. Forward on the port side and built into a cabinet is a 24" flat screen TV w/ Bose stereo entertainment system and ice maker, wine bottle rack/cabinet and dry bar/bottle storage.

- 24" Sole' Flat screen TV with Bose Entertainment Center, 2 stereo speakers and remote control
- Teak & Holly sole
- Cherry & maple wood cabinetry throughout
- Matching wood blinds

The Galley is "U"-shaped and is across to the starboard side. The galley was designed so that when anyone is in the galley making snacks or a meal, that they are right in the center of activities in the salon area. The counters are easy care Corian style with fiddle rails so that items cannot slide off. The stainless sink is a double and the faucet has a pull out sprayer. The ceramic cook top has a ventilation hood over it.

- GE Profile microwave/convection oven
- 3 burner Princess Ceran cooktop

- under-counter mounted refrigerator and freezer
- Double S/S sinks with hot & cold pressure water
- Coffee maker
- Splendide 2000 S washer/dryer Combo unit
- Wal-Vac – central vacuum cleaning system

A set of 4 steps lead down and forward from the Saloon and to the owner's and guest's staterooms. The guest's stateroom is on the starboard side and features a marine double berth situated fore and aft. The ship's head is across the companionway to port and features a marine toilet, stall shower and sink with vanity mirror. The Master's stateroom is all the way forward and features a queen size berth on centerline, 2 cedar-lined hanging lockers and overhead cabinets for linen storage. There is a small flat screen television.

- Centerline Queen Berth with storage below
- 2 Hanging Lockers with Mirrored doors - Cedar Lined
- Overhead Hatch with Oceanair screen and blackout
- Overhead Cabinet Storage
- Side shelving
- Ensuite Head Access
- Pocket Door for Privacy
- Reading Lights
- Air Conditioning System
- Decorator Comforter and Pillow Shams
- Sole 17" Flatscreen TV
- JVC Stereo/DVD player

VIP STATEROOM

- Double Berth to Starboard
- Hanging Cedar Lined Hanging Locker
- Reading Lights
- Built in Nightstand
- AC System
- Sole 17" Flatscreen TV
- Pocket Door for privacy
- Overhead Hatch
- Overhead Cabinets

Flybridge

Access to the air conditioned flybridge with recent enclosure is from molded fiberglass nonskid stairs instead of a ladder so all guests can easily get to the bridge. The helm is set back to the aft of the bridge so the skipper has a good view of the cockpit when

fishing. This also allows most of the guest seating to be forward of the skipper so he or she can talk and see family and guests without turning around. A recent upgrade to the boat are variable speed bow and stern thrusters that can be set to low speed to hold the boat against the dock while lines are getting readied to be tied.

- Fiberglass Hard-top with full, 4 sided isinglass enclosure around fly-bridge
- Air-conditioned Fly-bridge
- 2 - Pedestal mounted chairs on FB for helmsperson and a companion.
- Comfortable seating for 6 passengers on "L" shaped settee forward on helm console

Electronics & Helm

At Fly-bridge helm (2) Raymarine C-Series Displays for:

- Radar (open array)
- GPS/Plotter
- Depth sounder/Fish finder
- Auto-pilot - Raymarine Smartpilot
- VHF radio - Icom
- VHF radio - Raymarine 215
- Kenwood XM5 Satellite Radio
- Ritchie Powerdamp 5" compass
- Variable speed bow and stern thrusters

Fishing Equipment

Features include:

- Rupp Outriggers with double gold spreaders and tips
- Center-rigger
- 4 trolling rod holders in coamings
- Bait & tackle Prep station including Isotherm bait freezer with cutting board top, circulating Live-bait well and sink with pressure water.
- Rod holders for storing extra rods when not in use aft of fly-bridge.
- 2 Removable fish boxes built into cockpit sole with macerator overboard discharge pump

Electrical

- 120/240 VAC & 12/24 VDC electrical systems
- 120/240VAC-12/24VDC automatic converter

- Onan 11.5 kW Generator inside sound-shield
- Glendenning Cablemaster 50 Amp shore power cord reel retrieval system.
- Shore power 12 KVA isolation transformer
- 4-8D Interstate 12VDC batteries in lazarette replaced in 2016
- New electrical bonding wires in bilge are under cockpit

Engine Details & Mechanical Equipment

- Cruisair marine air-conditioning system with SMX digital controls
- Custom pump in air conditioning condensate pan to drain into sump
- Vacu-flush marine toilet system w/ holding tank & macerator overboard discharge
- ZF Marine Gears were replaced in 2013
- Racor primary fuel filter/water separators for each main engine and generator
- Electric oil changing system
- Florescent plus LED lighting in engine room
- Dripless packing glands on Prop shafts updated with Tide Marine Seals
- Trim Tabs
- 3 Electric/Automatic bilge pumps with float switches
- S/S Aquamet propeller shafts
- Valves and "crash pump" pick-ups installed to convert the main engines to bilge pumps in an emergency situation

Some boat owners like to sit on board at the dock and simply enjoy being there, some boat owners want to cruise all the time, some boat owners want to be fishing. Then there are some boat owners who want to work on the boat and make everything perfect, which is the current owner of Karpe Diem. Since he has owned the boat he has made it his part time project to fix all deficiencies found when he bought the boat to making it better and safer for him and his family. Here is a complete list of what was done:

- New ZF 2.03 transmissions - one transmission failed, so both were replaced
- New rebuilt coolers
- All Tide Marine dripless shaft seals replaced and additional spares
- Air conditioning rebuilt
- Gen set rebuilt and flushed
- 3 new ProNautic 24 volt battery chargers
- New stringers
- New transom 2014
- Swim platform redone
- New ladder
- New day tank 192 gallons
- Fresh water pumps replaced
- 1 new, 1 rebuilt raw water pump

- Antennas changed
- New fire suppression halon indicator gauge
- All fire extinguishers and halon recertified 2015
- New throttle cables with get home feature
- New solenoids 1500 dollars
- Glendenning throttles rebuilt and software upgraded
- New anchor
- Shafts and props balanced and prepped at Fort Lauderdale propeller
- Laser alignment from Datum
- New bottom paint and all zincs replaced 2017
- Viking 6 person raft \$5000.00 dollars recertified
- Carbon monoxide detectors replaced
- Both GPS plotter display screens sent to Raymarine for new face glass and software upgrade
- New macerator's port and starboard fish boxes in cockpit
- New impellers, engines and generator
- LED navigation lights
- All thru hull and valves replaced and bonded
- Prop speed
- 2016 new batteries
- Port salon evaporator, new blower
- Recaulked all boat windows
- Cutlass bearings replaced
- Replaced hoses to thru valves

Article from Yachting Magazine

LUHRS 41 CONVERTIBLE This latest model from Luhrs marks an upscale swing for the builder. By George Sass, Jr. October 3, 2007 The statement that something is a good buy for the money is tossed around so often it has become one of the many clichés of boat-test parlance. Though it is often true, the statement can sometimes appear an easy way of rationalizing quality or design issues, simply because the boat is reasonably priced. Sure, when covering Luhrs products in the past, Yachting's writers have equated Luhrs with value. A Luhrs is a good boat for the money, something we know firsthand from running a 36 Open, a 36 Convertible and a 30 Open on extended sea trials during the summer months. These designs were well executed, but had a few shortcomings when it came to equipment and finish details. After testing the Luhrs 41 Convertible, however, I began humming a new mantra. The Luhrs 41 is a great boat for the money. The Luhrs Corporation can deliver value partly because of its buying power. (The company also builds Mainship and Silverton powerboats, as well as Hunter sailboats.) More boats produced translates into more buying power, which means a lower cost for the buyer. Luhrs also finds savings through the production efficiencies it developed from building several hundred boats per year. To broaden its market, the

company expanded beyond this value-driven formula to design the 41 Convertible. The first step was to ask current Luhrs 36 and 38 owners, as well as dealers, what they wanted in a new boat. "In general, the Luhrs owner is pretty serious about fishing, and this was evident during the discussions," said Chip Shea, then vice president of marketing at Luhrs. (Shea has since left the company.) This dedication to fishing is evident on the 41. The cockpit, for example, holds two insulated fishboxes with macerators. There is also a coaming fishbox. The bait station is out of the way, on the forward bulkhead, and has a livewell and sink. If down-island cruising is in your plans, be sure to order the optional freezer. The opening transom door will make boating a big tuna easy. A past gripe of mine on Luhrs, however, is that the latch used to hold the door in the open position protrudes too far out and can snag fishing and dock lines. If you plan to install a fighting chair in the 85-square-foot cockpit, you're in luck! Luhrs incorporates a half-inch backing plate under the sole, already tapped and ready to go. There is additional rod stowage in the lazarette area. The engineroom represents one of the biggest leaps forward from the Luhrs builds I've run in the past. These spaces were certainly organized and serviceable, but the one aboard the 41 has the fit and finish of a custom Palm Beach ride. "This is not your normal Luhrs," Shea said as he walked me through the space. I agree. The fiberglass molds and pans are easy to keep clean and wipe down after a long day of fishing. Since the generator, batteries, fuel filters and strainers are abaft the engines, clutter is at a minimum. (I would like to see covers on the batteries, though.) Additional rod stowage is overhead. During our sea trial, the 41, powered by twin 580 hp Cummins QSM-11s, reached a top speed of 32.3 knots. Expect an honest cruising speed of around 24 knots at 1800 rpm. She lifted onto plane easily at around 1500 rpm, and the ride felt solid as she cast water aside. The propeller pockets help keep the draft at a minimal 3 feet, 6 inches, making this a good island cruiser where draft is a concern. A day fuel tank is gravity fed off the forward centerline tank, giving the 41 a total fuel capacity of 600 gallons. I like the fact that Luhrs installed a centerline sight tube on the fuel tank. I've been tricked by false readings from electric gauges in the past. If plans call for overnight fishing 100 miles or so offshore, this feature will be an added comfort. The flying bridge shows the same attention to detail. An L-shape settee is forward of the helm and offers a fine place to sit back and relax while under way or swinging from a hook. The business end of the bridge, abaft the settee, is well designed for fishing and cruising. A bench seat, adjacent to the helm, offers a good perch to watch baits. Two chairs serve the helm, and there is room on the console for three 10-inch electronic displays. The engine gauges and controls are all well placed. The fiberglass hardtop is standard and includes mounting pads and integral lighting. Though it is functional, I find it a little cumbersome and high from an aesthetic standpoint. The 41 has such pleasing lines that the high hardtop is like wearing a ski cap with black tie. Nothing in the interior is harsh on the eyes. The elegant saloon benefits from sophisticated fabrics, a cherry finish and upgraded hardware. All appliances are concealed behind raised-panel doors, and the air-conditioning vents are recessed into the valence. The sofa converts to a double berth with the flick of a switch, and two barrel chairs are opposite. The forward stateroom has a queen island berth, two cedar-lined lockers and an overhead hatch. Access to the

head, which has a separate shower stall, is from this stateroom or the passageway. In the focus groups, owners said they wanted another double berth, and they certainly got one on the 41. The guest stateroom also benefits from an overhead hatch and more stowage. At about \$640,000 fully equipped with options like the washer/dryer combo (\$2,850), a Murray chair (\$7,429) and two 15-inch flat-screen TVs (\$4,279 each), the 41 certainly is a value compared with competitive brands. The fact that this convertible is also nicely executed and well designed makes her a great boat.

Исключения

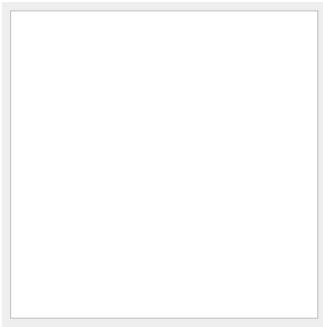
При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

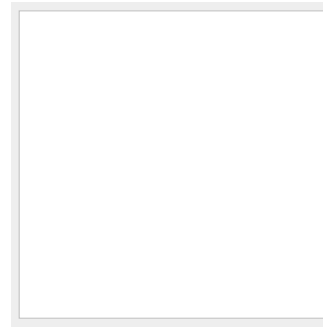
Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

Flybridge



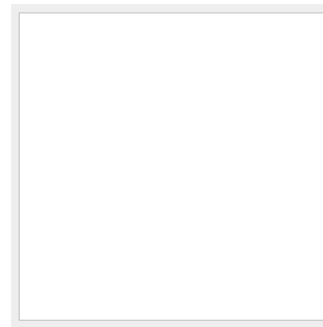
Flybridge



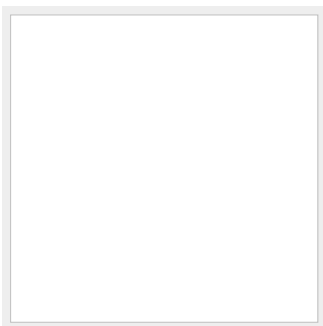
Flybridge



Salon



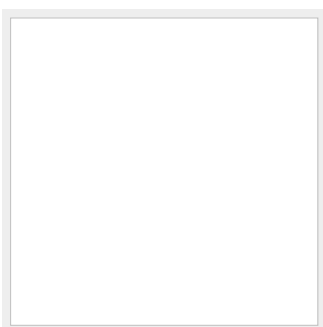
Galley



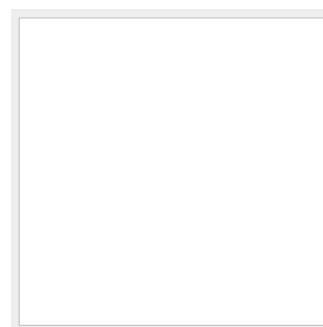
Master Stateroom



VIP Stateroom



Engine Room



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.

Контактная информация

Email: **andrey@shestakovyachtsales.com**

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрыто**

Адрес



Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004