

## HUCK FINN — DETTLING YACHTS



**Builder:** DETLING YACHTS

**Year Built:** 2010

**Model:** Motor Yacht

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 75' 0" (22.86m)

**Beam:** 18' 2" (5.54m)

**Max Draft:** 5' 0" (1.52m)

**Cruise Speed:** 20 Kts. (23 MPH)

**Max Speed:** 25 Kts. (29 MPH)

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

# TABLE OF CONTENTS

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TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	5
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	6
Hull and Deck Information	6
Engine Information	6
DETAILED INFORMATION	7
Broker's Comments	7
Measurements	7
Propulsion	7
Introduction	8
Construction	8
Aft Deck	9
Pilothouse	9
Electronics and Navigation	10
Accommodations Below	10
Electrical	11
Mechanical	11
Additional Equipment	12
Disclaimer	12
Exclusions	13
Disclaimer	13
PHOTOS	14
CONTACTS	16
Contact details	16

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Telephones	16
Office hours	16
Address	16

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# SPECIFICATIONS

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## Overview

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The new Dettling 71 has been developed in answer to the requests of many discerning yachtsmen for a yacht larger than the Dettling 51 which could still be easily handled by an owner couple, but would also provide quarters for a captain and mate while preserving the privacy of the owner. The Dettling 71, like the Dettling 51, presents a low, sleek, classic profile and, like the 51, represents the finest in materials, construction and execution.

As it is in the Dettling 51, the galley, four steps down from the saloon, is separated by a pass-over bar, so that the cook can be part of the party while her galley secrets remain hidden. The galley itself includes double sinks, garbage disposer, refrigerator and separate freezer, icemaker, cooktop, oven, microwave and a large variety of storage space. There is a dishwasher and trash compactor.

In the saloon, just forward of the galley, a bright, spacious feeling is enhanced by the view through huge fixed windows. A settee to starboard provides seating for dining when the hi-lo cocktail table is raised and its leaves opened. Chairs from the port side of the saloon can be used for additional seating. Aft to port is a large desk. Stools at the counter which delineates the galley add to the seating in the saloon.

Up a few steps from the saloon, the bridge is an entertainment area in itself, offering 360 degree visibility on forward-facing seating for four at the helm on the starboard side, and another two across the aisle on the port side. Additionally, aft of these there are settees port and starboard with tables for drinks or meals in glass enclosed, heated or air-conditioned comfort.

Windows in this entire area can be opened to the fresh air. Sliding doors at the after end join the bridge to the covered aft deck to make one glorious entertainment area. This bridge deck, with wet bar, can accommodate six diners at the drop-leaf table, and an assortment of chairs and tables welcomes guests. The aft deck can be opened or closed with side curtains depending on the weather, but either way remains covered. The extended canopy which covers the bridge provides storage for a large tender. If sunning is the order of the day, there is a huge open aft cockpit just a few steps down from the bridge deck. Line handling is simplified by wide walkaround side decks where owners or crew can work out of the way of guests.

Like the Dettling 51, the 71 is designed to make cruising as enjoyable as possible. The engines, generators and anything else which makes noise and heat have been located aft of the engine room bulkhead, beneath the aft deck. In this location the engines are easily serviced without disturbing those aboard and are also easily removed, should that become necessary. The yacht's structure is fully cored, for both thermal and

acoustical comfort. Vinylester resin is used throughout, including the deck. Propeller tunnels reduce draft to a minimum. Like the 51, a low center of gravity and multiple spray strakes combine with a chine-mounted spray rail to produce a fast, dry boat that performs superbly in any sea condition.

The success of the Dettling 51 has been due to the demand for a yacht which embodies classic lines, superb performance and the very best of construction, equipment and finish. The new Dettling 71 will take those principles yet further in a more commodious yacht which can accommodate a crew, if desired, or can still be easily handled by an owner couple, which is the preference of many experienced yachtsmen.

## Basic Information

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**Category:** Motor Yacht

**Sub Category:** Motor Yacht

**Model Year:** 2010

**Year Built:** 2010

**Country:** United States

**Cockpit:** Yes

## Dimensions

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**LOA:** 75' 0" (22.86m)

**LWL:** 62' 5" (19.02m)

**Beam:** 18' 2" (5.54m)

**Max Draft:** 5' 0" (1.52m)

**Clearance:** 19' 0" (5.79m)

## Speed, Capacities and Weight

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**Cruise Speed:** 20 Kts. (23 MPH)

**Cruise Speed Range:** 400

**Max Speed:** 25 Kts. (29 MPH)

**Displacement:** 95000 Pounds

**Water Capacity:** 400 Gallons

**Holding Tank:** 360 Gallons

**Fuel Capacity:** 1600 Gallons

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## Accommodations

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**Total Cabins:** 4

**Sleeps:** 8

**Total Heads:** 4

**Captain Cabin:** True

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## Hull and Deck Information

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**Hull Material:** Fiberglass

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## Engine Information

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**Engines:** 2

**Manufacturer:** CAT

**Model:** C-18

**Engine Type:** Inboard

**Fuel Type:** Diesel

# DETAILED INFORMATION

## Broker's Comments

“**Huck Finn**” is an extraordinary well-built custom Hunt inspired 71’ built by Ed Dettling, creator of the highly regarded Dettling 51. Huck Finn represents the next step in the evolution of a highly practical and well thought out coastal cruiser. She can be managed by an experienced couple or can support fully crewed operation by two crew with private crew access plus three comfortable guest staterooms for six guests. The crew stateroom can easy convert to a forth guest stateroom.

Her exterior has been thoughtfully conceived without brightwork to ease the maintenance factor without diminishing her classic lines and visual appeal. A walk-in rear engine room away from guest spaces and separate mid-ship pump room allow for quiet operation and convenient access to service and maintain the onboard systems. Extraordinary lighting and visibility throughout her interior and multiple areas for guests to enjoy including lower salon, pilot house, enclosed upper deck house and open aft deck each offer unique appeal for all weather cruising.

I am not familiar with a higher quality, better conceived or more elegant boat in this category. With a replacement cost in excess of 13 Million USD Huck Finn represents a rare opportunity in this market.

## Measurements

Cruising Speed:	19 kn	Displacement:	95,000
Max Speed:	25 kn	Windlass:	Electric
LOA:	75 ft	Windlass	
Beam:	18 ft 2 in	Fuel Tanks Capacity:	15,000 gal
Max Draft:	5 ft 0 in	Fresh Water Tanks Capacity:	400 gal
Trim Tabs:	Yes	Holding Tank Capacity:	360 gal
		Number of Single Berths:	2
		Number of Double Berths:	3
		Number of Cabins:	4
		Number of Heads:	4

## Propulsion

## Engines (2)

<b>Engine Make:</b>	Caterpillar	<b>Engine Year:</b>	2010
<b>Engine Model:</b>	C-18	<b>Hours:</b>	2100
<b>Drive Type:</b>	V- Drive		
<b>Location:</b>	Aft		

## Introduction

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The Dettling 71 has been developed in answer to the requests of many discerning yachtsmen for a yacht larger than the Dettling 51 which could still be easily handled by an owner couple, but would also provide quarters for a captain and mate while preserving the privacy of the owner. The Dettling 71, like the Dettling 51, presents a low, sleek, classic profile and, like the 51, represents the finest in materials, construction and execution.

- 4 Staterooms including separate crew stateroom with private entry and ER access
- Efficient and low maintenance engineering and design for ease of operation
- Flexible layout for owner operator with family or fully crewed operation
- Extraordinary 360 degree visibility from the wheelhouse.
- Freshly painted by Lyman Morse in 2018.
- New Delta T engine room ventilation system 2018.
- Reliable Caterpillar C-18 engines in walk-in aft engine room.

## Construction

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- Huck Finn is an Express Cruiser with canopy extending the full length of the bridge deck, plus fully enclosed, heated and air-conditioned bridge.
- Hand laid molded solid fiberglass hull below the waterline, and deck with Airex, Core-cell and Divinycell vacuum bagged cores--all vinylester resins throughout (hull and deck).
- Molded tunnels for prop protection and reduced draft.
- Integral molded spray rail.
- Solid grounding keel and chines.
- Hull to deck joint all solid glass.
- 3/4" marine grade plywood structural bulkheads.
- Double engine room and aft owners stateroom bulkheads (two 3/4" plywood, 3" apart with sound insulation between).
- Core relieved in high stress areas and for thru hulls.
- Molded integral rubrail with stainless steel striker.



- Entire interior fiberglass bonded to hull and deck throughout for quietness and strength.
- All windows recessed.
- All tanks integral fiberglass constructed with vinylester resins and West system epoxy, with stainless steel inspection ports accessing all compartments.
- Awlgrip hull and deck.

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## Aft Deck

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- Courtesy boarding light on transom
- Stainless steel recessed deck lighting
- Recessed drains and scuppers
- Teak sole - 1 1/16" solid teak
- Removable engine hatches bolted in place provide 10' square clear opening to permit easy engine removal
- Two built-in seats
- Storage compartments (2) for lines and fenders
- Engine room access hatch for mechanic (owner's and crew's access is through aft stateroom)
- Electrical outlet (120 V)
- Fresh water outlet
- Swim platform - fiberglass with stainless steel brackets
- Swim ladder - stainless steel attached to boarding ladder
- Stainless grab rails at cockpit entry
- Private entrance to crew's quarters

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## Pilothouse

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- Pilothouse layout includes: Ritchie compass (5')
- Intercom system , 5 stations, Newmar
- Helm seating for up to seven adults
- Single lever controls
- Six overhead red/white lights, four wall mount reading lights
- Edson 26" stainless steel helm wheel with teak trim
- Instrument console with full engine instrumentation, electronics and enunciator panel to show water pump, bilge pumps and generator running
- Sliding windows (6) UV block tempered laminated glass with screens
- Full height double sliding door to covered bridge deck with fixed window
- Windshield wipers and washers, with pantograph armsets
- Varnished teak interior, 6 coats, hand rubbed
- Seat cushions
- Teak parquet soles

- Windshield ventilation portlights (6), Bomar, with screens
- Overhead day/night lighting, chart light and reading lights (6)
- Two 120 V outlets
- Chart drawer, binocular storage compartment, 6 utility drawers
- One 12V outlet
- One telephone jack
- Two stereo speakers
- Separate Cruisair reverse cycle air conditioning system
- Indirect sole lighting
- Four stereo speakers
- Two lamps

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## Electronics and Navigation

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- Two large multi-function displays
- Two smaller Vei multi-function displays
- Four, Simrad IS-20 multi-function displays and analog compass display
- Furuno RD-30 stand alone GPS
- Std. Horizon CPV-550 chart plotter
- I-Com M-604 VHF radio with DSC
- Simrad AP-28 autopilot control
- Furuno FA-150 AIS display
- Garmin 7212 chart plotter display
- Krill vessel information system, throughout vessel
- Std. Horizon CP-300 chart plotter in owners and crew's cabins
- Two Caterpillar LCD displays at helm and two in engine compartment
- ZF Cruise Command, electronic throttle and shift control

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## Accommodations Below

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## Electrical

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- Generators: Onan (2) Model no: 23MDKBP/R/V, 19.0-kW, 2000 hrs 9/18
- Batteries: Two pair, Group 31 AGM with boxes/ covers and tie straps under generators, port & starboard for generator starting
- Two pair 4D-AGM below sole in crew cabin sole on center line for engine starting  
Four pair 8D 'gel-cell' below cabin sole in master cabin for house service
- Battery chargers: Under aft crew bunk, starboard: Charles Industries, one each for generator and engine starting batteries
- Two, Charles Industries 60-amp, 24-volt for port and starboard house banks
- Battery switches: Five, Perko aft, for both engines, both generators and engine/  
engine parallel Five, Cole Hersey 600-amp at breaker panels port side salon for house service
- Breaker panels: Bass Products for 12 and 24-volt DC and 120/ 240 AC service, slide bar type lock outs on input breakers for shore/ generator/ inverter and crossover functions
- Isolation Transformers: Two, Charles Industries Iso-Boost 50
- Inverter: Vanner 'Trusine Series', 24-volt, port side forward machinery space with TSR control panel

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## Mechanical

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- Water maker: Sea Recovery Aqua Matic
- Water maker: Sport Zero, membrane new in 2014
- Bilge pumps, Four pairs of Rule Heavy Duty submersible, higher pump for each pair appeared to be connected to a high water alarm, Two small Rule 500

- submersible electric AC powered 'Emergency' pump in engine compartment
- Air conditioners: Cruise Air with chillers and separate air handlers
- Tanks: FRP fuel, water and sewage, (appeared to be four fuel, two each water and sewage)
- Waste discharge: RC Marine Y-valves and 120-VAC discharge pumps
- Oil change pump Fuel transfer pump
- Engine compartment blowers, (four) Windscreen wipers and washer
- Block heaters with timers for both main engines
- Two pair of trim tabs
- Water system: Head Hunter Mach 5 water pressure pump and accumulator tank Two, 20-gallon electric hot water heaters
- Through hull valves: Groco bronze ball valves on all through hull fittings below the waterline with Groco bronze and Plexiglas strainers
- Four head compartments with Raritan electric flush heads, blower fans for each head Refrigerator in crews cabin

## Additional Equipment

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- Deck hatches: Ten, Manship stainless framed Plexiglas, Opening ports Hood, stainless
- Windows: Sliding and fixed at helm deck, fixed in salon
- Windlass, Maxwell, 24-volt DC Deck wash down pump
- Dinghy hoist: Performance Marine ES-1000, 24-volt DC
- Washer/ Dryer: Miele household size, 'Touchtronic' model: T-1312 dryer and T-1113 washer
- ACR cabin top spotlight, two Large cabin top spotlight
- Kahlenberg horn with M-511 C/D control panel Cable Master AC cord retractor in chain locker
- Navigation lights
- Dock lines
- Fenders with covers
- Life jackets

## Disclaimer

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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.

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## Exclusions

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Owner's personal belongings.

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# PHOTOS

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# CONTACTS

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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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## Telephones

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USA: **+1(954)274-4435**

## Office hours

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

Sunday: **closed**

## Address

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