

PULSAR II — X YACHTS



Судостроитель: X YACHTS

Год постройки: 2002

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Spain

Длина общая: 72' 11" (22.20m)

Ширина: 6' 0" (1.83m)

Мин. осадка: 11' 0" (3.35m)

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

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ХАРАКТЕРИСТИКИ

Обзор

X-Yachts have always been known to be designed by Sailors for Sailors and the largest of the fleet is no exception in any way. She is a great performer, yet, very comfortable sailing with hydraulic winches, Reckmann furlers for the foresails and in boom furling for the main sail.

This X73 has excellent sailing abilities due to her tall rig and double wing keel and very easy handling systems. Her unusual cockpit layout provides extra protection whilst her interior offers a lot more space than other sisterships of her size. Deck saloon with panoramic outlook.

PULSAR II has enjoyed a good life where the owners have not saved on costs. In 2015 and 2016 investments were made. The key jobs were: new 11MM Burmese Teak laid decks. Bowthruster refit and new anchor. 2016 saw some good work done as well: new gelcoat and full paint job on the superstructure and cockpit. All Reckmann equipment was refurbished. In 2017 a brand-new tender was brought on board. This yacht with its special open interior plan, hence fewer doors and yet light flooded, is something to see to appreciate.

Основная информация

Подкатегория: Крейсерская яхта

Модельный год: 2002

Год постройки: 2002

Год обновления: 2016

Страна: Spain

Размеры

Длина общая: 72' 11" (22.20m)

Длина по ватерлинии: 63' 2" (19.24m)

Ширина: 6' 0" (1.83m)

Мин. осадка: 11' 0" (3.35m)

Скорость, вместимость и масса

Водоизмещение: 94578.310398 Pounds **Вместимость воды:** 245.415836308 Gallons

Объем топливного бака: 412.636745224 Gallons

Размещение

Всего кают: 3

Спальные места: 8

Всего ком. состава: 3

Каюты экипажа: 2

Спальных мест экипажа: 2

Комм. состав экипажа: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: M225Ti

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

GENERAL

Hull and Deck construction

Isotalic Polyester sandwich construction with biaxial E-glass fabrics. Awlgrip Corinthia blue hull. Core material is 20-40 mm Divinycell of different densities vacuum bagged into the outer skins. Solid laminate around keel steel girder, rudder bearings, and at all "through hull" fittings such as sea cocks and bow thruster exit. Hull laminated with extensive use of biaxial E-glass fabrics. Structural bulkheads are of composite sandwich decorated with 4 - 6 mm teak marine plywood, securely bonded to both hull and deck. Watertight bulkhead separating the sail/crew cabin and the owner's cabin. 11 mm teak decks (from 2015) at front and side decks, at coach roof in front of the doghouse and at outer cockpit coamings, at seats and floors in cockpit and at stern steps - and finally at stern ports "inside" as well as at the aftmost floor behind the lazarette and inside lazarette. Heat galvanized TPS steel sections welded together into an extended H-frame, typical for X-Yacht construction. This frame takes up all the loads from keel and mast.

Van Oossanen double wing 13,6 ton keel, providing 30% less resistance due to side force, as well as increased stability when sailing upwind, resulting in a better performance.

Electrically/hydraulic switch operated opening transom, chain driven by hydraulic motors. The transom port while opening is a practical bathing platform with a recessed folded stainless steel bathing ladder. The transom steps have teak treads. The gas tank is placed in protective PVC box with plexi glass cover for extra protection.

Engine and Mechanical

Engine

Perkins M225 TI, 157 kW 225hp. mounted on Aquadrive CVA 50231 foundations ZF 630 H1 ratio 1:2.78.

Hours June 2018: 5622hrs

Aquadrive thrust bearing type B 30 CV 30, flex shaft type CVA 20400. Silencer and water lift on main engine exhaust. Water separator on exhaust from main engine. Deep-sea seal stern glands, water lubricated. Stern tube and bearing. Shaft brackets. Sprurs marine line cutter model E. 30 x 23 Gori 3 blade propeller.

Fuel Two 601 litres alloy tanks installed under the saloon floors. Day tank of 360 litres supplying fuel to the engine, generator and heater system. All tanks have inspection hatches and deck filler. Double fuel filters and water separators and shut off valve on feed line to the main engine and to the generator. Water separator with water alarm on the electrical panel. Each fuel tank with gauges and "back-up" Dip sticks. Each fuel tank is vented to above sheer line. Fuel tanks were pumped empty in 2016, after which tanks were cleaned inside.

Generator

Westerbeke 12.0 EDT D-NET 50Hz 12 Kw. Using an Internal Mitsubishi engine. Two displays: one on the unit, one in electronic cabinet outside unit. New from 2012, 1031 generator engine hours in June 2018.

Deck Equipment

Steering and controls Twin carbon wheels of 1m diameter with two rudder blades, each just aft of the propellers. Mamba steering system. (Two independent systems.)

Controls on the two steering positions: Raymarine i70 Multifunctional screen 7 Raymarine RMK-9 Remote controls for the 15 centrally positioned screen Main Sheet out/in Typhoon Engine emergency stop Bowthruster on/off Bowthruster left/right Throttle Autopilot on SB Classic large compass E.S. Richie, Inc

Winches: 2 large hydraulic Navtec winches size 111 for Genoa 2 large hydraulic Navtec winches size 88 for Jib 2 manual Navtec winches size 64 aft for the running rigging aft 2 manual Navtec winches size 64 aft midship 2 manual Navtec winches size 64 aft at mast

All deck hatches except for the sliding hatch have SKY SCREEN blinds and fly screen units integrated into the headlining. Hot and cold freshwater deckshower located in a step locker within the transom. Freshwater outlet on deck at the bow, including hose for freshwater wash down 4 pairs of 400mm stainless steel pop-up mooring cleats. 5 pairs of 100mm stainless steel openings in the deck rails for guiding mooring lines. Pair of aft 330 mm stainless steel fairleads near transom bulwark, with openings of 80mm.

Anchors and chain Double U-shaped anchor bow roller for the 70 kg Bruce anchor with 120 m long stainless steel 13 mm calibrated chain, secured by a latch/lock fitting, including attachment eye for asymmetrical spinnaker/gennaker. The bow anchor winch is a Lewmar 3000 Gypsy/Drum windlass - hydraulic, 1591 kg max load. plus foot switches at the winch, refitted 2016. Spare Bruce 50 Kg stern anchor, which can optionally be used together with bow anchor.

Accommodations

Accommodation for 9/10 plus saloon berths. From aft, through the cockpit door - Steps down to the "Panorama view" sofa arrangement at deck level, with a unique spacious design. Galley to port, and stairs starboard leading to the salon on one side and the aft connection to the cabins and the galley. Engine room below. Salon forward with a large U-shaped table and two chairs. Opposite there are two sofas, one of them with an elegant drinks table. The second sofa has a backrest that can be optionally lifted and used as an additional bunk. The owners cabin is forward of the mast and is full beam. King size bed and lockers and on starboard a sofa that can be used as an additional bed. Large and comfortable wc/shower room. The salon and owner's cabin offers DVD and CD Bang & Olufsson. Two guest cabins are located aft of the salon on either side, each with en suite WC / shower rooms. One cabin has a double bed with an upper bunk and the other has upper/lower bunks. All berths are fitted with a battening system. The interiors are light and

practical, with as a major theme the combination of light teak and light blue Alcantara coverings. Modern and sober Danish design with some classical lamps for variation. Forward of the owners cabin is a watertight bulkhead with a Miele washing machine and the storage for the Gennaker, behind which there are 2 crew cabins and one shower room. The 28 mm thick floorboards are made of plastic honeycomb sandwiched between 2 layers of teak plywood with light holly stripes. The toilets are Sealand VacuFlush. Each head compartment is fitted with Granite wash basin and thermostatically controlled mixer taps for shower. **Plumbing Systems**

Fresh Water 992 litres in stainless steel tanks located under the floorboards. Hot and cold pressure water.

The hot and cold pressurized freshwater system is pumped by an AMFA 990 pressure pump with 24 litres accumulator tank. **Water maker** 1x 220V Sea Recovery 30 gallons/hr (114 l/hr). **Hot Water** Two insulated stainless steel 40 litres tanks - heated by either main engine's heat exchanger, by a thermostatically-controlled 220 V heating element. **Black and Grey Water** 250 litre stainless steel black water holding tank. Emptied by electrical pump via a hull outlet - or via a deck suction line. 2 stainless steel grey water tanks. Each grey water tank can be emptied via a hull outlet by an electrical bilge pump. Five interior toilets type Dometic Sealand VacuFlush, operated through a central vacuum system. **Bilge pumps** All bilges are drained into the deep keel bilge, except for the engine bilge. One Henderson type manual bilge pumps each 110 litres/min (one in cockpit and one inside interior) plus an automatic electrical bilge pump takes the water via Jabsco type strum box (filter) to hull outlets glassed into the freeboard. All hoses for draining to and from the central keel bilge have reinforced PVC tubing. **Heating System** Diesel heater Webasto 2010 with heating in all cabins.

Electrical Systems

DC electrical system 24 V with a battery capacity of 1000 Ah by 12 Sonnenschein A600-10 V 1000 OPz 2V batteries. Navigation battery bank: 200Ah/24V. A separate navigation battery bank is installed. 200 Ah/24 V, Mastervolt maintenance free MVSV 12-200 - two paces. DC-DC converter of 20 Amps - type Mastervolt to be able to work with 12 V Nav equipment. Main engine start battery 55 Ah. Generator start battery, 55 Ah. Special cranking batteries, maintenance free. Parallel switch for main engine start and generator start battery. Two 100 Amp Mastervolt MASS 24/100 chargers, one charger of 50 A for nav. batteries - type Mastervolt MASS 24/50. If shore power is available, one charger can be used, if generator power is available all chargers can be used. DC distribution panel with thermo fuses for the yacht's 24 V and 12 V system. Battery monitor. Fuel and water tank level gauge with digital read out and selector switch. AC electrics 32 Amp shore power inlet, stainless steel, inside lazarette, 25 m heavy duty shore power cable. 6 kVA AC/AC transformer with soft start. Mastervolt system switch to connect the four distribution groups to the available AC power source automatically. This includes a Power System Control Panel for monitoring and controlling the components. AC / DC sinewave inverter of 3000 Watt (30 min rating) - type Mastervolt MASS Sine 24/3000. All loads can be powered by the inverter except for the chargers. Air conditioning in master cabin (Wilo).

Navigation and Mechanical Systems

Electronics 2016 new Raymarine navigation and control system: Chart table eS75 INTERNAL DISPLAY MULTIFUNCTION 7" WITH FISHFINDER CP370 and TRANSDUCER P319 THRU-HULL Centrally located outside gS165 EXTERNAL DISPLAY 15,4" WITH TWO REMOTE CONTROLS Mast ANTENNA RADAR RADOME 4Kw 24" HD PS steering i70 RAYMARINE PACKAGE WITH SPEED, DEPTH, AND WIND SB steering i70 RAYMARINE DISPLAY SB steering p70 RAYMARINE AUTOPILOT CONTROL UNIT Above cockpit door 2 GNX120 7" DISPLAY GARMIN Chart table and centrally located outside VHF RAY260E WITH AIS MODULE & II HEADSET Mast ANTENNA VHF NETWORK SWITCH 5 WAYS Satellite phone system Thrane & Thrane Sailor Controls on the two steering positions: Raymarine i70 Multifunctional screen 7 Raymarine RMK-9 Remote controls for the 15 centrally positioned screen Autopilot on SB Classic large compass E.S. Richie, Inc

Sails and Rigging

Mast, Rig and Sails Sloop Rig North sails from 2013, made from Dyneema. A Nordic (now Southern Spars) Carbon triple spreader rig with tapered aerofoil spreaders mounted on pins. White AWL Grip. New mast cabling done in 2016 placing all antennas on the mast and new placement of all equipment. New aquasignal lights including 4 cross uplighters on the lower and middle spreaders and 2 new down cross lights. Mast and rig were structurally tested using ultrasonography in 2016. Tapered masthead with attachment permanent backstay. Masthead of carbon with 1 sheave for main halyard with accommodation to contain a spare main halyard messenger pilot line. Masthead with attachment for gennaker halyard block. Main halyards and main sheet below deck, led via Frederiksen sheaves to captive hydraulic powered Navtec winches located below the floor in the owners cabin. These winches are able to pull up to 3,300 kgs. The safe working load is enough to reach sheet loads up to 5,300 kgs. Switches close to the helmsman's position and on the remote control panel. All hydraulic operated winches and captive winches via Lewmar Hydraulic Power Pack with three motors. Both genoa halyards can be parked on an Antal halyard track/car with plunger each side of mast. Rod rigging: BSI, Navtec rig system. Mast step of welded aluminium standing on the galvanised steel girder. 2 cylinders mast jack system. Carbon fibre Leisure Furl furling boom and carbon fibre mandrel, hydraulic lock cylinder and motor. Reckmann hydraulic forestays type RF-90-3. Navtec for backstays and boomvang. Main halyard, Genoa halyards, Main sheet, Genoa sheets of Dyneema. Running backstays of Aramid. Genoa sheet tracks and cars with plunger stop cars. Single mainsheet to captive winch. All blocks and tracks are Frederiksen. 4 hydraulic lewmar winches, 2 for genoa and 2 for jib. The height of the mast and the size of the mainsail are made bigger than on an average cruising yacht of this size. Rigging Controls -

On central panel between the 2 steering position: Main sail halyard - captive winch (up/down) (inclusive main sail mandrel furler (in/out)) Main sail lock (lock on/lock off) Main sail sheet - captive winch (in/out) Hydraulic boom control up/down, backstay pressure Loosen Halyard control Navtec remote panel for hydraulic boom vang, 2 x hydraulic backstay tensioners

Accessories

Liferaft

ZODIAC OPEN SEA ISO 9650 and SOLAS compliant grab bags from 2012. All safety equipment including fire extinguishers was replaced in 2012 to comply with MCA requirements. EPIRB from 2010

Tender 4.45m F-Rib (hard bottom) foldable rib from 2017, measuring 1 x 1 m when folded with the two bottom parts placed on top of each other. Unfolded she fits exactly forward of the mast. Tohatsu 30 hp 2 stroke Small Tohatsu 3,5 hp 4 stroke. Bauer electric diving compressor with three diving tanks

Refit Summary

2010: Blue hull paint teak on coach roof air conditioning owner cabin new cushions for owner cabin, rearrangement owner cabin, 4HP tender engine 2012: gangway passarelle refit, new bow protection plate, new generator 2013: new sails, new 30HP tender engine 2015: bow thruster refit, Gori propellor refit in Denmark, Propellor shaft P-Bracket relamination, new 11mm Burmese teak deck, new sundeck cushions, new deck hatches (all but coach roof hatches), some Oceanair skylights replaced, others refitted, new bimini, new Rocna 70 anchor, Iceberg freezer and fridge. 2016: cockpit and superstructures gelcoat and paint renewed, Reckmann furlers and windlass completely refurbished, extra new and lighter gangway, full ultrasonographic rig test resulting in two new rods, new electric mast cables and lights, completely new Raymarine navigation system, fuel tanks emptied and cleaned 2017: new tender

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

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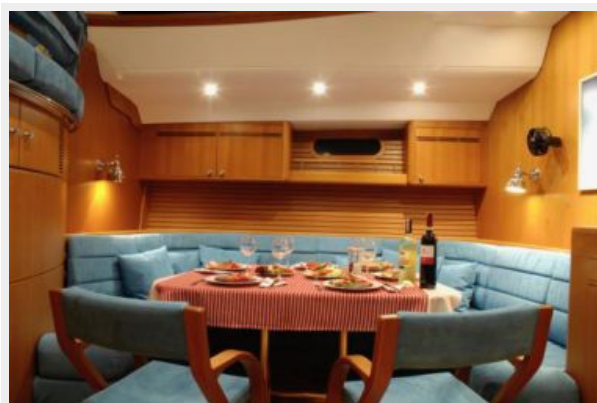
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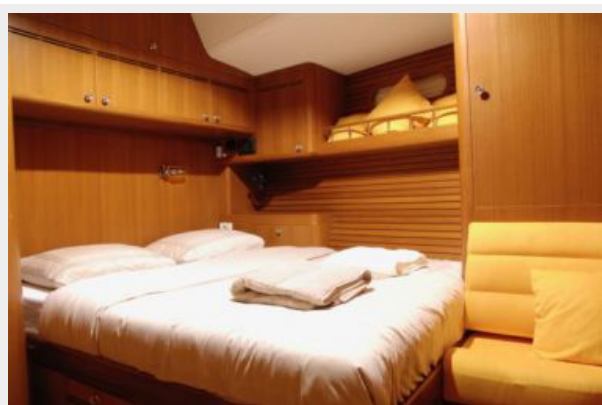
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owner cabin.jpg



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КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрито**

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