

KINTALA — TARTAN



Судостроитель: TARTAN

Год постройки: 1982

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 42' 0" (12.80m)

Ширина: 12' 3" (3.73m)

Макс. осадка: 4' 11" (1.50m)

Купить Kintala — TARTAN 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 Kintala — TARTAN 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

***Kintala* is a special Tartan 42 in many ways.** She is the Scheel shoal keeled version of this classic Sparkman & Stephens bluewater cruiser, with a 4'11" draft and a generous interior and high-performance tall rig (62'). Her owners have refitted her thoroughly as they have cruised, creating what is now the perfect tried-and-true cruising boat ready for you to take over.

Some highlights:

- **Custom workshop with cabinets and workbench and elaborate parts and tool storage system**
- **Transmission new in 2012**
- **V-Drive new in 2012**
- **Electronics new in 2013**
- **Custom canvas and new upholstery**
- **Many custom cabinetry features for excellent storage and comfort**
- **Cape Horn windvane**
- **LaVac Head**
- **Barrier coat and bottom paint in 2018**
- **New headliner**

Complete equipment list:

Engine Westerbeke 50 (orig) Hurth Transmission (2012) Walter V-Drive (2012) Michigan Wheel Marine 16R10 3-blade propeller and shaft (2017) PSS Shaft Seal Remote oil filter system (2016) Electric fuel pump for bleeding Ventilation bilge blower New throttle, shifter, fuel cables (2016) 55-Amp API Marine alternator new (2018) Racor 500FG Fuel filter/water separator Electrical Garmin GPSMap 441 (2013) Garmin GPSMap 541 (2013) Raymarine ST60 wind/depth/speed Standard Horizon GX2150 with AIS and DSC (2013) Icom RAM Cockpit VHF mic (2013) 8D AGM Dekka battery (2013) Group 27 Dekka start battery (2013) 3 Renogy 100 watt solar panels Blue Sky Solar Boost 2000E Xantrex Link Pro monitor Rule 3-way bilge pump panel Micro Solar Pure Sine Wave Inverter 1000 watt (2015) with remote switch True Charge 40a battery charger Battery Isolator Heart Interface Incharge Alternator Regulator 50 ft 30a shore power cord and outlet

Galley Hillerange 3-burner propane stove and oven with broiler Propane solenoid switch in galley Norcold 120v/12v refrigerator Hot-cold pressure water, Shurflo Revolution quiet pump, Shurflo accumulator Fresh water foot pump Drinking water faucet, 2-stage under sink filtration

Head Lavac manual toilet Whale Gulper overboard discharge pump 24 gal holding tank, plastic Shower Enclosed sump box with automatic float switch

Accomodations V-berth in forward cabin Double berth in aft cabin Single berth in salon Pull-out

wide single berth in salon Full workshop in aft cabin Pantry in aft cabin

Misc Equipment 2 bilge pumps, automatic 1 high water level alarm 1 enclosed shower sump box with automatic bilge pump Manual bilge pump in cockpit 3 dual 12 v fans Six step side boarding ladder Emergency tiller Cape Horn wind vane with ST1000 autopilot control 2 propane tanks 10#, (2013) regulator, solenoid 4 new 3/4" dock/mooring lines Many assorted additional lines 3 large fenders with covers 2 flat fenders 2 fender boards with 4 fenders 14' extending boat hook for moorings 12' boat hook Forespar whisker pole with deck mount Simpson-Lawrence Hi-Speed manual windlass Bronze Ball thru-hull valves SCAD holding tank monitor Big Orange refillable holding tank filter 3.5 Mercury dinghy motor and stern rail mount bracket Deck prisms (5) Safety Equipment Type IV Horseshoe 5 Fire extinguishers, all complied with Kidde recall 4 Type III life jackets Three type IV flotation pillows EPIRB DSC enabled GX2150 Air horn Safety placards Bell Dyneema lifelines (2013) Anchor black ball Emergency radar reflector Smoke detector CO Detector Boat Name Kintala

Specs Keel: Other Dimensions LOA: 42 ft 0 in Beam: 12 ft 3 in LWL: 32 ft 0 in Maximum Draft: 4 ft 11 in Displacement: 22000 lbs Bridge Clearance: 62 ft 0 in Dry Weight: 9000 lbs Engines Engine 1: Engine Brand: Westerbeke Year Built: 1982 Engine Type: Inboard Engine/Fuel Type: Diesel Engine Hours: 3800 Drive Type: V Drive Engine Power: 50 HP Tanks Fresh Water Tanks: (165 Gallons) Fuel Tanks: Aluminum (64 Gallons) Holding Tanks: Plastic (25 Gallons)

Accommodations Number of single berths: 2 Number of double berths: 2 Number of cabins: 2 Number of heads: 1 Electronics Log-speedometer Plotter Autopilot Navigation center Compass VHF Wind speed and direction Depthsounder Sails Battened mainsail Furling genoa Inside Equipment Marine head Manual bilge pump Electric bilge pump Refrigerator Oven Hot water Electrical Equipment Shore power inlet Inverter Outside Equipment/Extras Solar panel

Interior Walk-Through

Kintala is entered through a custom dodger built in 2012. The companionway is a blue water companionway accessed only through the top sea hood. There are 7 stairs. Main engine access is under the companionway stairs.

To port as you enter is the U-shaped galley with 8.5 cu ft Norcold 120v/12v refrigerator on the aft bulkhead, Hillerange 3-burner propane stove with oven and broiler on the port hull. There are two large cupboards with caned ventilation panels on the port hull on either side of the stove as well as a large stainless sliding door cabinet directly behind the stove. Under the sliding door cabinet are two deep recesses suitable for storing plates or utensils. There is a deep pot and pan storage locker to the right of the stove and just to port of the double bowl sink. The sink has one wider but shallower bowl to port and one very deep bowl to centerline. Hot water is provided through a 6-gal hot water heater which is usable with AC power or through engine heating. Above the sink is a shelf with 7 glass holders as well as a narrow shelf. Behind the sink is a polished aluminum backsplash. There is a drop-leaf counter extension just to center of the sink area. There is a large spice rack and cupboard over the refrigerator as well as good-sized storage for cleaning supplies and a trash can under the sink. The galley is lit with two long LED strip lights. There are two GFI outlets in the galley. One is for the AC system when docked and the other is tied to the 1000 watt inverter.

To starboard of the galley is the nav station which is situated facing the starboard hull. The AC and DC electrical panels are placed on the aft bulkhead. There is a shelf above the nav station which houses the GX2150 VHF with AIS and the Garmin GPSMap 441. Below the shelf are 2 cupboards suitable for storage of binoculars, flashlights, etc. along with the Raymarine ST60 repeater instrument. The nav station is lit with a long dimmable LED strip light. There is a large storage compartment under a lifting table in which charts, guidebooks and logbooks can be stored. There are two drawers to the aft edge of the station and a storage cubby. The wet locker is just aft of the nav station and the nav seat is bench style with a lifting lid which accesses a large storage locker for bakeware.

Just aft of the nav station is the door accessing the aft cabin. The aft cabin has a double berth with 4-inch foam mattress in 2 pieces and a small hatch above and 2 portholes which open to the cockpit for ventilation. There is a deep storage cubby at the far foot of the berth and the battery box is at the midline of the berth. It contains a Dekka 8D AGM (2013) as well as a group 27 start battery. Under the head area of the berth is a large storage cubby and very deep cabinet. Amidships of the berth is a large shelf area above the cabinet which houses the refrigerator compressor. To starboard of that cabinet is a very large shelved cabinet which is currently used as the pantry. It will store several weeks of dry goods. On the starboard hull is a workshop which was built converting a single berth. It houses a large collection of parts and hardware boxes. There is a workbench with vise below that storage area and three large, heavy duty drawers beneath that which house heavy tools. There is a deep cubby aft which houses large tools in boxes such as drills and another sealed cubby which houses chemicals and cleaning supplies safely. Behind the cabin door is a hanging tool organizer.

Moving forward out of the aft cabin and past the galley/nav station area you enter the main salon. The salon has a single settee to starboard with 2 large storage lockers behind the back cushions. There are 2 storage cabinets above the settee with caned ventilation panels and shelving inside. Between those 2 cabinets are 2 deep bookshelves. Beneath the starboard settee is the 79-gal aluminum water tank. There is a long, dimmable LED strip light recessed above the settee. There is a large overhead hatch centerline.

To port there is a single settee that pulls out to a wide single. Above the settee is a pilot berth area that was converted to shelving. Underneath the bottom shelf is a hidden storage area that was built to store long rolls of Sunbrella fabric. It is about 3 inches deep and the size of the original pilot berth. The top shelf is an electronic charging shelf with an 8 outlet power strip connected to a 1000 watt inverter. The shelf is large enough to house several computers, iPads, phones, rechargeable flashlights, etc. Behind the back cushions are 2 more very deep storage compartments. The inverter is in the forward compartment but only uses a small portion of that space. The remote control switch for the inverter is mounted on the forward bulkhead. Beneath the port settee is the 64-gal fuel tank. In the bilge area there is a 2 large storage bins which will hold over a case of canned beverages. The water tank manifold is also situated in the salon bilge area. There is a long, dimmable LED strip light recessed above the port settee.

The salon has a bulkhead dining table that can seat eight. It can be utilized with one leaf up and one locked down to seat 2 comfortably or the whole table can be set up and seat 3 on each

settee and one on each end with additional folding chairs. The dining table is a custom-built mahogany table with cherry storage cabinet mounted on the wall. The storage cabinet has 3 shelves which are deep and can store place settings for eight at least including plates, bowls, glasses, wine glasses, napkins, and silverware. There are 2 LED eyeball lights above the table.

Just forward of the starboard settee is a large closet. The closet currently has shelving but could be returned to its hanging closet status with minimal effort. The closet is 18 cu ft and holds a remarkable amount of things. The bottom shelf is heavy duty and currently stores a Sailrite sewing machine and vacuum cleaner. The closet door is louvered for ventilation. Below the closet door is a small cubby currently used to store extension cords. The top of the closet is a shelf with fiddle.

Across from the closet is the large single head. The Lavac toilet is situated on the forward bulkhead facing aft. There is a teak medicine cabinet above it and teak handrails. On the port hull is the sink with storage cabinet below and large mirror sliding door cabinet above. To the left of the sink is a built-in seat with three storage cabinets above it. The top two are deep louvered cabinets suitable for storing a large amount of towels, etc. The lower cabinet is a tilt-out cabinet. The head has an oval shower curtain track in front of the seat. The shower curtain encloses that area completely, keeping the head area dry. There is a teak grate in the floor and the water is handled by an enclosed sump box with automatic switch in the salon bilge. Lighting is by LED fixture above the sink. There is a SCAD holding tank monitor panel on the port bulkhead. The switch for the overboard pump is located below the sink.

Forward of the head/closet area is the V-berth. The berth is custom-sized for the original owner who was tall. It is King-sized across the aft edge and 2 feet across the foot edge. Just forward of the foot of the berth is the chain locker access door which is louvered. The mattress is a custom-made 4-inch firm foam on the bottom in 3 pieces, with a 3-inch memory foam topper (2018) on top. There is a large 24 x 24-inch hatch directly above the berth for ventilation as well as a dual-head fan. The door to the V-berth is louvered for ventilation. There is also an access door into the head from the V-berth. There is a dresser just to starboard of the entry which has a shelf on top, two drawers, and a storage cubby with louvered door. Along the aft bulkhead on the starboard side there is a hanging locker that was converted to shelving but could be returned to hanging locker status with minimal effort. There are also 2 shoe cubbies as well as a large storage area with shelf under the starboard berth area. There are 2 long shelves along each side of the V-berth. The 40-gal water tank is under the forward portion of the berth. The 24-gal holding tank is under the aft portion of the berth and the head pumps and Jabsco Y-Valve are easily accessed through an access panel on the port side. All plumbing was installed with lifetime no-odor hoses in 2012.

A new headliner was installed in 2016 and the dark teak around the ports was refinished in white. This, along with the LED strip lighting, 13 opening ports, large hatches, and 6 prisms makes the boat pleasantly well lit during the day. The placement of recessed LED strip lighting in warm white makes it comfortably lit at night. The ports, hatches, and 4 dorades make for very good ventilation throughout the boat.

The interior teak is oiled and waxed with Danish oil in red mahogany and Danish wax. The teak and holly floors were refinished in 2016.

Topsides

Leaving the companionway, the dodger has usable storage space to either side of the companionway rails. There is a teak pad in front of the companionway access. Stepping down into the cockpit, the cockpit seats are teak slats and there is a teak grate at the helm covering the cockpit drains. The helm is an Edson binnacle with Ritchie compass. The wheel is finished teak and stainless. The instruments are Raymarine ST60 wind, depth, and boat speed. Engine gages are to starboard. There is storage shelving to port. There is a very large lazarette to starboard under the cockpit settee. The lazarette provides access to the hot water heater as well as the steering system and wind vane control lines. Aft of the helm seat there is an additional hatch opening to access additional wind vane controls. The wind vane is a Cape Horn and has both wind controls and an ST1000 tiller pilot which controls the vane when motoring. There is a horseshoe throwable on the starboard rail, a flag pole, and a dinghy engine mount to port. The stern pulpit is stainless and is combined into the rigid bimini frame. There are two Lewmar 48 2-speed self-tailing jib winches and 2 Lewmar 30 2-speed self-tailing staysail winches in the cockpit. There is a traveler aft of the companionway at the forward edge of the cockpit. The propane locker is under the port cockpit settee and contains 2 steel propane cylinders, a regulator, and a solenoid.

The bimini is new 2015 and includes a connector to the dodger. There is a complete no-see-em screen enclosure custom made for the cockpit (2016.) The bimini is rigidly mounted to provide security for the helmsperson as well as stability for the bimini structure. The 300 watts of solar panels are mounted on a frame above the bimini. They are quick-release and can be removed and stowed within 20minutes.

The exterior teak is refinished with Awlwood, 8 coats (2018.) Exterior teak includes toe rail, dorade boxes, handrails, cockpit seats, helm seat.

The mainsail is a full batten UK Halsey (2011.) It is mounted with the Tides Marine Strong Track system and raises easily and smoothly. It has 2 reef points and rigging for jiffy reefing. There is a sunbrella mainsail cover in serviceable condition. The staysail is a Furlex roller furling yankee jib which tacks easily in front of the mast. The 130 genoa forward is roller furling with a Harken MKIV furler (2013.) There is a spare genoa. All sails are in serviceable condition. The running rigging is all in excellent shape. One piece is replaced each year on a cycle replacement.

The mast is keel stepped with an air draft of 61.5 ft including the antenna. It has 3 winches and 3 cleats. There is a Forespar whisker pole and a track for it on the forward side of the mast. The boom has one winch and 2 cleats. It has blocks and a track at the aft end for the jiffy reefing system. There is a topping lift with adjusting cam cleat at the end of the boom. There are two preventer systems, one portable 2:1 purchase and one boom mounted that runs to the bow through a block and back to the cockpit.

The ground tackle is a Mantus 65# anchor with 220 ft. of chain and Mantus swivel. There is a Simpson-Lawrence manual Hi-Speed windlass with cranking bar that has both chain and rode gypsies. The spare anchor is a Danforth 27 with 150 ft of nylon 3-strand rode. The spare anchor is stowed in the anchor locker available at the forward deck. There is a bow roller, 2 bow cleats, 2 midship cleats, and 2 stern cleats. The bow pulpit is a custom heavy duty stainless pulpit.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1982

Год постройки: 1982

Страна: United States

Размеры

Длина общая: 42' 0" (12.80m)

Длина по ватерлинии: 32' 0" (9.75m)

Ширина: 12' 3" (3.73m)

Макс. осадка: 4' 11" (1.50m)

Трапы: 62' 0" (18.90m)

Скорость, вместимость и масса

Водоизмещение: 22000 Pounds

Вместимость воды: 165 Gallons

Вместимость сточного бака: 25 Gallons

Объем топливного бака: 64 Gallons

Размещение

Всего кают: 2

Всего коек: 4

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

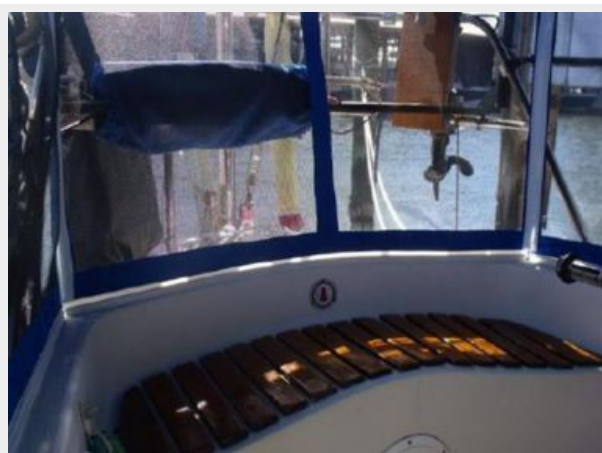
Двигатели: 1

Производитель: Westerbeke

Тип двигателя: Inboard

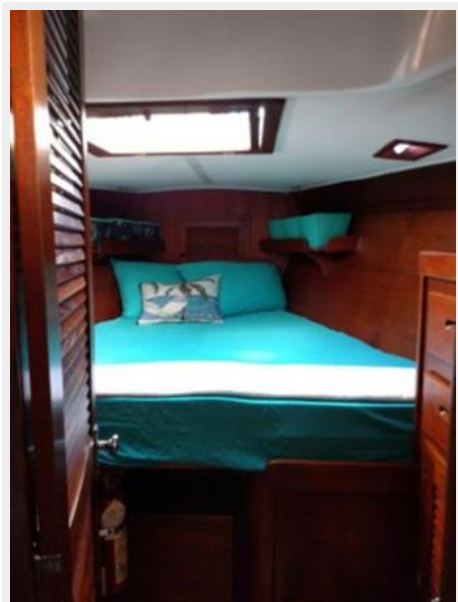
Тип топлива: Diesel

ФОТОГРАФИИ













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.

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Время работы

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

Воскресенье: **Закрето**

Адрес



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